

Project Traffic Analysis Report - Vol 1 of 2

Florida Department of Transportation

District 7

Interstate 75 (State Road 93A)

Project Development and Environment (PD&E) Study

Limits of Project: From Moccasin Wallow Road to South of US 301/State Road 43

Manatee and Hillsborough Counties, Florida

Work Program Item Segment Number: 419235-2

ETDM Number: 8001 and 14267

Date: January 2022

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Interstate 75 (State Road 93A) Project Development & Environment (PD&E) Study

**From Moccasin Wallow Road to
South of US 301/ State Road 43**

PROJECT TRAFFIC ANALYSIS REPORT

Work Program Item Segment No. 419235-2
Manatee and Hillsborough Counties, Florida

Prepared for:



Florida Department of Transportation
District Seven

Prepared by:

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January 2022

PROFESSIONAL ENGINEER CERTIFICATE

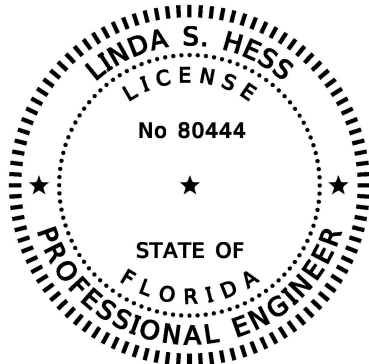
I hereby certify that I am a registered engineer in the State of Florida practicing with American Consulting Engineers of Florida, LLC, authorized to operate as an engineering business, and that I have reviewed or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: I-75 from Moccasin Wallow Road to south of US 301 PD&E Study

WPI Segment No. 419235-2

The attached *Project Traffic Analysis Report* contains depictions of existing field conditions, traffic volumes, collision data, operational observations, traffic modeling, safety analysis, and conclusions and recommendations for the above referenced project. I acknowledge that the procedures and references used to develop the conclusions contained in this document are standard to the professional practice of civil engineering as applied through professional judgement and experience.

SEAL/SIGNATURE:



NAME: Linda S. Hess
FL PE Number: 80444

This item has been digitally signed and sealed by Linda S. Hess on the date adjacent to the seal.

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American Consulting Engineers of Florida, LLC
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| | |
|--|--|
| Traffic forecast for the project was developed using: | |
| <input checked="" type="checkbox"/> Travel Demand Model | <input type="checkbox"/> Growth Rates |
| Type of Travel Demand Model Used: <input checked="" type="checkbox"/> Metropolitan Planning Model - TBRPM v8.1 <input checked="" type="checkbox"/> Other Model <u>ELToD Version 2.3</u> | <i>Refer to appropriate section of Project Traffic Analysis Report that discusses growth rates</i> |
| Is the travel demand model based on the latest adopted Long Range Transportation Plan? | |
| <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| <u>12/9/2009</u> Date when MPO adopted the latest Long Range Transportation Plan | Explain why? |
| <u>2010</u> Base Year of Travel Demand Model | |
| <u>2045</u> Horizon Year of Travel Demand Model | |
| Long Range Transportation Plan documentation is available at (provide web address): <u>https://planhillsborough.org/2045lrtp/</u> | |
| Traffic Data and Factors | |
| Standard K = <u>0.09</u> D Factor = <u>58% for study area</u> TDaily = <u>4% for I-75 south of US 301</u> | Data Collection Year = <u>2017</u> Opening Year = <u>2025</u> Design Year = <u>2045</u> |
| Discuss any changes in land use, economics, population and employment data since the model was built: N/A | |
| Traffic Analysis Assumptions | |
| Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs: | |
| <ul style="list-style-type: none"> - The area of influence for this study stretches between Manatee and Hillsborough County and includes I-75 north of Moccasin Wallow Road to south of US 301. - The Existing Year (2017), Opening Year (2025) and Design Year (2045) were all evaluated using microsimulation TSIS-CORSIM 6.3 software. The MOE used in this study include volume throughput, speeds (mph) and density (vehicles/mile/lane). - The forecasted volumes for this study were developed under WPI Segment No. 419235-3. | |

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along approximately 25 miles of Interstate 75 (I-75) (State Road (SR) 93A) from Moccasin Wallow Road in Manatee County to south of US 301 (SR 43) in Hillsborough County. The design year for the improvements is 2045. This PD&E Study is being conducted concurrently with the PD&E Study for the portion of I-75 that extends from south of US 301 (SR 43) to north of Bruce B. Downs (BBD) Boulevard in Hillsborough County, Florida (WPI Segment No. 419235-3).

The objective of the PD&E Study is to assist the FDOT and the Office of Environmental Management in reaching a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand. This PD&E Study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvement alternatives including elements such as proposed typical sections, special designation of travel lanes, preliminary horizontal alignments, and interchange enhancement alternatives. The anticipated social, physical, and natural environmental effects and costs of these improvements will be identified. The alternatives will be evaluated and compared based on a variety of parameters utilizing a matrix format. This process will identify the alternative that will best balance the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs).

This Project Traffic Analysis Report (PTAR) has been in support of the I-75 PD&E Study performed under the National Environmental Policy Act (NEPA). The purpose of the study is to determine the preferred alternative and resulting traffic impacts for improving the interstate system within the Tampa Bay region. The study summarizes the transportation planning effort for the improvement and modernization of the region's interstate system and how it integrates with multimodal choices across the region. The area of influence (AOI) for this study includes the corridor of I-75 from north of Moccasin Wallow Road to south of US 301. There are three interchanges located within the AOI for this study: SR 674, Big Bend Road and Gibsonton Drive.

Existing traffic counts, data and characteristics were collected in existing year (2017) for the project study area. The development of existing traffic volumes for this study was completed under the adjacent I-75 TBNNext Section 9 PD&E Study (WPI Segment No. 419235-3) for consistency purposes along the I-75 corridor. The traffic factors utilized for this study include a 0.09 K factor, 58% D factor and 4% truck factor for I-75 south of US 301. The *Existing Traffic Development Memorandum (dated September 2018)* is provided in **Appendix B**.

The travel demand forecasting and development of future year volumes for this study was completed under the adjacent I-75 TBNNext Section 9 PD&E Study (WPI Segment No. 419235-3) for consistency purposes along the I-75 corridor. The TBNNext subarea ODME models for 2010, 2045 No Build and 2045 Build scenarios for Sections 9 and 10 were utilized to develop the AADTs, while the ELToD v2.3

model was used to develop the General-Purpose Lane and Express Lane volume split for 2045 Build scenario.

Traffic operational analysis was completed using microsimulation for existing year (2017), opening year (2025) and design year (2045). TSIS-CORSIM 6.3 was utilized for the traffic operational analysis for the I-75 mainline, ramps, merge/diverge and weaving areas. The analysis also included the ramp intersections at SR 674 and Gibsonton Drive. The CORSIM model was calibrated and a *CORSIM Existing Network Model Calibration Memo* dated September 23, 2019 was submitted to the Department and is provided in **Appendix C**. Measures of effectiveness (MOE) used in evaluating model results include volume throughout, density (vehicles per lane per mile) and speed (in miles per hour). CORSIM analysis was performed for three (3) hours in 15 minute intervals (12 intervals). CORSIM simulations include ten (10) runs with unique random seed values. The results from the ten (10) runs were averaged to obtain measures of effectiveness for the evaluated scenario.

The No-Build alternative geometry assumed that no capacity improvements, other than those already planned and funded, would be made to the I-75 corridor. Interchange improvements to the I-75 interchange with Big Bend Road are included in WPI Segment No. 424513-3, and thus the improvements evaluated in that study are taken to be the future existing condition for the No-Build and Build alternatives in this study.

The Build alternative improvements for the I-75 mainline consist of adding two express lanes in each direction to the median of I-75 with a separation of a 4-foot buffer barrier. Interchange improvements for the Build alternative include proposed ramp improvements for the SR 674 interchange and the Gibsonton Drive interchange to become a Diverging Diamond Interchange (DDI). Detailed information regarding the DDI improvements for Gibsonton Drive are provided in a separate project (WPI Segment No. 437650-2).

A five year crash analysis was conducted for the study area for years 2011 to 2015. Crash data was collected for both Hillsborough and Manatee County from FDOT District 7 and District 1 accordingly. For both counties a total of 1596 crashes were reported within the study area. There were 17 reported fatal crashes, 648 injury crashes and 931 property damage crashes. The most predominate crash type reported for the study corridor were rear-end crashes with 29% followed by sideswipe crashes with 17%. Reviewing the location of the crashes revealed that about 49% of the total crashes occurred within one mile influence of the interchanges. For example, in the Hillsborough County segment, 444 or 28% of total crashes occurred within a mile of the Gibsonton Drive interchange, 189 or 12% occurred within a mile of the Big Bend interchange, and 147 or 9% occurred at the SR 674 interchange.

The existing year (2017) traffic operational results are provided in **Section 4.3** of this report. The systemwide network measures of performance summary for existing year (2017) are shown in **Table ES-1**.

Table ES-1 Existing Year (2017) I-75 Network-Wide Performance Summary

| Measure of Effectiveness | Existing Year (2017) | |
|--------------------------|----------------------|---------|
| | AM Peak | PM Peak |
| Total Vehicle Miles | 455,547 | 476,382 |
| Move Time (veh-hr) | 7,215 | 7,561 |
| Delay Time (veh-hr) | 1,798 | 1,287 |
| Total Time (veh-hr) | 9,014 | 8,848 |
| Average Speed (mph) | 50.5 | 53.9 |
| Move/Total | 0.80 | 0.85 |
| Delay Time | 0.24 | 0.16 |
| Total Time | 1.19 | 1.11 |

The overall performance of the study area (mainline and interchanges) for the No-Build and Build conditions were evaluated in terms of total vehicle miles, move time (vehicle/hour), delay time (vehicle/hour), total time (vehicle/hour) and average speed (in miles per hour). The results for opening year (2025) for the No-Build and Build conditions is shown in **Table ES-2**. The results for design year (2045) for the No-Build and Build conditions is shown in **Table ES-3**. As a result, implementing express lanes and the interchange improvements will improve overall delay, travel time reliability, and safety.

Table ES-2 Opening Year (2025) I-75 Network-Wide Performance Summary

| Measure of Effectiveness | 2025 No-Build Average | | 2025 Build Average | |
|--------------------------|-----------------------|---------|--------------------|---------|
| | AM Peak | PM Peak | AM Peak | PM Peak |
| Total Vehicle Miles | 581,908 | 626,644 | 819,142 | 825,349 |
| Move Time (veh-hr) | 9,020 | 9,752 | 12,618 | 12,735 |
| Delay Time (veh-hr) | 3,345 | 5,306 | 1,819 | 2,359 |
| Total Time (veh-hr) | 12,365 | 15,058 | 14,437 | 15,094 |
| Average Speed (mph) | 47.05 | 41.64 | 56.74 | 54.68 |
| Move/Total | 0.73 | 0.65 | 0.87 | 0.84 |
| Delay Time | 0.35 | 0.51 | 0.13 | 0.17 |
| Total Time | 1.28 | 1.44 | 1.06 | 1.10 |

Table ES-3 Design Year (2045) I-75 Network-Wide Performance Summary

| Measure of Effectiveness | 2045 No-Build Average | | 2045 Build Average | |
|--------------------------|-----------------------|---------|--------------------|-----------|
| | AM Peak | PM Peak | AM Peak | PM Peak |
| Total Vehicle Miles | 552,940 | 654,100 | 1,115,568 | 1,068,862 |
| Move Time (veh-hr) | 8,641 | 10,256 | 17,245 | 16,580 |
| Delay Time (veh-hr) | 13,253 | 14,499 | 5,196 | 7,892 |
| Total Time (veh-hr) | 21,894 | 24,755 | 22,440 | 24,473 |
| Average Speed (mph) | 25.15 | 26.47 | 49.72 | 43.68 |
| Move/Total | 0.39 | 0.42 | 0.77 | 0.68 |
| Delay Time | 1.45 | 1.32 | 0.28 | 0.44 |
| Total Time | 2.39 | 2.27 | 1.21 | 1.37 |

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Acronyms

| | |
|--------|--|
| AADT | Annual Average Daily Traffic |
| AN | Advance Notification |
| AOI | Area of Influence |
| CR | County Road |
| DDI | Diverging Diamond Interchange |
| EL | Express Lanes |
| ETAT | Environmental Technical Advisory Team (ETAT) |
| ETDM | Efficient Transportation Decision Making |
| FDOT | Florida Department of Transportation (also “Department”) |
| FHWA | Federal Highway Administration |
| FPC | Floodplain compensation (FPC) |
| FT | Feet |
| FTI | Florida Transportation Information database |
| GUL | General Use Lane |
| I-75 | Interstate 75 |
| IMR | Interchange Modification Report |
| LA | Limited Access |
| LOS | Level of Service |
| MOE | Measure of Effectiveness |
| MPH | Miles per Hour |
| NEPA | National Environmental Policy Act |
| OEM | Office of Environmental Management |
| PD&E | Project Development and Environment |
| PER | Preliminary Engineering Report |
| PTAR | Project Traffic Analysis Report |
| ROW | Right-of-Way |
| SEC | Seconds |
| SHS | State Highway System |
| SIS | Strategic Intermodal System |
| SLD | Straight Line Diagram |
| SMF | Stormwater Management Facilities |
| SR | State Road |
| SUL | Special Use Lanes |
| TBNext | Tampa Bay Next |
| TBX | Tampa Bay Express |
| TPO | Transportation Planning Organization |

SECTION 1 INTRODUCTION

1.1 PD&E STUDY PURPOSE

The objective of this Project Development and Environment (PD&E) Study is to assist the Florida Department of Transportation (FDOT) Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and interchange enhancement alternatives.

The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way [ROW] acquisition, and construction).

To initiate agency coordination, the project has been screened through the Programming Screen of the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 8001, and an updated Advanced Notification (AN) was run under ETDM Project No. 14267. ETDM Project No. 14267 includes project limits from Moccasin Wallow Road in Manatee County to north of Bruce B. Downs in Hillsborough County. The portion of the corridor from south of US 301 to north of Bruce B. Downs in Hillsborough County is being studied under a separate PD&E Study (WPI Segment No. 419235-3) and was previously screened through the ETDM process as Project No. 8002. An ETDM Programming Screen Summary Report was published on March 29, 2007, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. Based on the ETAT comments, the Federal Highway Administration (FHWA) determined that this project qualified as a Type 2 Categorical Exclusion.

1.2 PROJECT PURPOSE AND NEED

1.2.1 Purpose

The purpose of the project is to evaluate alternatives to address the corridor's capacity and relieve congestion. These improvements are expected to enhance the overall safety and improve the operating conditions of the facility within the project limits.

1.2.2 Need

I-75 is a south-north interstate highway that is a major trade and tourism corridor. I-75 is part of the highway network that provides access to regional intermodal facilities such as several general aviation airports, MacDill Air Force Base, several seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities. It is part of the SIS and is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

I-75 is a critical evacuation route as shown on the Florida Division of Emergency Management's evacuation route network. Improvements to I-75 will improve evacuation efforts, when needed, will

enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region. Statewide and regional transportation plans and studies by FDOT and the Hillsborough County Transportation Planning Organization (TPO) identify the need for interstate improvements.

1.3 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements along approximately 23 miles of I-75/State Road (SR) 93A from Moccasin Wallow Road in Manatee County to south of US 301/SR 43 in Hillsborough County, Florida. The design year for the improvements is 2045. This PD&E study is being conducted concurrently with the PD&E study for the section of I-75 that extends from south of US 301 to north of Bruce B. Downs Boulevard in Hillsborough County (WPI Segment No. 419235-3). The project location map is shown on **Figure 1-1**.

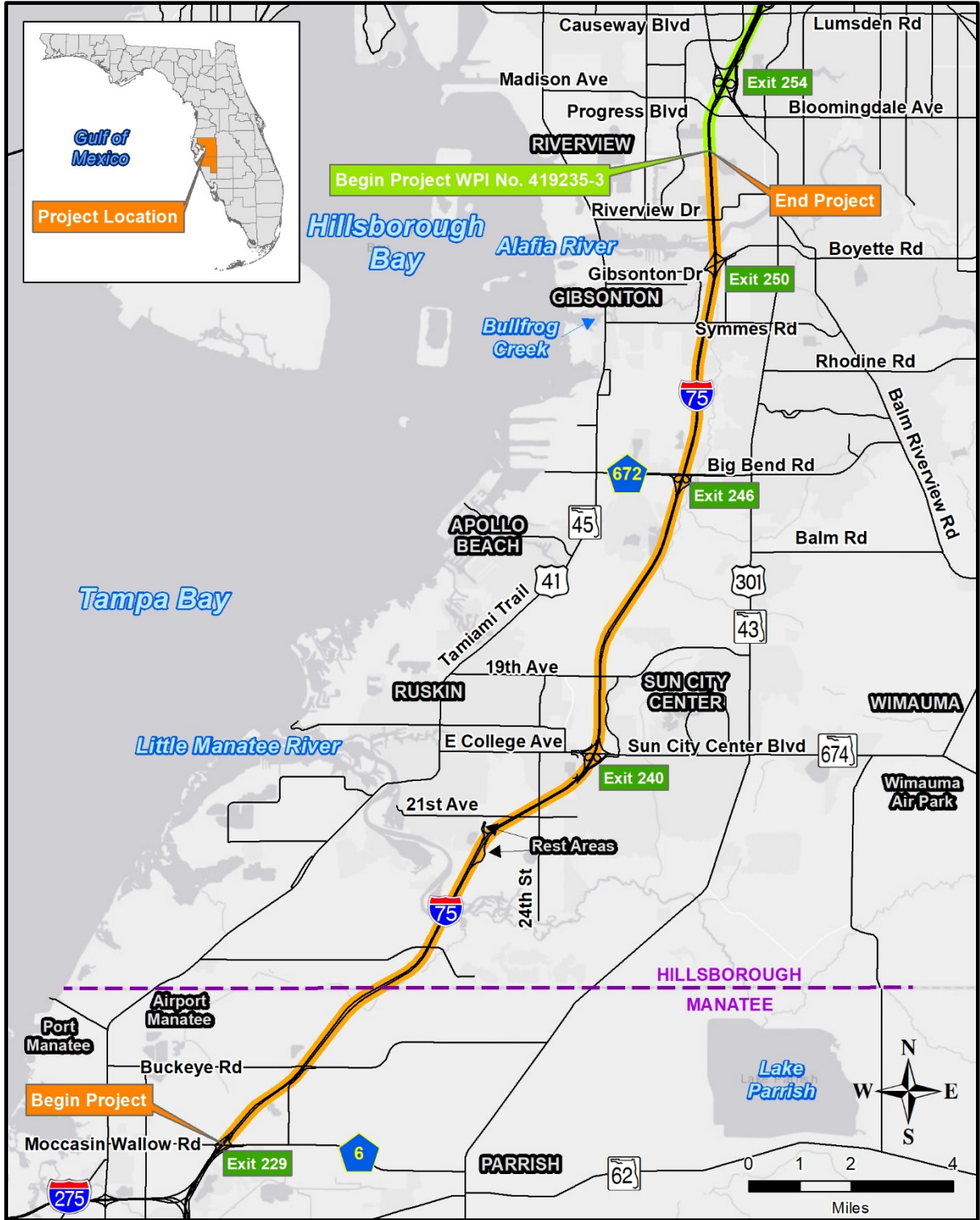


Figure 1-1 Project Location Map

1.4 EXISTING FACILITY

I-75 is a limited access (L.A.) freeway that travels in a generally south-north direction from a southern terminus at SR 826 (Palmetto Expressway) in Hialeah, Florida, to a northern terminus in Sault Sainte Marie, Michigan, near the border with Canada. In Florida, I-75 is included in the State Highway System (SHS), designated as SR 93A; the Strategic Intermodal System (SIS); and the Federal Aid Interstate System. I-75 serves as a major evacuation route throughout the state.

Within the project limits, I-75 is classified as a Rural (south of 21st Avenue SE) Principal Arterial -- Interstate and Urban (north of 21st Avenue SE) Principal Arterial – Interstate. The roadway is generally three lanes in each direction from Moccasin Wallow Road to Gibsonton Drive and three lanes plus one auxiliary lane in each direction from Gibsonton Drive to south of US 301. All travel lanes are 12-ft wide and 12-ft inside and outside shoulders are provided, including 10-ft paved. The median width is a minimum of 88-ft wide; several areas near the south end of the project have a wider median where the roadway has been partially bifurcated. The existing typical sections are shown in **Figure 1-2**.

The existing L.A. ROW varies throughout the study limits; however, in most areas, the minimum ROW width is 348 feet. For a segment north of SR 674, the ROW on the west side narrows by as much as 46-ft just north of the interchange, yielding a total ROW of only 302-ft. Several areas near the south end have a ROW as wide as 556 feet, where the two roadways are partially bifurcated with a wider median. The posted speed limit is 70 miles per hour (mph).

There are three interchanges along I-75 within the project limits. They are located at SR 674/East College Avenue/Sun City Center Boulevard, County Road (CR) 672/Big Bend Road, and Gibsonton Drive. Existing rest area facilities for northbound and southbound travelers are situated approximately 3-miles south of SR 674. The study area includes 22 bridge structures, including crossings over Curiosity Creek, the Little Manatee River, Bullfrog Creek and the Alafia River.

Interstate 75 has not had capacity improvements from Moccasin Wallow Road to south of US 301 since its original construction in the early 1980's.

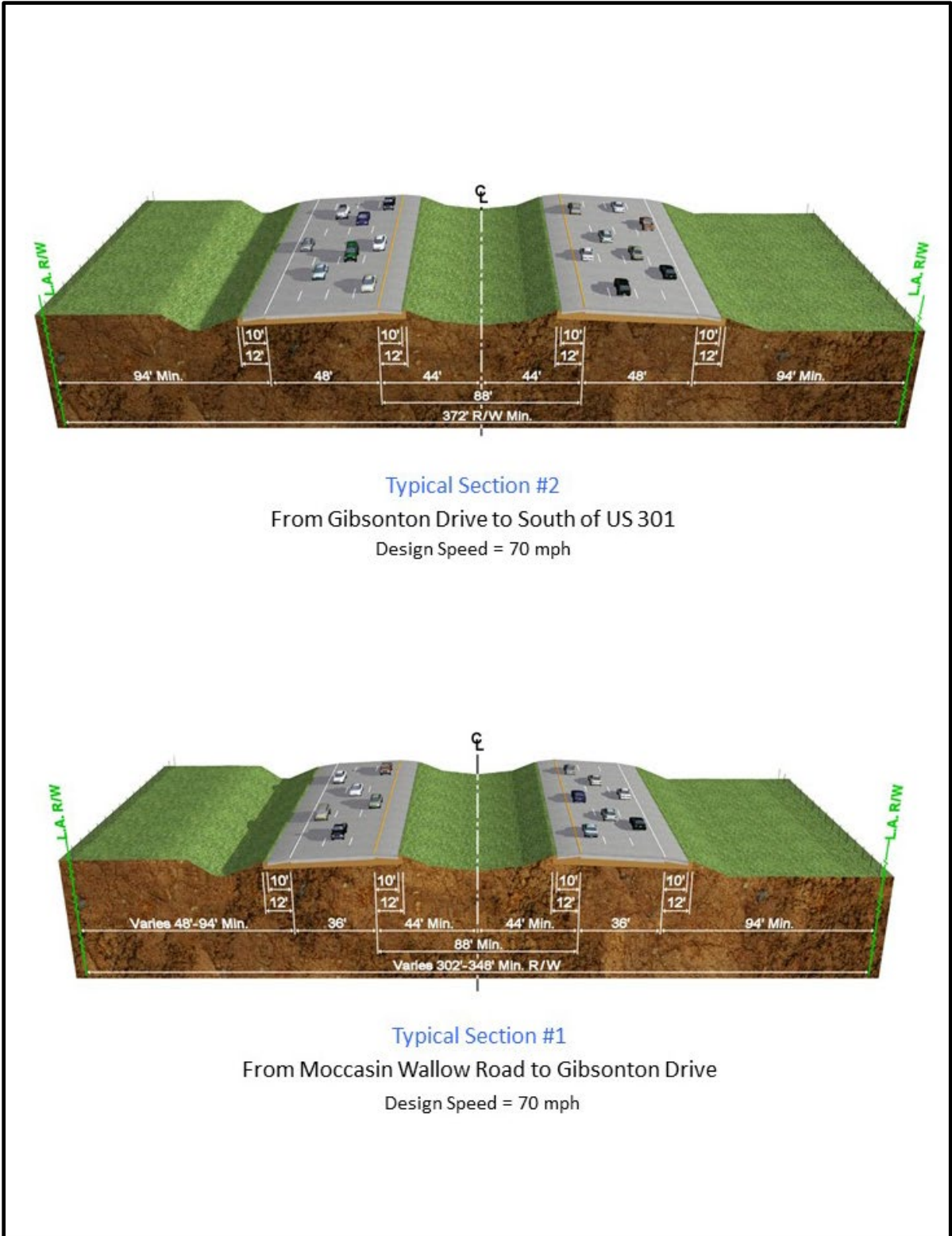


Figure 1-2 Existing Roadway Typical Sections

1.5 REPORT PURPOSE

This Project Traffic Analysis Report is one of several documents that will be prepared as part of this PD&E Study. This report documents the existing conditions within the study area, the future year traffic projections, the future year traffic operations with the proposed express lanes along I-75 and the proposed interchange improvements at SR 674 and Gibsonton Drive. The Big Bend Road interchange improvements are being constructed as part of a separate design-build project (WPI Segment No. 424513-3).

SECTION 2 PROJECT ALTERNATIVES

2.1 NO-BUILD ALTERNATIVE

For the No-Build Alternative it was assumed that no capacity improvements, other than those already planned and funded, would be made to the I-75 corridor. Interchange improvements to the I-75 interchange with Big Bend Road are included in WPI Segment No. 424513-3, and thus the improvements evaluated in that study are taken to be the future existing condition for the No-Build and Build alternatives in this study. The Gibsonton Drive interchange is being studied by an adjacent project and an Interchange Modification Report (IMR) is being prepared under WPI Segment No. 437650-2.

The advantages to the No-Build Alternative include no new costs for design and construction, no effects to existing land uses and natural resources, and no disruption to the public during construction. However, the No-Build Alternative would not address the travelers' needs and would result in increased congestion and user costs. This option remained under consideration as a viable alternative throughout the PD&E study process.

2.2 BUILD ALTERNATIVE

All alternatives have been evaluated with regard to environmental impacts, costs, and operational factors. Based on these evaluations, a preferred build alternative utilizing two typical sections was identified for the I-75 mainline within the study area.

The Preferred Build Alternative Typical Section includes the existing mainline lanes to be designated as General Use Lanes (GULs). The three 12-foot lanes in each direction will remain from Moccasin Wallow Road to Gibsonton Drive and the three lanes plus one auxiliary lane in each direction will remain north of Gibsonton Drive to south of US 301. Outside shoulders will remain at 12-foot wide. Adjacent to the GULs, within the median, two 12-foot Express Lanes (ELs) with 12 to 15-foot inside shoulders will be added in each direction. The inside shoulders will be 15-foot wide where median barrier is proposed and 12-foot wide (10-foot paved) in bifurcated areas. The ELs will be separated from the GULs by a 4-foot painted and delineated buffer. The preferred alternative typical section is shown in **Figure 2-1**.

Three ingress and three egress connections between the ELs and GULs will be located within the limits of the project in each direction. The ELs are proposed to be managed by limiting direct access for traffic to/from existing interchanges, collection of tolls, vehicle occupancy and/or vehicle type. The I-75 ramp connections from the interchanges and express lane ingress and egress ramps are shown in **Figure 2-2** and **Figure 2-3** for the northbound and southbound direction, respectively. The preferred alternative roll plots are shown in **Appendix I**.

As previously stated, there are three interchanges along I-75 within the project limits. They are located at SR 674/East College Avenue/Sun City Center Boulevard, CR 672/Big Bend Road, and Gibsonton Drive. The Big Bend Road interchange improvements are currently being constructed as part of a

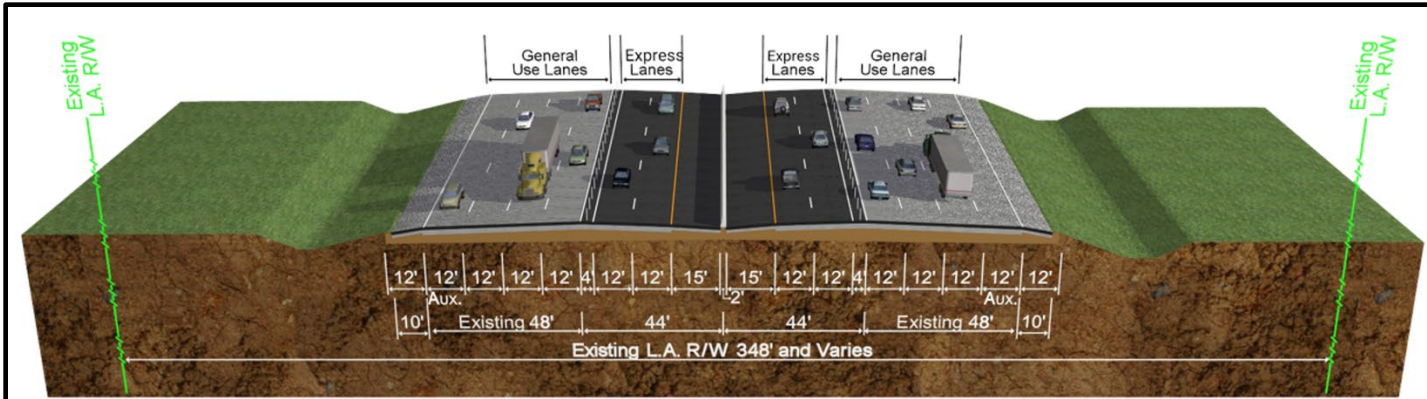
separate design-build project (WPI Segment No. 424513-3) and considered as an existing condition for this project.

The SR 674 interchange will be updated to accommodate the mainline improvements along with some other minor adjustments. The Build Alternative proposed to merge the northbound on ramps from both the east and westbound directions before merging onto I-75 mainline as a one lane ramp. The northbound off ramp widens to two (2) lanes at a proposed signalized intersection at SR 674. The eastbound to southbound left turn for the on ramp and southbound off ramp left movement to eastbound are proposed to be a single signalized intersection at SR 674.

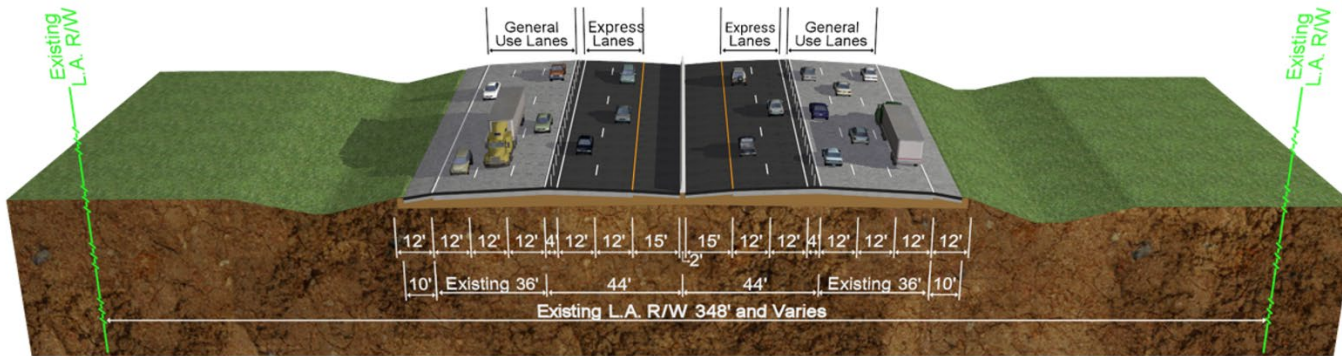
The Big Bend Road interchange improvements are being constructed as part of a separate design-build project (WPI Segment No. 424513-3).

The Gibsonton Drive interchange is proposed as a Diverging Diamond Interchange (DDI) that is also being conducted as a separate project (WPI Segment No. 437650-2). There is a Hillsborough County project (CIP #69600-311) that is proposing intersection improvements at Gibsonton Drive and Fern Hill Drive. These improvements are included in the Build Alternative CORSIM files for analysis purposes.

The proposed improvements will include construction of 30 Stormwater Management Facilities (SMF) and 15 Floodplain Compensation (FPC) sites. A number of these SMF and FPC sites within common drainage basins are combined at a single location, and several of the SMFs are located at existing interchange locations within the existing ROW. Additional ROW at a total of 28 locations is required for constructing the offsite SMF and FPC sites. No additional ROW is required for the I-75 mainline or interchange improvements.



Typical Section # 2
 From Gibsonton Drive to South of US 301
 Design Speed = 70 mph



Typical Section # 1
 From Moccasin Wallow Road to Gibsonton Drive
 Design Speed = 70 mph

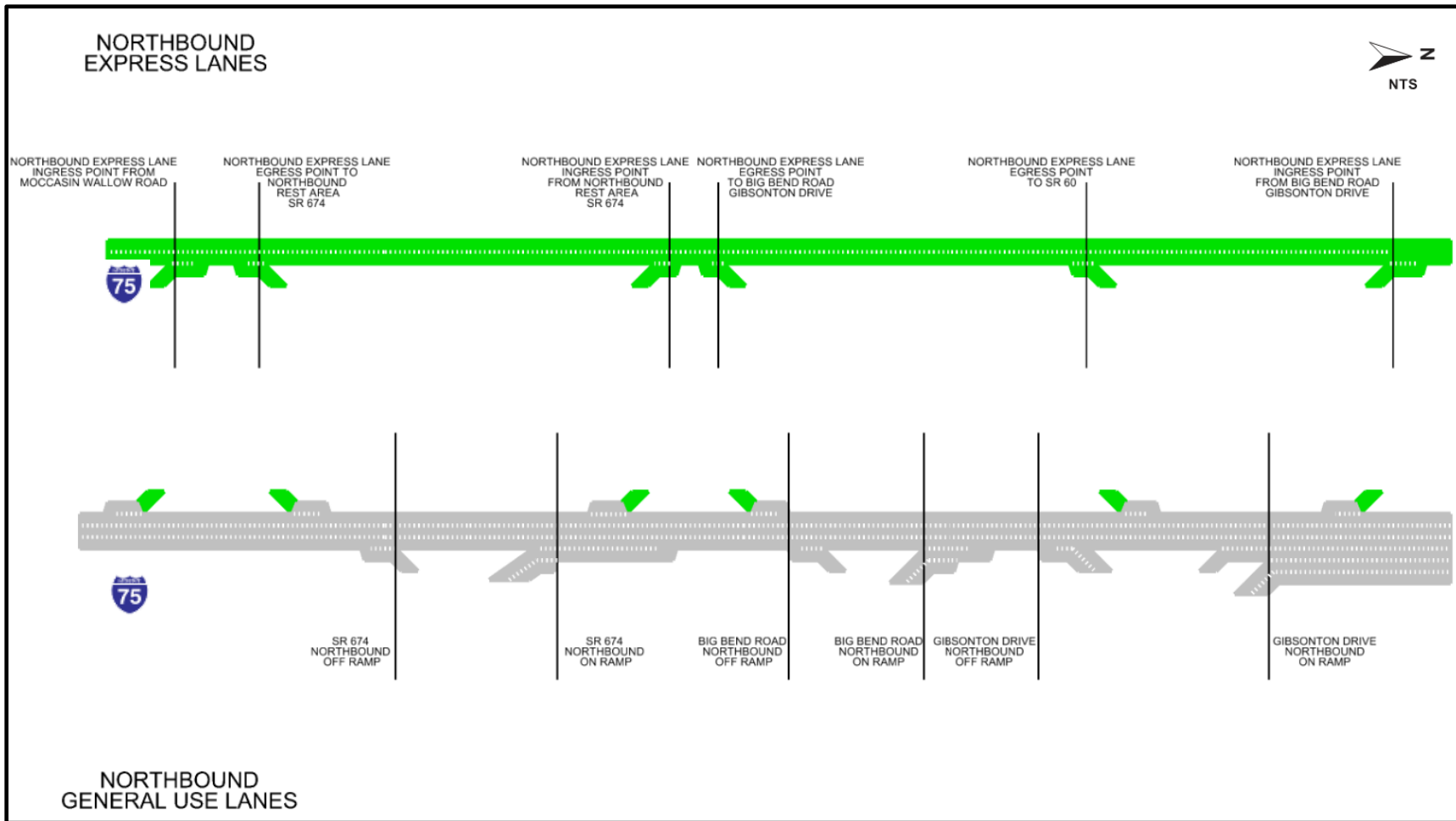


Figure 2-2 Build Alternative - Northbound I-75 Lane Geometry

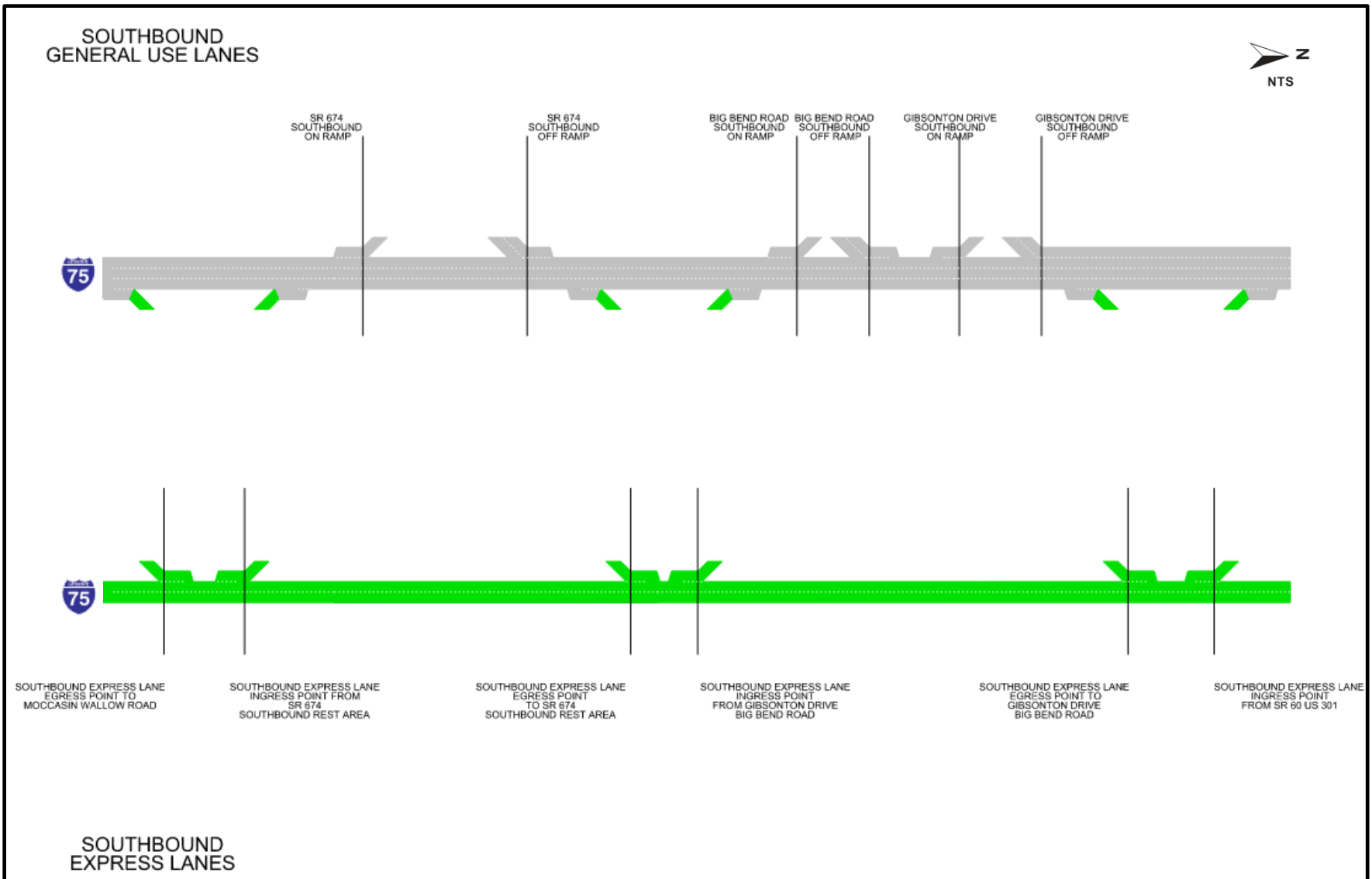


Figure 2-3 Build Alternative - Southbound I-75 Lane Geometry

SECTION 3 METHODOLOGY

The following section summarizes the methodology used in the traffic study including area of influence (AOI), traffic factors, traffic forecasting, design hour traffic development, level of service (LOS) criteria and operational analysis. A *Final Traffic Methodology Statement* dated January 14, 2020 was prepared prior to this report and is provided in **Appendix A**.

3.1 AREA OF INFLUENCE

The area of influence (AOI) for this project includes the corridor of I-75 from Moccasin Wallow Road to south of US 301. There are three interchanges located within the AOI for this study: SR 674, Big Bend Road and Gibsonton Drive. This study is evaluating improvements for two of the interchanges, SR 674 and Gibston Drive. Interchange improvements to the I-75 interchange with Big Bend Road are included in WPI Segment No. 424513-3, and thus the improvements evaluated in that study are taken to be the future existing condition for the No-Build and Build alternatives in this study. The limits for the area of influence is summarized below:

- I-75 Mainline – North of Moccasin Wallow Road to South of US 301
- SR 674 – 30th Street to 33rd Street/Cypress Village Boulevard
- Big Bend Road – Covington Garden Drive to Simmons Loop
- Gibsonton Drive – Old Gibsonton Drive/New East Bay Road to Fern Hill Drive

3.2 DEVELOPMENT OF EXISTING TRAFFIC

The development of existing traffic volumes for this study was completed under the adjacent I-75 TBNext Section 9 PD&E Study (WPI Segment No. 419235-3) for consistency purposes along the I-75 corridor. The following procedures and methodologies were used in developing the 2017 AADTs and AM and PM design hour traffic volumes:

- The development of the 2017 existing AADTs utilized two traffic data sources. The I-75 and I-4 mainline AADTs and some ramp AADTs were obtained from the 2016 FDOT Florida Transportation Information (FTI) database. Traffic counts at ramps, ramp terminal intersections, and adjacent intersections were obtained from the count program conducted in May and June 2017 for this study. The 2017 raw counts are provided in **Appendix B**.
- The axle factors and the seasonal factors used to adjust the raw machine counts were obtained from 2016 FDOT FTI database. Depending on when and where the machine counts were collected, the axle adjustment factors, and seasonal factors were applied for the specific roadway. The Hillsborough County area wide axle adjustment factor was used for all the roadways which are not specified in the 2016 Weekly Axle Factor Category report. **Table 3-1** summarizes the weekly axle factors adopted in the study. Similarly, 2016 Hillsborough Countywide seasonal factors were used for all the roadways in the study area except for I-4 and I-75 which are specified in 2016 Peak Season Factor Category Report.

Table 3-1 Axle Factors

| Roadways | Axle Factor |
|------------------------------------|-------------|
| Hillsborough County Wide | 0.94 |
| I-75, Manatee – US 301 | 0.91 |
| I-75, US 301 – Fowler Avenue | 0.93 |
| I-75, Fowler Avenue – Pasco County | 0.93 |
| I-4, I-275 – 1-75 | 0.94 |
| I-4, I-75 - Polk | 0.91 |
| US 301, I-75 – I-4 | 0.96 |
| SR 60, US 301 - Lakewood | 0.96 |

- To develop the design hour turning movement volumes at the intersections, the preferred District 7 methodology was used of applying the turning movement percentages to AADTs.
- Once the initial existing traffic volumes were developed, traffic volumes were balanced from interchange to interchange along I-75 and I-4 and from intersection to intersection along the crossroads.
- There was a hierarchy that was followed in developing the existing traffic volumes. The magnitude, balancing and consistency of the I-75 mainline peak hour traffic volumes and annual average daily traffic volumes (highest priority), obtained from the FDOT’s FTI database, were maintained by adjusting the ramp volumes whenever necessary. The magnitude, balancing and consistency of the ramp volumes (2nd highest priority) obtained from the Adams Traffic counts were maintained by adjusting the cross-street traffic counts whenever necessary.
- For existing CORSIM model calibration, the existing AM and PM peak hour turning movement volumes were also developed. The traffic volumes and the methodology were described in the *Existing Traffic Development Memorandum (September 2018)* provided in **Appendix B**.

3.3 TRAVEL DEMAND FORECASTING

The travel demand forecasting for this study was completed under the adjacent I-75 TBNNext Section 9 PD&E Study (WPI Segment No. 419235-3) for consistency purposes along the I-75 corridor. The TBNNext subarea ODME models for 2010, 2045 No Build and 2045 Build scenarios for Sections 9 and 10 were utilized to develop the AADTs, while the ELToD v2.3 model was used to develop the General-Purpose Lane and Express Lane volume split for 2045 Build scenario.

The modeling approach is as follows:

- 1) Update the TBNNext TBRPMv8.1 regional models received from HNTB based on the Sections 9 and 10 concept plan drawings provided by WSP;
 - TBNNext (HNTB's) Regional Model Package Files received on September 25th, 2018
 - 2010_FullRun.ZIP
 - 2045_NoBuild.ZIP
 - 2045_Build_A.ZIP
- 2) Follow TBNNext (HNTB's) approach and use the subarea ODME models for Section 3, 4, and 5 as a starting point.
 - TBNNext (HNTB's) ODME Model Package Files received on September 25th, 2018
 - 2010_ODME.ZIP
 - 2045_NoBuild_Section345_ODME.ZIP
 - 2045_Build_A_ODME.ZIP
- 3) Update the 2045 No Build subarea ODME model from HNTB as mentioned in Step 2 for Sections 9 and 10 using the necessary input from the updated TBNNext 2045 No Build regional model as mentioned in Step 1.
- 4) Update the 2045 Build Option A subarea ODME model from HNTB as mentioned in Step 2 for Sections 9 and 10 using the necessary input from the updated TBNNext 2045 Build regional model as mentioned in Step 1.
- 5) Re-run the 2045 No Build and Build subarea ODME models for Sections 9 and 10.
- 6) Create corridor input for the ELToD model using the 2045 Build subarea ODME model for Sections 9 and 10.
- 7) Update the 2045 Build ELToD model with the Sections 9 and 10 corridor input and other necessary input files.
- 8) WSP will develop the AADT using the subarea ODME model results for Sections 9 and 10 for all the years.
- 9) The TBNNext 2045 Build ELToD model for Sections 9 and 10 will provide the General Use Lanes and Express Lanes volume split, which will be applied to the Build AADT developed in Step 8, including all the interim year AADT.

3.4 TRAFFIC FACTORS

The traffic factors utilized in this study were provided from the adjacent I-75 TBNNext Section 9 PD&E Study (WPI Segment No. 419235-3) for consistency purposes along the I-75 corridor. **Table 3-2** summarizes the peak hour truck percentages in the study area. The numbers presented in this table were calculated by dividing the 24-hour truck factors provided by the 2016 Historical Annual Average

Daily Traffic (AADT) Reports from Florida Department of Transportation (FDOT) Florida Traffic Online (2016) by two.

The K factor is assumed to be 0.09 based on 2016 FTI K factors for the stations along I-75 within our study limits. For the D factor, FDOT Florida Traffic Online AADT reports from count stations within our study limits along I-75 mainline were reviewed. Based on this information, a D factor of 58% was assumed for the study area. The K and D factors were reviewed and approved by FDOT.

Table 3-2 Peak Hour Truck Percentages in the Study Area

| Roadways | Truck Percentages |
|--|-------------------|
| I-75 South of US 301 | 4% |
| US 301 East and West of I-75 | 3% |
| Selmon Expressway | 3% |
| SR 60 East of I-75 | 2% |
| SR 60 West of I-75 | 4% |
| Dr. MLK Boulevard | 3% |
| Fowler Avenue East of Jefferson Road | 4% |
| Fowler Avenue West of Morris Bridge Road | 2% |
| Fletcher Avenue | 3% |
| Bruce B. Downs Boulevard | 2% |
| I-75 North of Bruce B. Downs Boulevard | 6% |
| I-4 West of US 301 | 5% |
| US 301 North and South of I-4 | 5% |
| Mango Road | 3% |
| I-4 East of Mango Road | 6% |

3.5 ANALYSIS YEARS

The following analysis years have been identified for this study:

Existing Year: 2017

Opening Year: 2025

Design Year: 2045

3.6 DEVELOPMENT OF FUTURE DESIGN TRAFFIC

Future design traffic volumes were forecasted for opening year (2025) and design year (2045). The development of future traffic volumes for this study were provided from the adjacent I-75 TBNext Section 9 PD&E Study (WPI Segment No. 419235-3) for consistency purposes along the I-75 corridor.

The following method was used to develop the AADTs and Directional Design Hourly Volumes (DDHVs) for Design Year (2045) and Opening Year (2025) for the I-75 PD&E Study Section 9 and Section 10.

1. The model outputs for 2045 Build alternative were first checked to ensure reasonable growth rates between the existing year AADTs and the design year AADTs. In the few cases where the future volumes were less than the existing volumes, those volumes were set to be no less than the existing volumes.
2. The outputs of the travel demand model were combined AADTs on both GUL and EL and the splits between them. The AADTs on the freeway GUL, EL, and slip ramps were calculated using the splits and then balanced across the entire network.
3. Design Year (2045) directional design hourly volumes (DDHVs) were then derived from the AADTs using the standard K of 9.0% and the D factor of 58% for the build alternative. The K and D factors are the same as the factors used for the existing design hour traffic development. The K and D factors were reviewed and approved by the FDOT.
4. The design hour turning movement volumes at the ramp terminal intersections and adjacent intersections were estimated by applying the existing turning movement percentages defined by the peak hour turning movement counts conducted for this study to the directional design hour approach volumes at the intersections. The resulting volumes were then balanced. The balancing procedure made no adjustments that would change the volumes on the I-75 mainline. Minimal adjustments were made to the ramp volumes, but only if the I-75 mainline volumes were unchanged. All significant volume adjustments, made to achieve a balanced condition, were restricted to the intersecting arterial roadways.
5. The 2045 Build AADTs and DDHVs were applied to the Nobuild alternative to assess the traffic operations of both networks under the same demand.
6. The Opening Year (2025) AADTs and DDHVs were developed by conducting a linear interpolation between the existing and 2045 traffic volumes.

3.7 LEVEL OF SERVICE CRITERIA

FDOT maintains minimum acceptable operating LOS targets for the State Highway System. In the study area, I-75 from Moccasin Wallow Road to south of 21st Street SE at milepost 4.381 is designated as transitioning and therefore, the LOS target is “C”. The remainder of the study area is designated as urbanized with a LOS target “D”. These LOS targets are in compliance with FDOT Topic No. 000-525-006-c (effective April 19, 2017) for the State Highway System.

3.8 ANALYSIS PROCEDURES

The existing traffic operational conditions were analyzed using the microsimulation TSIS-CORSIM 6.3 software. CORSIM analysis was performed for three (3) hours in 15 minute intervals (12 intervals). CORSIM simulations included ten (10) runs with unique random seed values. The ten (10) runs were averaged to obtain measures of effectiveness. For the existing year (2017) operational analysis,

existing characteristics were assessed utilizing existing data such as traffic counts, truck percentages, speeds, lane geometry and signal timing plans.

The simulation study area included all the I-75 mainline limits, three (3) interchanges (SR 674, Big Bend Road, Gibsonton Drive), the nearest downstream and upstream adjacent arterial intersections and the south US 301 interchange ramps.

The Measures of Effectiveness (MOE) used for the purpose of calibration of the existing model are volume throughput and speed (mph). These variable outputs from the model were compared to the actual traffic volumes and the speeds observed. The MOE comparison tables for the CORSIM model calibration with comment-responses for the calibration approval are provided in a separate *CORSIM Existing Network Model Calibration* memorandum dated April 29, 2020 and are provided in **Appendix C**.

For all CORSIM models, mainline merge and diverge segments were modeled at a length of 1500 feet upstream and downstream of on and off ramps. The MOEs used in this study for alternative analysis include volume throughput, speeds (mph) and density (vehicles/mile/lane).

3.9 DATA COLLECTION

Existing traffic data collection for this study included 72-hour bi-directional and directional machine counts and 4-hour turning movement counts at ramp terminals and adjacent intersections. Collected segment traffic counts and four-hour vehicle turning movement counts that were collected for this study are outlined in **Table 3-1**, **Table 3-2** and **Table 3-3**.

Furthermore, existing travel time data was collected along I-75 mainline. The speed data used for calibration purposes was based on field travel time runs conducted between October 19, 2017 and November 9, 2017. Six travel time runs were conducted along I-75 in each direction within the study limits and are provided in **Appendix D**.

Table 3-3 Collected Traffic Counts for SR 674 Interchange

| Location - I-75/SR 674 Interchange | Start Date of Count | Type of Count | | |
|---|---------------------|---------------------|------------------------------|------------|
| | | 72 Hr. Volume Count | Turning Movement Count (TMC) | Max. Queue |
| SR 674 West of I-75 | 6/13/2017 | X | | |
| SR 674 west of 30th Street | 6/13/2017 | X | | |
| SR 674 East of Cypress Village Blvd. | 6/13/2017 | X | | |
| SR 674 East of 30th Street SE | 6/13/2017 | X | | |
| SR 674 Btwn I-75 NB & Cypress Village Blvd. | 6/13/2017 | X | | |
| SR 674 & I-75 SB | 6/13/2017 | | X | |
| SR 674 & I-75 NB | 6/15/2017 | | X | |
| SR 674 & Cypress Village Blvd. | 6/13/2017 | | X | |
| SR 674 & 30th Street | 6/15/2017 | | X | |
| RaceTrac DW South of SR 674 | 6/13/2017 | X | | |
| I-75 SB On Ramp from SR 674 WB | 6/13/2017 | X | | |
| I-75 SB On Ramp from SR 674 EB | 6/13/2017 | X | | |
| I-75 NB Off Ramp to SR 674 WB | 6/13/2017 | X | | |
| I-75 NB Off Ramp to SR 674 EB | 6/13/2017 | X | | |
| I-75 NB Off Ramp at SR 674 EB | 6/15/2017 | | | X |
| Cypress Village Blvd. North of SR 674 | 6/13/2017 | X | | |
| 33rd Street SE South of SR 674 | 6/13/2017 | X | | |
| 30th Street SE North of SR 674 | 6/13/2017 | X | | |

Table 3-4 Collected Traffic Counts for Big Bend Road

| Location - I-75/Big Bend Road Interchange | Start Date of Count | Type of Count | | |
|---|---------------------|---------------------|------------------------------|------------|
| | | 72 Hr. Volume Count | Turning Movement Count (TMC) | Max. Queue |
| Simmons Loop South of Big Bend Road | 6/6/2017 | X | | |
| I-75 SB On Ramp from Big Bend Road WB | 6/6/2017 | X | | |
| I-75 SB On Ramp from Big Bend Road EB | 6/6/2017 | X | | |
| I-75 SB Off Ramp to Big Bend Road WB | 6/6/2017 | X | | |
| I-75 SB Off Ramp to Big Bend Road EB | 6/6/2017 | X | | |
| I-75 SB Off Ramps at Big Bend Road | 6/8/2017 | | | X |
| I-75 NB On Ramp from Big Bend Road WB | 6/6/2017 | X | | |
| I-75 NB On Ramp from Big Bend Road EB | 6/6/2017 | X | | |
| I-75 NB Off Ramp to Big Bend Road WB | 6/6/2017 | X | | |
| I-75 NB Off Ramp to Big Bend Road EB | 6/6/2017 | X | | |
| East Bay H.S. DW North of Big Bend Road | 6/6/2017 | X | | |

| Location - I-75/Big Bend Road Interchange | Start Date of Count | Type of Count | | |
|--|---------------------|---------------------|------------------------------|------------|
| | | 72 Hr. Volume Count | Turning Movement Count (TMC) | Max. Queue |
| Big Bend Road West of Simmons Loop | 6/6/2017 | X | | |
| Big Bend Road West of East Bay H.S. DW | 6/6/2017 | X | | |
| Big Bend Road East of Simmons Loop | 6/6/2017 | X | | |
| Big Bend Road Btwn of East Bay H.S. DW & I-75 SB | 6/6/2017 | X | | |
| Big Bend Road & Simmons Loop | 6/8/2017 | | X | |
| Big Bend Road & East Bay H.S. DW | 6/7/2017 | | X | |

Table 3-5 Collected Traffic Counts for Gibsonton Drive

| Location - I-75/Gibsonton Drive Interchange | Start Date of Count | Type of Count | | |
|--|---------------------|---------------------|------------------------------|------------|
| | | 72 Hr. Volume Count | Turning Movement Count (TMC) | Max. Queue |
| Old Gibsonton Drive North of Gibsonton Drive | 6/6/2017 | X | | |
| New East Bay Road South of Gibsonton Drive | 6/6/2017 | X | | |
| Fern Hill Drive South of Gibsonton Drive | 6/6/2017 | X | | |
| I-75 SB On Ramp from Gibsonton Drive WB | 6/6/2017 | X | | |
| I-75 SB On Ramp from Gibsonton Drive EB | 6/6/2017 | X | | |
| I-75 SB Off Ramp to Gibsonton Drive WB | 6/6/2017 | X | | |
| I-75 SB Off Ramp to Gibsonton Drive EB | 6/6/2017 | X | | |
| I-75 Off Ramps at Gibsonton Drive | 6/6/2017 | | | X |
| I-75 NB On Ramp from Gibsonton Drive WB | 6/6/2017 | X | | |
| I-75 NB On Ramp from Gibsonton Drive EB | 6/6/2017 | X | | |
| I-75 NB Off Ramp to Gibsonton Drive WB | 6/6/2017 | X | | |
| I-75 NB Off Ramp to Gibsonton Drive EB | 6/6/2017 | X | | |
| Gibsonton Drive West of New East Bay Road | 6/6/2017 | X | | |
| Gibsonton Drive East of Fern Hill Drive | 6/6/2017 | X | | |
| Gibsonton Drive Btwn New East Bay Road & I-75 SB | 6/6/2017 | X | | |
| Gibsonton Drive Btwn I-75 NB & Fern Hill Drive | 6/6/2017 | X | | |
| Gibsonton Drive & New East Bay | 6/7/2017 | | X | |
| Gibsonton Drive & Fern Hill Drive | 6/6/2017 | | X | |
| Gibsonton Drive & I-75 SB | 6/6/2017 | | X | |
| Gibsonton Drive & I-75 NB | 6/7/2017 | | X | |

SECTION 4 EXISTING CONDITIONS

4.1 EXISTING ROADWAY CHARACTERISTICS

The existing roadway characteristics were derived from the review of aerial photos, straight line diagrams (SLDs) and through field reconnaissance. The predominant adjacent land use of the corridor is residential with commercial land use at the interchanges.

4.1.1 I-75 Mainline

The I-75 mainline is a LA facility that is generally six lanes divided south of Gibsonton Drive and eight lanes divided north of Gibsonton Drive with a minimum 88-ft wide median. The existing geometry of the I-75 mainline is described in more detail in **Section 1.3**. Typical Sections for the existing I-75 mainline are provided in **Figure 1-2**.

4.1.2 Interchanges

There are three interchanges located within the study area: SR 674 (East College Avenue/Sun City Center Boulevard), CR 672 (Big Bend Road), and Gibsonton Drive.

SR 674/East College Avenue/Sun City Center Boulevard

The SR 674 interchange is comprised of a diamond interchange configuration with a free-flow loop on-ramp from eastbound SR 674 to northbound I-75 and a free-flow loop off-ramp from southbound I-75 to eastbound SR 674. Currently, all ramps for the SR 674 interchange are single lane ramps with unsignalized ramp terminals and channelized right turn movements. A merge lane is provided on westbound SR 674 to receive northbound I-75 exiting traffic. The signalized intersection of 30th Street SE is located to the west of the interchange and the signalized intersection of 33rd Street SE/Cypress Village Boulevard is located to the east.

SR 674 is a six lane divided roadway with a grass median. SR 674 provide access to the town of Ruskin on the west side of I-75 and to the town of Sun City Center to the east side of I-75. The predominate adjacent land use of the interchange is commercial.

CR 672/Big Bend Road

The Big Bend Road interchange consists of a half-cloverleaf configuration with a free-flow loop on-ramp from Big Bend Road to northbound I-75 and a free-flow loop off-ramp from southbound I-75 to Big Bend Road. The terminals of the southbound and northbound I-75 ramps at Big Bend Road are signalized. Currently, all ramps for the Big Bend Road interchange are single lane ramps with channelized right turn movements.

As stated in **Section 2.1**, interchange improvements to the I-75 interchange with Big Bend Road are included in WPI Segment No. 424513-3, and thus the improvements evaluated in that study are taken to be the future existing condition for the No-Build and Build alternatives in this study.

Gibsonton Drive

The Gibsonton Drive interchange consists of a diamond configuration with the southbound ramp terminals at Gibsonton Drive signalized and the northbound ramp terminals unsignalized. Currently, all ramps for the Gibsonton Drive interchange are single lane ramps with channelized right turn movements.

Gibsonton Drive is a four-lane divided minor arterial from US 41 to east of US 301 and it maintained by Hillsborough County. Gibsonton Drive provides access to the town of Gibsonton on the west side of I-75 and the town of Riverview on the east side of I-75. Land use adjacent to the interchange is predominantly residential with some commercial to the southwest of the interchange and industrial to the southeast.

The existing roadway lane geometry for the study area is shown in **Figure 4-1**.

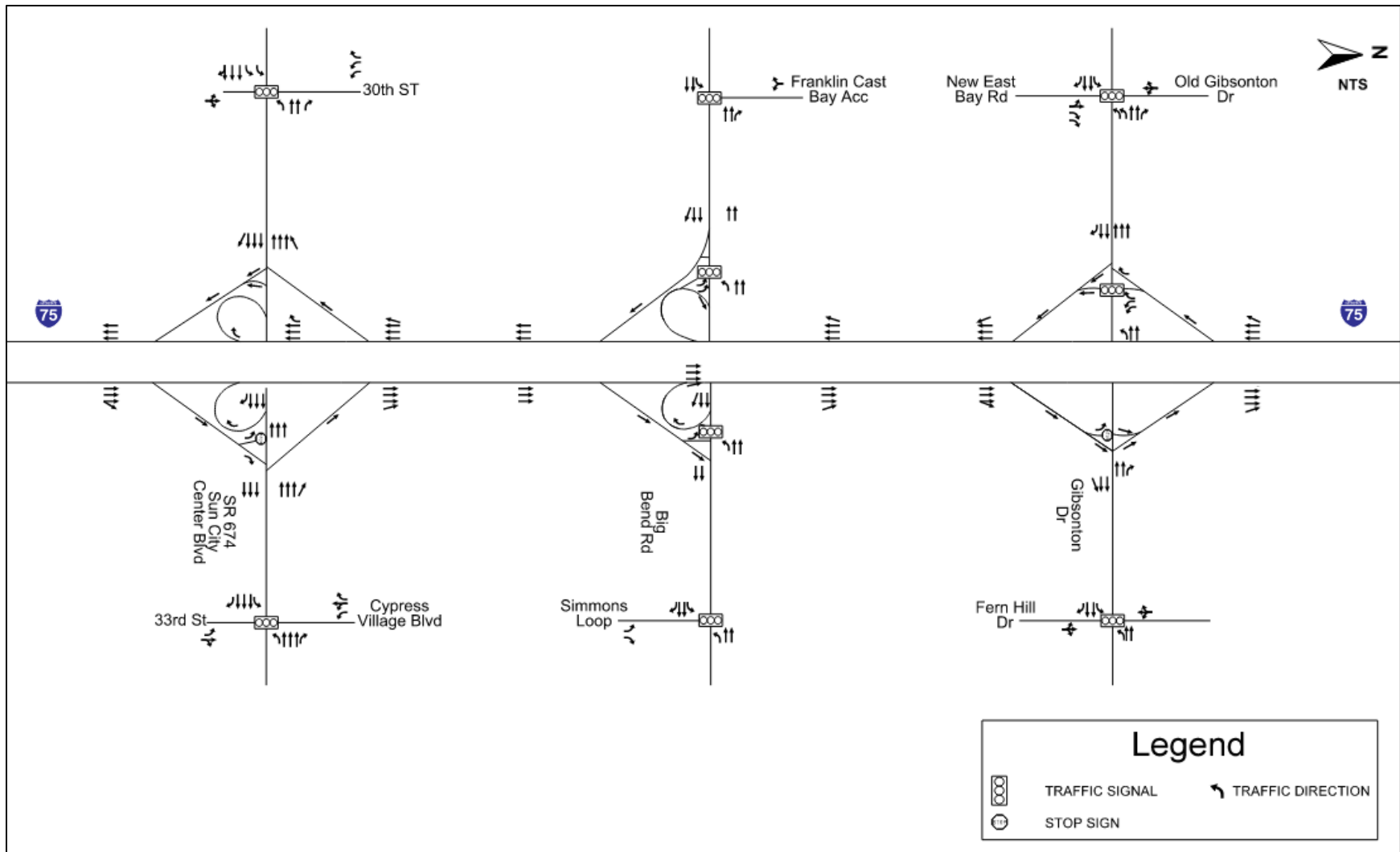


Figure 4-1 Existing (2017) Lane Geometry

4.2 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were developed as described in **Section 3.2**.

4.2.1 Existing Year 2017 AADT Volumes

Existing year (2017) AADT volumes for the traffic study area are shown in **Figure 4.2**.

4.2.2 Existing Year 2017 Design Hour Volumes

Existing year (2017) Design Hour Volumes (DHV) for the AM and PM peak hours were developed as documented in **Section 3.2**. Existing year (2017) DHV volumes for the traffic study area are shown in **Figure 4.3**.

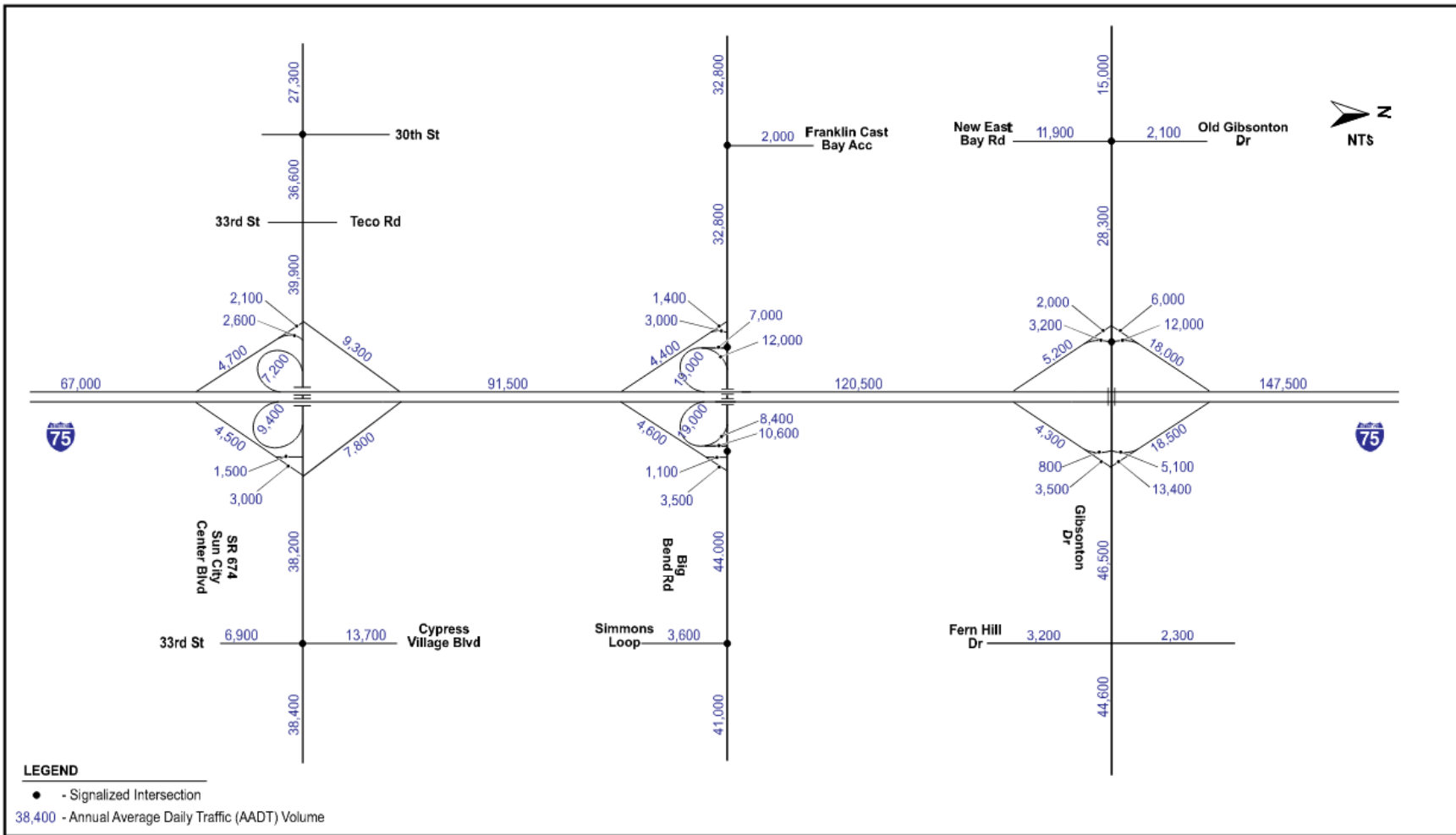


Figure 4-2 Existing (2017) Annual Average Daily Traffic (AADT) Volumes

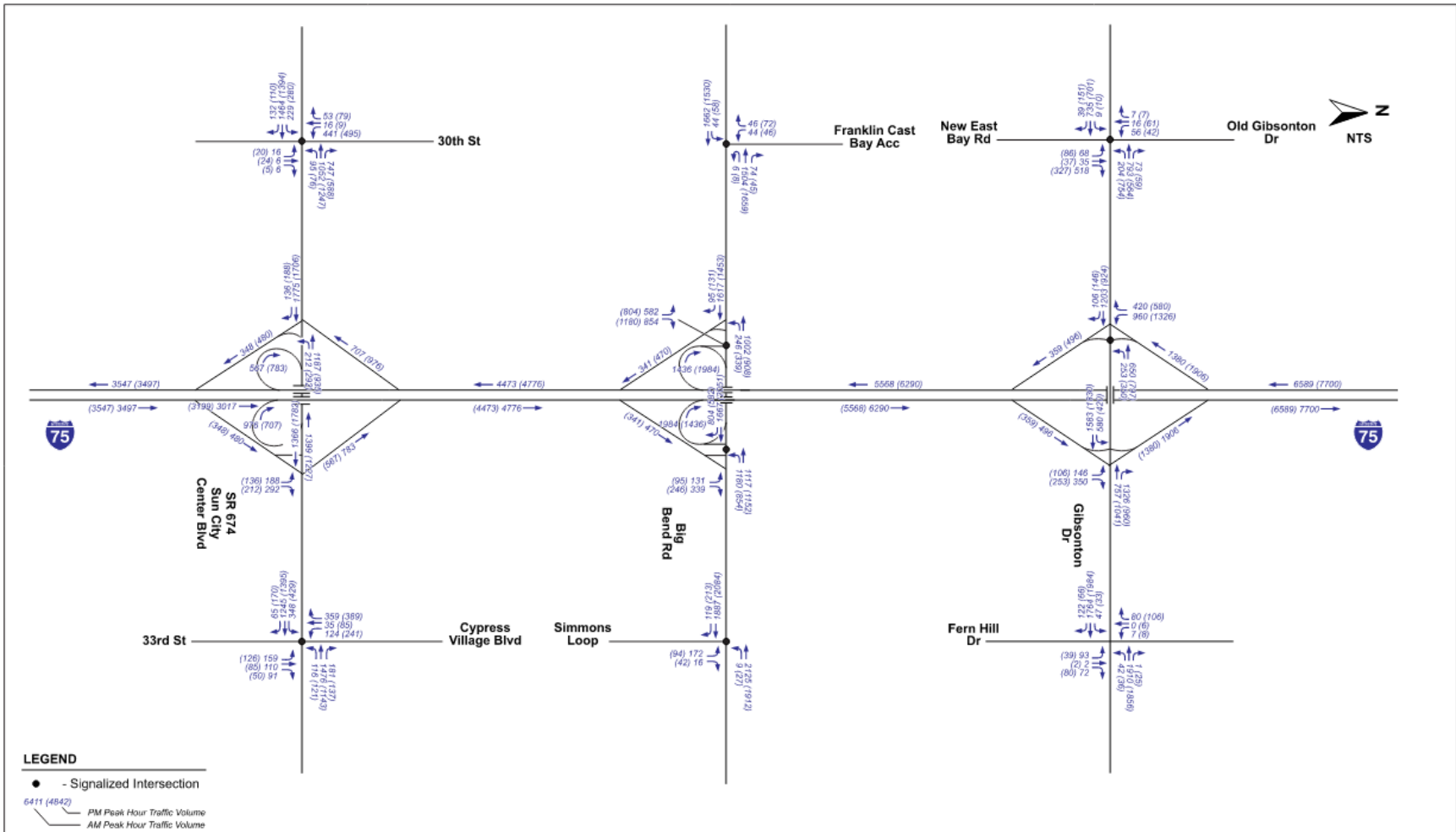


Figure 4-3 Existing Year (2017) AM/PM Peak Hour Volumes

4.3 EXISTING CONDITIONS OPERATIONS ANALYSES

Existing traffic operating conditions for signalized and unsignalized intersections, ramp merge and diverge areas, weave sections, and mainline freeway segments were evaluated. Signal timing plans, obtained from the Hillsborough County Traffic Engineering Department, were used to analyze the study area’s signalized intersections.

The existing year (2017) traffic operations were evaluated using the traffic volumes from **Figure 4-3** and existing roadway geometry in **Figure 4-1**. More detailed CORSIM output results for the existing year (2017) are provided in **Appendix E**.

4.3.1 Existing I-75 Mainline Evaluation

The I-75 mainline performance results for existing year (2017) are shown in **Table 4-1** through **Table 4-4**. Speed temperature charts for the I-75 mainline are shown in **Figure 4-4** and **Figure 4-5** for AM and PM peak periods, respectively. The speed thresholds shown in the charts are defined in the *FDOT Traffic Analysis Handbook, May 2021*.

Table 4-1 I-75 Northbound Existing (2017) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (169, 168) | 2,133 | 2,161 | 1.3% | 9.8 | 69.3 |
| | | (168, 167) | 2,133 | 2,161 | 1.3% | 9.6 | 69.2 |
| | | (167, 166) | 2,133 | 2,160 | 1.3% | 9.7 | 68.9 |
| | | (166, 164) | 2,133 | 2,160 | 1.3% | 8.0 | 67.7 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 EB | (164, 162) | 1,819 | 1,833 | 0.8% | 8.3 | 68.6 |
| NB On Ramp from SR 674 EB | NB On Ramp from SR 674 WB | (162, 160) | 2,632 | 2,644 | 0.4% | 10.6 | 60.7 |
| | | (160, 158) | 2,632 | 2,644 | 0.5% | 12.0 | 67.8 |
| NB On Ramp from SR 674 WB | NB Off Ramp to Big Bend Road | (158, 157) | 3,247 | 3,259 | 0.4% | 13.9 | 64.6 |
| | | (157, 156) | 3,247 | 3,258 | 0.3% | 14.9 | 67.5 |
| | | (156, 155) | 3,247 | 3,259 | 0.4% | 14.9 | 67.4 |
| | | (155, 154) | 3,247 | 3,257 | 0.3% | 14.9 | 67.3 |
| | | (154, 153) | 3,247 | 3,255 | 0.2% | 15.0 | 67.2 |
| | | (153, 152) | 3,247 | 3,255 | 0.2% | 15.0 | 67.2 |
| | | (152, 171) | 3,247 | 3,254 | 0.2% | 15.0 | 67.1 |
| | | (171, 151) | 3,247 | 3,254 | 0.2% | 15.0 | 67.1 |
| | | (151, 150) | 3,247 | 3,252 | 0.2% | 15.0 | 67.0 |
| | | (150, 172) | 3,247 | 3,251 | 0.1% | 15.0 | 67.0 |
| | | (172, 149) | 3,247 | 3,251 | 0.1% | 15.0 | 67.0 |
| | | (149, 148) | 3,247 | 3,250 | 0.1% | 15.0 | 67.0 |
| | | (148, 147) | 3,247 | 3,251 | 0.1% | 15.0 | 67.0 |
| | | (147, 146) | 3,247 | 3,250 | 0.1% | 15.0 | 66.9 |
| (146, 144) | 3,247 | 3,249 | 0.1% | 15.0 | 66.9 | | |
| (144, 142) | 3,247 | 3,249 | 0.1% | 14.7 | 65.6 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 2,861 | 2,847 | -0.5% | 13.1 | 67.2 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (140, 138) | 4,995 | 4,720 | -5.5% | 17.5 | 63.0 |
| | | (138, 136) | 4,995 | 4,719 | -5.5% | 22.2 | 65.7 |
| | | (136, 134) | 4,995 | 4,720 | -5.5% | 22.0 | 66.4 |
| | | (134, 133) | 4,995 | 4,720 | -5.5% | 22.0 | 66.3 |
| | | (133, 132) | 4,995 | 4,720 | -5.5% | 22.0 | 66.1 |
| | | (132, 131) | 4,995 | 4,717 | -5.6% | 22.1 | 66.1 |
| | | (131, 130) | 4,995 | 4,714 | -5.6% | 22.1 | 66.0 |
| | | (130, 129) | 4,995 | 4,713 | -5.6% | 22.1 | 66.0 |
| | | (129, 128) | 4,995 | 4,713 | -5.6% | 22.1 | 65.9 |
| | | (128, 127) | 4,995 | 4,713 | -5.7% | 22.1 | 65.9 |
| | | (127, 126) | 4,995 | 4,710 | -5.7% | 22.1 | 65.8 |
| | | (126, 124) | 4,995 | 4,709 | -5.7% | 22.1 | 65.8 |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr | (122, 121) | 4,741 | 4,448 | -6.2% | 20.9 | 65.9 |
| | | (121, 120) | 4,741 | 4,447 | -6.2% | 20.8 | 66.1 |
| | | (120, 118) | 4,741 | 4,445 | -6.2% | 20.8 | 66.1 |
| NB On Ramp from Gibsonton Dr | South of US 301 | (118, 116) | 7,055 | 6,318 | -10.5% | 23.8 | 61.4 |
| | | (116, 114) | 7,055 | 6,314 | -10.5% | 22.2 | 66.0 |
| | | (114, 112) | 7,055 | 6,310 | -10.6% | 22.1 | 66.1 |
| | | (112, 111) | 7,055 | 6,307 | -10.6% | 22.2 | 66.0 |
| | | (111, 110) | 7,055 | 6,305 | -10.6% | 22.2 | 65.9 |
| | | (110, 109) | 7,055 | 6,301 | -10.7% | 22.2 | 65.8 |
| | | (109, 108) | 7,055 | 6,298 | -10.7% | 22.2 | 65.8 |
| | | (108, 106) | 7,055 | 6,293 | -10.8% | 22.2 | 65.8 |
| | | (106, 104) | 7,055 | 6,287 | -10.9% | 22.0 | 65.7 |
| | | (104, 102) | 7,055 | 6,284 | -10.9% | 17.7 | 66.0 |

Table 4-2 I-75 Southbound Existing (2017) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| South of US 301 | SB Off ramp to Gibsonton Dr | (300, 304) | 4,367 | 4,346 | -0.5% | 14.9 | 67.5 |
| | | (304, 306) | 4,367 | 4,346 | -0.5% | 14.9 | 67.5 |
| | | (306, 308) | 4,367 | 4,346 | -0.5% | 14.9 | 67.4 |
| | | (308, 309) | 4,367 | 4,346 | -0.5% | 14.9 | 67.3 |
| | | (309, 310) | 4,367 | 4,346 | -0.5% | 15.0 | 67.3 |
| | | (310, 311) | 4,367 | 4,345 | -0.5% | 15.2 | 66.2 |
| | | (311, 312) | 4,367 | 4,343 | -0.5% | 15.1 | 66.8 |
| | | (312, 314) | 4,367 | 4,342 | -0.6% | 15.1 | 66.6 |
| | | (314, 316) | 4,367 | 4,343 | -0.6% | 15.4 | 65.4 |
| | | (316, 318) | 4,367 | 4,342 | -0.6% | 16.0 | 62.9 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 3,422 | 3,474 | 1.5% | 15.9 | 67.5 |
| | | (320, 321) | 3,422 | 3,474 | 1.5% | 15.9 | 67.6 |
| | | (321, 322) | 3,422 | 3,474 | 1.5% | 16.0 | 67.1 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 3,844 | 4,032 | 4.9% | 17.1 | 64.3 |
| | | (324, 326) | 3,844 | 4,032 | 4.9% | 18.7 | 66.7 |
| | | (326, 327) | 3,844 | 4,031 | 4.9% | 18.6 | 66.8 |
| | | (327, 328) | 3,844 | 4,031 | 4.9% | 18.7 | 66.6 |
| | | (328, 329) | 3,844 | 4,031 | 4.9% | 18.7 | 66.6 |
| | | (329, 330) | 3,844 | 4,029 | 4.8% | 18.7 | 66.5 |
| | | (330, 331) | 3,844 | 4,027 | 4.8% | 18.7 | 66.4 |
| | | (331, 332) | 3,844 | 4,026 | 4.7% | 18.7 | 66.4 |
| | | (332, 333) | 3,844 | 4,026 | 4.7% | 18.7 | 66.3 |
| | | (333, 334) | 3,844 | 4,024 | 4.7% | 18.8 | 66.3 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (334, 336) | 3,844 | 4,024 | 4.7% | 18.8 | 66.3 |
| | | (336, 338) | 3,844 | 4,023 | 4.7% | 18.9 | 65.9 |
| | | (338, 340) | 3,844 | 4,024 | 4.7% | 15.6 | 64.6 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 WB | (340, 342) | 3,069 | 3,224 | 5.0% | 14.8 | 67.2 |
| | | (342, 344) | 3,590 | 3,802 | 5.9% | 15.8 | 65.2 |
| | | (344, 346) | 3,590 | 3,803 | 5.9% | 17.7 | 66.5 |
| | | (346, 347) | 3,590 | 3,802 | 5.9% | 17.6 | 66.7 |
| | | (347, 348) | 3,590 | 3,798 | 5.8% | 17.6 | 66.6 |
| | | (348, 349) | 3,590 | 3,797 | 5.8% | 17.6 | 66.6 |
| | | (349, 372) | 3,590 | 3,794 | 5.7% | 17.6 | 66.5 |
| | | (372, 350) | 3,590 | 3,792 | 5.6% | 17.6 | 66.5 |
| | | (350, 351) | 3,590 | 3,789 | 5.6% | 17.6 | 66.5 |
| | | (351, 371) | 3,590 | 3,787 | 5.5% | 17.6 | 66.5 |
| | | (371, 352) | 3,590 | 3,784 | 5.4% | 17.6 | 66.5 |
| | | (352, 353) | 3,590 | 3,778 | 5.2% | 17.6 | 66.4 |
| | | (353, 354) | 3,590 | 3,773 | 5.1% | 17.6 | 66.4 |
| | | (354, 355) | 3,590 | 3,767 | 4.9% | 17.5 | 66.4 |
| | | (355, 356) | 3,590 | 3,762 | 4.8% | 17.5 | 66.4 |
| (356, 357) | 3,590 | 3,758 | 4.7% | 17.5 | 66.3 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|--------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (357, 358) | 3,590 | 3,754 | 4.6% | 14.7 | 64.2 |
| SB Off Ramp to SR 674 WB | SB Off Ramp to SR 674 EB | (358, 360) | 2,696 | 2,805 | 4.0% | 12.8 | 67.6 |
| | | (360, 362) | 2,696 | 2,800 | 3.9% | 11.1 | 65.7 |
| SB Off Ramp to SR 674 EB | SB On Ramp from SR 674 | (362, 364) | 2,066 | 2,150 | 4.1% | 9.8 | 68.1 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (364, 366) | 2,589 | 2,667 | 3.0% | 11.0 | 65.3 |
| | | (366, 367) | 2,589 | 2,665 | 2.9% | 12.2 | 67.7 |
| | | (367, 368) | 2,589 | 2,661 | 2.8% | 12.2 | 67.7 |
| | | (368, 369) | 2,589 | 2,658 | 2.7% | 13.0 | 63.3 |

Table 4-3 I-75 Northbound Existing (2017) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (169, 168) | 2,997 | 2,937 | -2.0% | 13.7 | 68.7 |
| | | (168, 167) | 2,997 | 2,938 | -2.0% | 13.6 | 68.4 |
| | | (167, 166) | 2,997 | 2,939 | -1.9% | 13.7 | 67.9 |
| | | (166, 164) | 2,997 | 2,940 | -1.9% | 11.4 | 66.5 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 EB | (164, 162) | 2,519 | 2,481 | -1.5% | 11.6 | 67.8 |
| NB On Ramp from SR 674 EB | NB On Ramp from SR 674 WB | (162, 160) | 3,099 | 3,048 | -1.6% | 11.6 | 62.9 |
| | | (160, 158) | 3,099 | 3,049 | -1.6% | 14.4 | 67.2 |
| NB On Ramp from SR 674 WB | NB Off Ramp to Big Bend Road | (158, 157) | 3,623 | 3,555 | -1.9% | 15.5 | 64.8 |
| | | (157, 156) | 3,623 | 3,557 | -1.8% | 16.8 | 67.0 |
| | | (156, 155) | 3,623 | 3,556 | -1.8% | 16.8 | 66.9 |
| | | (155, 154) | 3,623 | 3,559 | -1.8% | 16.9 | 66.8 |
| | | (154, 153) | 3,623 | 3,560 | -1.7% | 16.9 | 66.7 |
| | | (153, 152) | 3,623 | 3,562 | -1.7% | 16.9 | 66.6 |
| | | (152, 171) | 3,623 | 3,563 | -1.7% | 16.9 | 66.6 |
| | | (171, 151) | 3,623 | 3,563 | -1.6% | 17.0 | 66.5 |
| | | (151, 150) | 3,623 | 3,563 | -1.7% | 17.0 | 66.5 |
| | | (150, 172) | 3,623 | 3,564 | -1.6% | 17.0 | 66.5 |
| | | (172, 149) | 3,623 | 3,563 | -1.7% | 17.0 | 66.4 |
| | | (149, 148) | 3,623 | 3,563 | -1.6% | 17.0 | 66.4 |
| | | (148, 147) | 3,623 | 3,567 | -1.6% | 17.0 | 66.4 |
| | | (147, 146) | 3,623 | 3,568 | -1.5% | 17.0 | 66.4 |
| (146, 144) | 3,623 | 3,570 | -1.5% | 17.1 | 66.3 | | |
| (144, 142) | 3,623 | 3,570 | -1.5% | 17.0 | 64.0 | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 3,010 | 2,955 | -1.8% | 14.0 | 66.7 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (140, 138) | 3,953 | 3,873 | -2.0% | 14.3 | 64.8 |
| | | (138, 136) | 3,953 | 3,874 | -2.0% | 18.5 | 66.2 |
| | | (136, 134) | 3,953 | 3,874 | -2.0% | 18.5 | 66.5 |
| | | (134, 133) | 3,953 | 3,875 | -2.0% | 18.5 | 66.4 |
| | | (133, 132) | 3,953 | 3,875 | -2.0% | 18.5 | 66.3 |
| | | (132, 131) | 3,953 | 3,875 | -2.0% | 18.5 | 66.3 |
| | | (131, 130) | 3,953 | 3,876 | -2.0% | 18.5 | 66.2 |
| | | (130, 129) | 3,953 | 3,875 | -2.0% | 18.5 | 66.2 |
| | | (129, 128) | 3,953 | 3,876 | -2.0% | 18.5 | 66.2 |
| | | (128, 127) | 3,953 | 3,873 | -2.0% | 18.6 | 66.1 |
| | | (127, 126) | 3,953 | 3,871 | -2.1% | 18.5 | 66.1 |
| | | (126, 124) | 3,953 | 3,869 | -2.1% | 18.5 | 66.1 |
| | | (124, 122) | 3,953 | 3,868 | -2.2% | 17.8 | 64.9 |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr | (122, 121) | 3,579 | 3,501 | -2.2% | 16.7 | 66.3 |
| | | (121, 120) | 3,579 | 3,501 | -2.2% | 16.6 | 66.6 |
| | | (120, 118) | 3,579 | 3,498 | -2.3% | 16.6 | 66.6 |
| NB On Ramp from Gibsonton Dr | South of US 301 | (118, 116) | 4,619 | 4,522 | -2.1% | 17.1 | 62.7 |
| | | (116, 114) | 4,619 | 4,518 | -2.2% | 16.1 | 66.7 |
| | | (114, 112) | 4,619 | 4,516 | -2.2% | 16.0 | 66.9 |
| | | (112, 111) | 4,619 | 4,512 | -2.3% | 16.0 | 66.8 |
| | | (111, 110) | 4,619 | 4,509 | -2.4% | 16.0 | 66.8 |
| | | (110, 109) | 4,619 | 4,507 | -2.4% | 16.0 | 66.8 |
| | | (109, 108) | 4,619 | 4,505 | -2.5% | 16.0 | 66.8 |
| | | (108, 106) | 4,619 | 4,503 | -2.5% | 16.0 | 66.8 |
| | | (106, 104) | 4,619 | 4,499 | -2.6% | 15.9 | 66.8 |
| (104, 102) | 4,619 | 4,496 | -2.7% | 12.8 | 67.0 | | |

Table 4-4 I-75 Southbound Existing (2017) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| South of US 301 | SB Off ramp to Gibsonton Dr | (300, 304) | 6,721 | 6478 | -3.6% | 17.9 | 64.7 |
| | | (304, 306) | 6,721 | 6480 | -3.6% | 23.4 | 65.8 |
| | | (306, 308) | 6,721 | 6483 | -3.5% | 23.4 | 65.9 |
| | | (308, 309) | 6,721 | 6484 | -3.5% | 23.4 | 65.8 |
| | | (309, 310) | 6,721 | 6485 | -3.5% | 23.4 | 65.7 |
| | | (310, 311) | 6,721 | 6486 | -3.5% | 24.3 | 64.0 |
| | | (311, 312) | 6,721 | 6485 | -3.5% | 27.5 | 58.8 |
| | | (312, 314) | 6,721 | 6488 | -3.5% | 29.1 | 57.5 |
| | | (314, 316) | 6,721 | 6490 | -3.4% | 30.8 | 55.3 |
| | | (316, 318) | 6,721 | 6493 | -3.4% | 35.9 | 46.5 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 4,630 | 6478 | -3.6% | 17.9 | 64.7 |
| | | (320, 321) | 4,630 | 6480 | -3.6% | 23.4 | 65.8 |
| | | (321, 322) | 4,630 | 6483 | -3.5% | 23.4 | 65.9 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 4,946 | 6484 | -3.5% | 23.4 | 65.8 |
| | | (324, 326) | 4,946 | 6485 | -3.5% | 23.4 | 65.7 |
| | | (326, 327) | 4,946 | 6486 | -3.5% | 24.3 | 64.0 |
| | | (327, 328) | 4,946 | 6485 | -3.5% | 27.5 | 58.8 |
| | | (328, 329) | 4,946 | 6488 | -3.5% | 29.1 | 57.5 |
| | | (329, 330) | 4,946 | 6490 | -3.4% | 30.8 | 55.3 |
| | | (330, 331) | 4,946 | 6493 | -3.4% | 35.9 | 46.5 |
| | | (331, 332) | 4,946 | 6498 | -3.3% | 34.8 | 44.7 |
| | | (332, 333) | 4,946 | 4653 | 0.5% | 22.9 | 64.3 |
| | | (333, 334) | 4,946 | 4655 | 0.5% | 22.2 | 66.4 |
| | | (334, 336) | 4,946 | 4657 | 0.6% | 22.3 | 66.0 |
| | | (336, 338) | 4,946 | 4980 | 0.7% | 21.5 | 64.6 |
| | | (338, 340) | 4,946 | 4981 | 0.7% | 24.0 | 65.7 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (340, 342) | 3,088 | 4981 | 0.7% | 24.0 | 65.7 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 WB | (342, 344) | 3,367 | 4982 | 0.7% | 24.1 | 65.5 |
| | | (344, 346) | 3,367 | 4983 | 0.8% | 24.1 | 65.5 |
| | | (346, 347) | 3,367 | 4984 | 0.8% | 24.1 | 65.4 |
| | | (347, 348) | 3,367 | 4984 | 0.8% | 24.2 | 65.3 |
| | | (348, 349) | 3,367 | 4986 | 0.8% | 24.2 | 65.3 |
| | | (349, 372) | 3,367 | 4988 | 0.9% | 24.2 | 65.2 |
| | | (372, 350) | 3,367 | 4990 | 0.9% | 24.3 | 65.1 |
| | | (350, 351) | 3,367 | 4993 | 0.9% | 24.3 | 65.1 |
| | | (351, 371) | 3,367 | 4994 | 1.0% | 25.2 | 62.9 |
| | | (371, 352) | 3,367 | 4992 | 0.9% | 24.0 | 53.5 |
| | | (352, 353) | 3,367 | 3119 | 1.0% | 14.7 | 67.2 |
| | | (353, 354) | 3,367 | 3396 | 0.9% | 14.2 | 66.5 |
| | | (354, 355) | 3,367 | 3395 | 0.8% | 16.1 | 66.8 |
| | | (355, 356) | 3,367 | 3394 | 0.8% | 16.1 | 66.8 |
| | | (356, 357) | 3,367 | 3391 | 0.7% | 16.1 | 66.7 |
| (357, 358) | 3,367 | 3390 | 0.7% | 16.1 | 66.7 | | |
| SB Off Ramp to SR 674 WB | SB Off Ramp to SR 674 EB | (358, 360) | 2,573 | 3388 | 0.6% | 16.1 | 66.6 |
| | | (360, 362) | 2,573 | 3387 | 0.6% | 16.1 | 66.6 |
| SB Off Ramp to SR 674 EB | SB On Ramp from SR 674 | (362, 364) | 1,993 | 3381 | 0.4% | 16.1 | 66.6 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (364, 366) | 2,302 | 3378 | 0.3% | 16.1 | 66.6 |
| | | (366, 367) | 2,302 | 3374 | 0.2% | 16.1 | 66.5 |
| | | (367, 368) | 2,302 | 3371 | 0.1% | 16.1 | 66.5 |
| | | (368, 369) | 2,302 | 3368 | 0.0% | 16.0 | 66.5 |

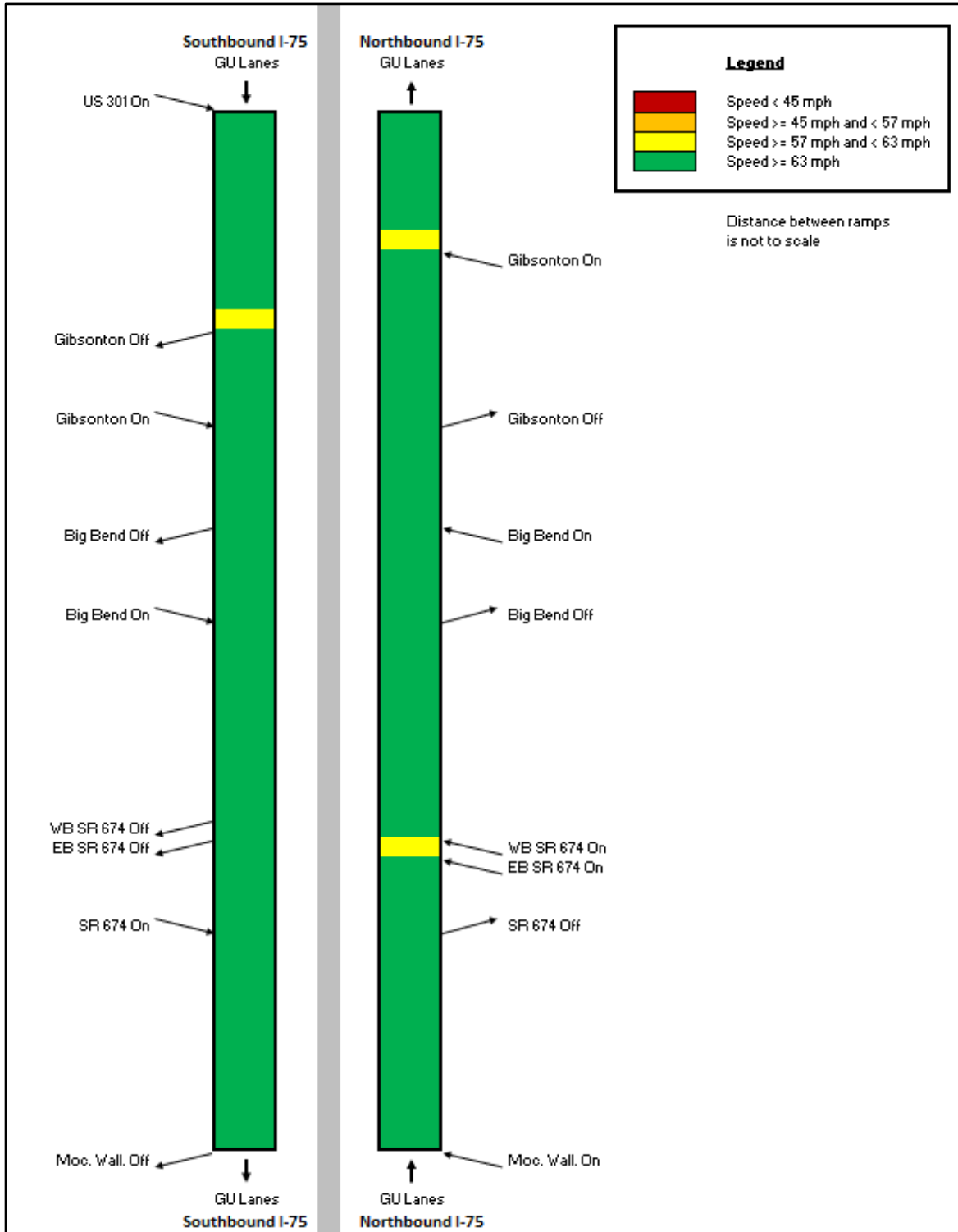


Figure 4-4 Speed Temperature Chart Existing (2017) – AM Peak Period

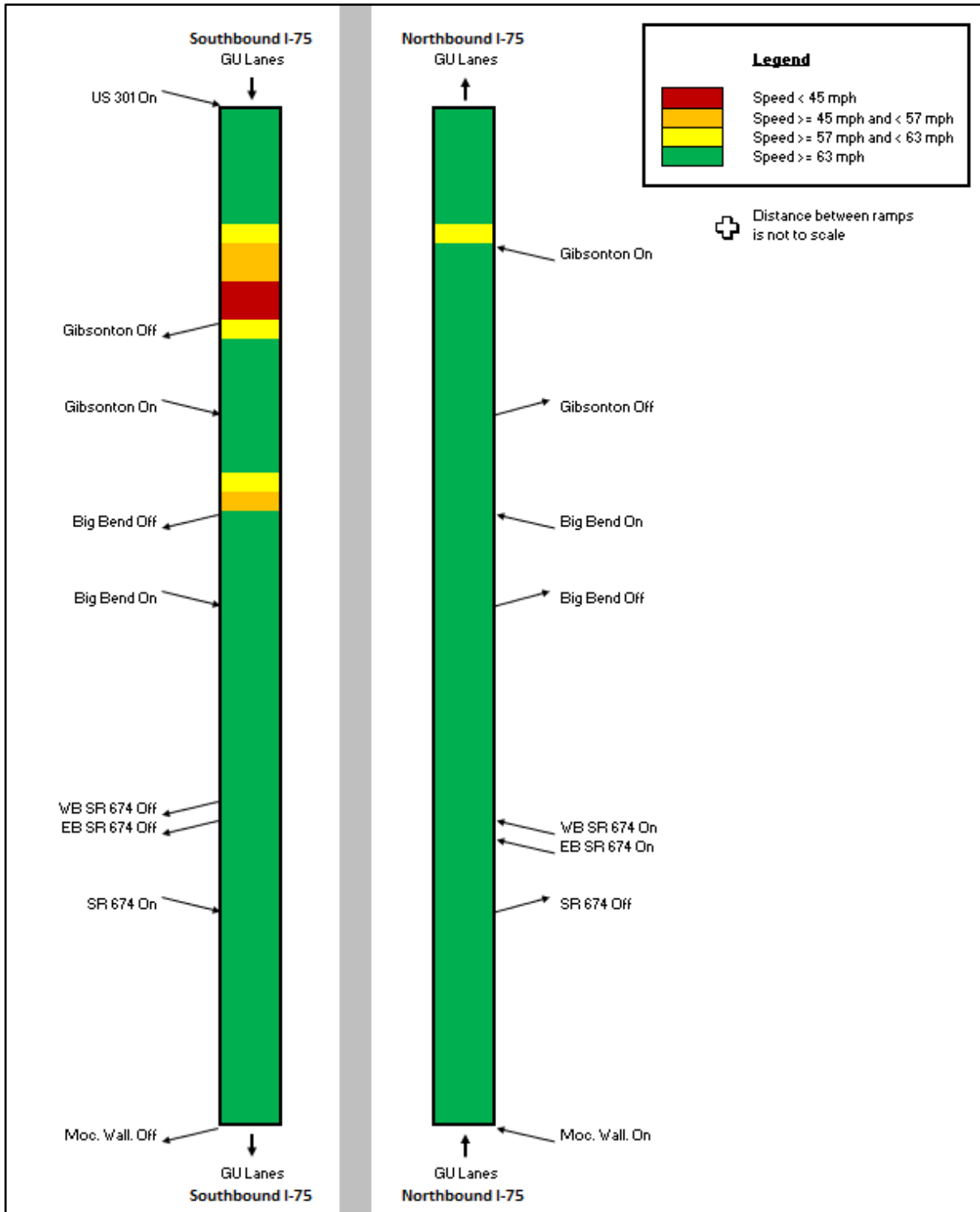


Figure 4-5 Speed Temperature Chart Existing (2017) – PM Peak Period

4.3.2 Existing Ramps Evaluation

Ramp analysis was conducted at all mainline on-ramp and off-ramp segments for the interchanges of SR 674, Big Bend Road and Gibsonton Drive. The weighted average speeds were calculated based on segment link length. The analysis included all links coded as a ramp links in the CORSIM model (Freesim and Netsim). The ramp weighted average speeds for existing year (2017) are summarized in **Table 4-5** and **Table 4-6**. A detail analysis of all ramp link segments speeds is provided in **Appendix E**.

Table 4-5 Ramp Weighted Average Speed Existing (2017) – AM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 34.9 |
| | I-75 NB On Ramp from SR 674 EB | 25 | 22.1 |
| | I-75 NB On Ramp from SR 674 WB | 45 | 39.3 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 29.8 |
| | I-75 NB On Ramp from Big Bend Rd. | 50 | 26.3 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 45 | 37.3 |
| | I-75 NB On Ramp from Gibsonton Dr. | 45 | 24.1 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 31.6 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 34.6 |
| | I-75 SB Off Ramp to Big Bend Road | 25 | 21.2 |
| | I-75 SB On Ramp from Big Bend Road | 45 | 36.5 |
| | I-75 SB Off Ramp to SR 674 EB | 45 | 25.3 |
| | I-75 SB Off Ramp to SR 674 WB | 30 | 36.7 |
| | I-75 SB On Ramp from SR 674 | 45 | 35.8 |

Table 4-6 Ramp Weighted Average Speed Existing (2017) – PM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 33.4 |
| | I-75 NB On Ramp from SR 674 EB | 25 | 22.6 |
| | I-75 NB On Ramp from SR 674 WB | 45 | 39.4 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 33.6 |
| | I-75 NB On Ramp from Big Bend Rd. | 50 | 31.1 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 45 | 37.0 |
| | I-75 NB On Ramp from Gibsonton Dr. | 45 | 31.9 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 30.6 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 34.2 |
| | I-75 SB Off Ramp to Big Bend Road | 25 | 18.8 |
| | I-75 SB On Ramp from Big Bend Road | 45 | 37.0 |
| | I-75 SB Off Ramp to SR 674 WB | 45 | 25.5 |
| | I-75 SB Off Ramp to SR 674 EB | 30 | 37.0 |
| | I-75 SB On Ramp from SR 674 | 45 | 36.7 |

The ramp terminal intersections at the arterials were evaluated for the existing year (2017) condition at the SR 674 and Gibsonton Drive interchanges and are shown in **Table 4-7** and **Table 4-8**. The output MOEs results from the CORSIM evaluation were compared to the Highway Capacity Manual (HCM) LOS criteria to determine LOS. The overall intersection delay and LOS is a weighted average calculation based on all the movements at the intersection. Intersection movements that are under free flow condition have no delay or LOS reported.

Table 4-7 I-75 Ramp Intersection Terminals at SR 674 – Existing Year (2017)

| I-75 Intersections @ SR 674 | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|-----------------------------|-------------|---|------------|-----------|------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | -- | -- | 5.5 (A) | -- | 5.5 (A) |
| | PM | -- | -- | 2.3 (A) | -- | 2.3 (A) |
| Northbound Ramps | AM | -- | 8.2 (A) | -- | -- | 8.2 (A) |
| | PM | -- | 11.4 (B) | -- | -- | 11.4 (B) |

Table 4-8 I-75 Ramp Intersection Terminals at Gibsonton Drive - Existing Year (2017)

| I-75 Intersections @ Gibsonton | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|--------------------------------|-------------|---|------------|-----------|------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | 99.4 (F) | -- | 46.0 (D) | 39.3 (D) | 63.4 (E) |
| | PM | 38.1 (D) | -- | 19.3 (B) | 32.9 (C) | 31.2 (C) |
| Northbound Ramps | AM | 215.7 (F) | 5.1 (A) | -- | -- | 89.7 (F) |
| | PM | 9.5 (A) | 4.7 (A) | -- | -- | 7.0 (A) |

The systemwide network measures of performance summary for existing year (2017) are shown in **Table 4-9**.

Table 4-9 Systemwide Network Measures of Performance Summary – Existing (2017)

| Measure of Effectiveness | Existing Year (2017) | |
|--------------------------|----------------------|---------|
| | AM Peak | PM Peak |
| Total Vehicle Miles | 455,547 | 476,382 |
| Move Time (veh-hr) | 7,215 | 7,561 |
| Delay Time (veh-hr) | 1,798 | 1,287 |
| Total Time (veh-hr) | 9,014 | 8,848 |
| Average Speed (mph) | 50.5 | 53.9 |
| Move/Total | 0.80 | 0.85 |
| Delay Time | 0.24 | 0.16 |
| Total Time | 1.19 | 1.11 |

4.4 CRASH ANALYSIS

Crash data along I-75 within the project limits was obtained from the FDOT for the 5-year period of 2011 through 2015 for the Hillsborough County and the Manatee County segments. This 5-year analysis period was determined at the start of the study and corresponds to the study existing year 2017. Crash data acquired included crash location, type of crash, road surface condition, time of day, influence of drug and alcohol, lighting condition, and other data.

A total of 1,410 traffic crashes were reported within the Hillsborough County portion of the study limits for 2011 through 2015 inclusive, for an average of 282 crashes per year for this approximately 17.1 mile highway segment. This translates to 16 crashes per mile per year. These crashes involved a total of 897 injuries and 12 fatalities.

For the Manatee County segment, a total of 186 traffic crashes were reported for 2011 through 2015 inclusive, for an average of 37 crashes per year for this approximately 4.4 mile highway segment. This translates to an average of 8 crashes per mile per year. These crashes involved a total of 123 injuries and 5 fatalities. Traffic crashes for the entire study area are summarized by year in **Figure 4-6**.

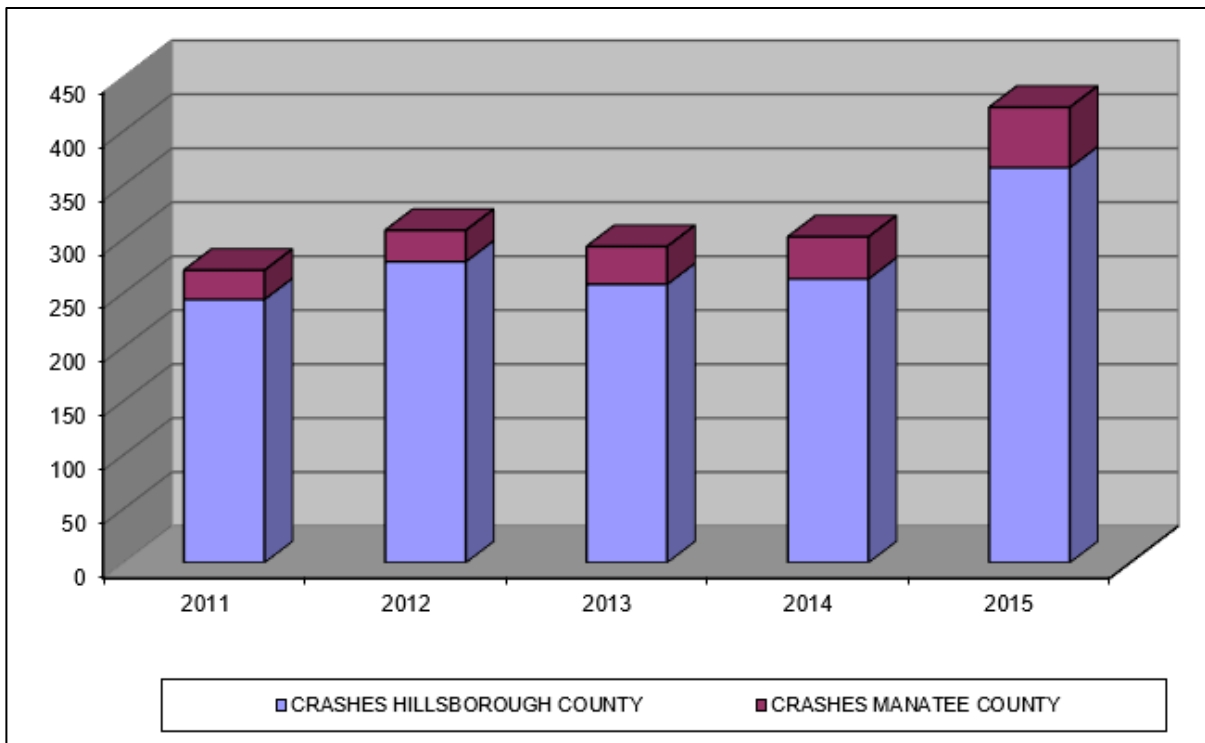


Figure 4-6 Crash Distribution by Year and County (2011 - 2015)

Table 4-10 summarizes the 5-year crash history along the study corridor for each of the five years of data obtained. As a part of the analysis, the number of crashes that occurred under wet conditions and the number of crashes that occurred at night were also summarized and are provided in the table.

Table 4-10 Crash Analysis Summary (2011 – 2015)

| Interstate 75 (SR 93A) from Moccasin Wallow Road (MP 16.180) to South of US 301 (MP17.100) | Number of Crashes | | | | | 5 Year Total |
|--|-------------------|------------|------------|------------|------------|--------------|
| | 2011 | 2012 | 2013 | 2014 | 2015 | |
| No. of Fatal Crashes | 3 | 5 | 4 | 3 | 2 | 17 |
| No. of Injury Crashes | 136 | 119 | 107 | 126 | 160 | 648 |
| No. of Property Damage Only Crashes | 132 | 184 | 182 | 173 | 260 | 931 |
| Total Crashes | 271 | 308 | 293 | 302 | 422 | 1596 |
| Wet weather crashes | 103 | 118 | 106 | 122 | 162 | 611 |
| Night-time crashes | 114 | 109 | 96 | 131 | 169 | 619 |

The distribution of the crashes by mile post shown in **Figure 4-7**. It should be noted that some of the traffic reports from Hillsborough County were miscoded to read milepost 0 showing an abnormally high number of crashes at the county line. The plot indicates that the crash occurrence tends to high at or near the interchanges. A closer look at the location of the crashes revealed that about 49% of the total crashes occurred within one mile influence of the interchanges. For example in the Hillsborough County segment, 444 or 28% of total crashes occurred within a mile of the Gibsonton interchange, 189 or 12% occurred within a mile of the Big Bend interchange, and 147 or 9% occurred at the SR 674 interchange. The remaining 51% of crashes occurred within the remaining I-75 segments within Hillsborough County. Traffic crashes by location are summarized in **Figure 4-8**.

The I-75 mainline crash data was furthered evaluated by reported crash location. The evaluation found 1,482 crashes to occur on the mainline, 69 crashes to occur on ramps, 41 crashes to occur at intersections on adjacent roadways, 3 other crashes and 1 unknown crash. Out of the 69 ramp crashes, 9 were reported at the SR 674 interchange, 12 crashes at the Big Bend Road interchange, 44 crashes at the Gibsonton Drive interchange and 4 crashes were reported at ramps but the location was other. Out of the 41 intersection crashes, 3 were reported along SR 674, 15 crashes along Big Bend Road interchange, 18 crashes along Gibsonton Drive interchange and 5 crashes were reported at intersections but the location was defined as other. It should be noted that the crash analysis did not include crash data requested specifically for the arterial roadways and consisted of reported crashes for I-75 only.

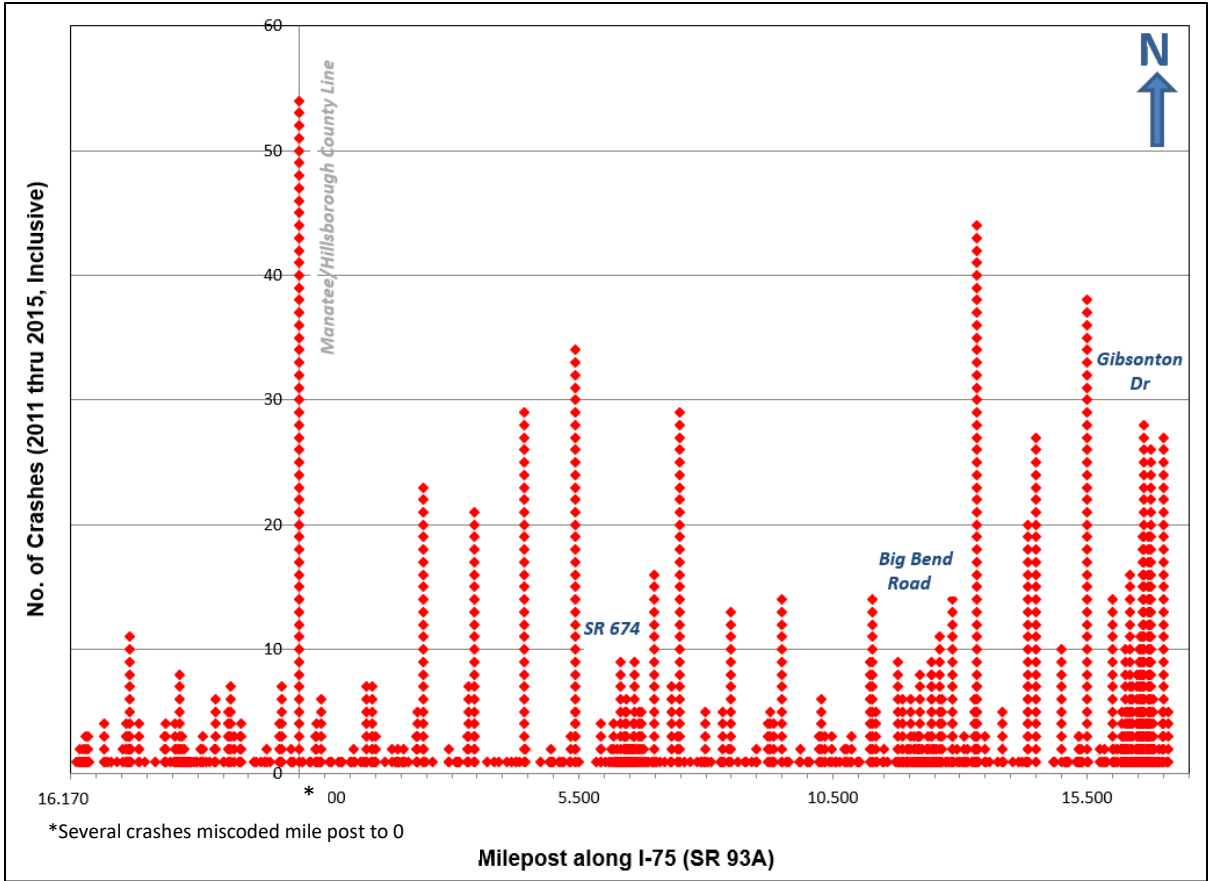


Figure 4-7 Crash Distribution by Milepost (2011 – 2015)

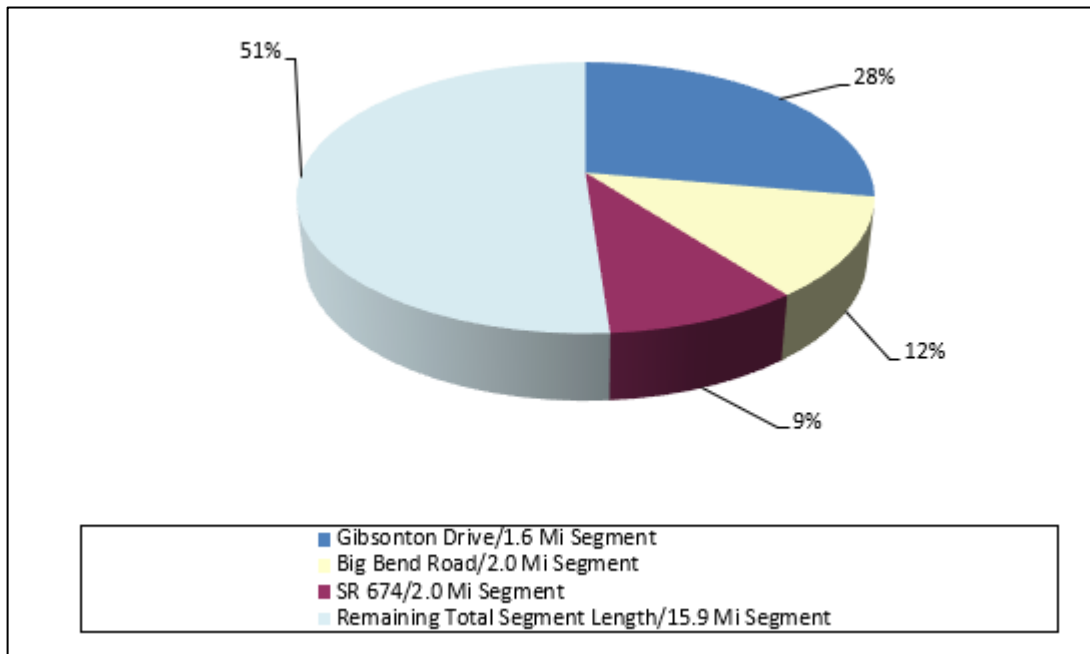


Figure 4-8 Distribution of Crash Locations for Hillsborough County (2011 – 2015)

The breakdown of the total crashes within the study limits for the analysis five-year period along I-75 by crash type were also analyzed and are shown in **Table 4-11** and **Figure 4-9**. Overall rear-end crashes accounted for 29% of the total crashes, sideswipe crashes accounted for 17% and the remaining 54% of the crashes were the other crash types which included 6% hit tree, 5% hit concrete traffic barrier, 7% overturn/rollover and 10% hit guardrail face. Some of the contributing causes reported for the crashes were careless driving, failed to yield, failed to remain in proper lane, followed too closely and driving too fast. There were five (5) crashes reported as pedestrian crash type and zero (0) reported bicycle crash types.

Table 4-11 Crash Analysis Summary (2011 – 2015)

| Type of Crash | Year | | | | | Total | % | Mean Crashes Per Year |
|--------------------------------|------------|------------|------------|------------|------------|-------------|--------------|-----------------------|
| | 2011 | 2012 | 2013 | 2014 | 2015 | | | |
| Rear-end | 91 | 75 | 72 | 80 | 151 | 469 | 29.4 | 93.8 |
| Sideswipe | 52 | 50 | 53 | 46 | 70 | 271 | 17.0 | 54.2 |
| Hit Bridge Rail | 6 | 4 | 3 | 7 | 4 | 24 | 1.5 | 4.8 |
| Hit Concrete Traffic Barrier | 11 | 16 | 11 | 19 | 29 | 86 | 5.4 | 17.2 |
| Hit Guardrail Face | 23 | 37 | 37 | 33 | 30 | 160 | 10.1 | 32.0 |
| Hit Tree | 11 | 26 | 20 | 17 | 16 | 90 | 5.6 | 18.0 |
| Hit Utility Pole/Light Support | 1 | 0 | 1 | 2 | 1 | 5 | 0.3 | 1.0 |
| Overturn/Rollover | 21 | 31 | 13 | 23 | 26 | 114 | 7.1 | 22.8 |
| Other | 55 | 69 | 83 | 75 | 95 | 377 | 23.6 | 75.4 |
| Total Crashes | 271 | 308 | 293 | 302 | 422 | 1596 | 100.0 | |

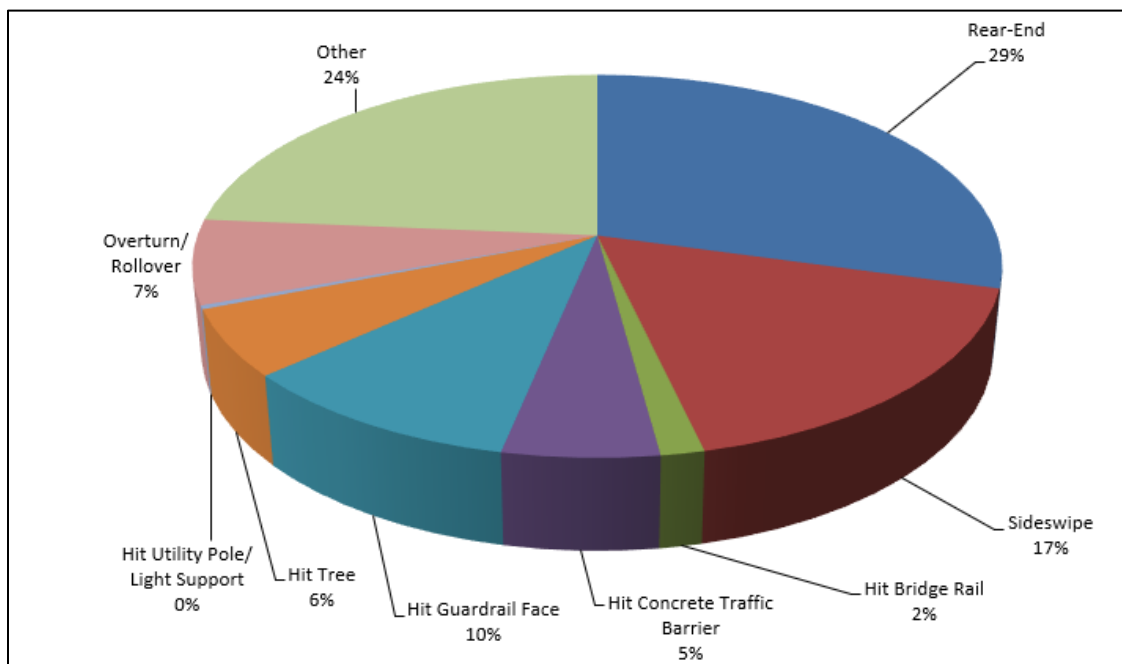


Figure 4-9 Distribution of Crashes by Crash Type (2011 – 2015)

The study area was broken into I-75 crash rate segments, as shown in **Figure 4-10**, in order to calculate the crash frequency per segment in per million vehicle miles traveled (MVMT).

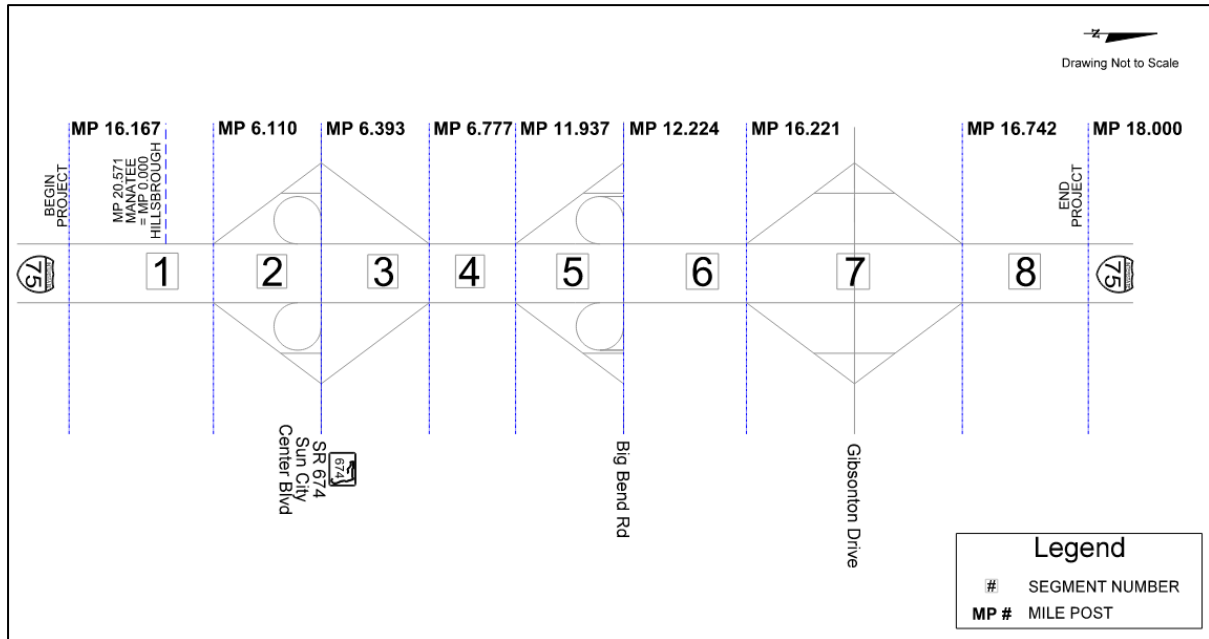


Figure 4-10 Crash Rate Segments

These segment crash rates were then compared to statewide crash rates for similar roadway segments. Segments with a calculated crash rate that exceed the statewide average crash rate for similar facilities are shown in bold text in **Table 4-12**. Statewide crash rates obtained from FDOT have been included in **Appendix F** along with the analyzed crash data information.

Table 4-12 I-75 Segment Crash Rates

| Segment Number | Segment | Segment Length (Miles) | Total Crashes | Segment 2017 AADT | Crash Rate (MVMT) |
|---|---|------------------------|---------------|-------------------|-------------------|
| 1 | Begin Project Limit and I-75 off ramp at SR-674 | 10.514 | 491 | 67000 | 0.38 |
| 2 | I-75 off-ramp to SR 674 and I-75 on ramp from EB SR-674 | 0.283 | 30 | 57800 | 1.00 |
| 3 | I-75 on ramp at EB SR-674 to I-75 on ramp from WB SR-674 | 0.384 | 69 | 74400 | 1.32 |
| 4 | I-75 on ramp at WB SR-674 to I-75 off ramp to Big Bend Rd | 5.16 | 242 | 91500 | 0.28 |
| 5 | I-75 off ramp to Big Bend Rd to I-75 on ramp to Big Bend Rd | 0.287 | 32 | 82500 | 0.74 |
| 6 | I-75 on ramp to Big Bend Rd to I-75 off ramp at Gibsonton Dr | 3.997 | 368 | 120500 | 0.42 |
| 7 | I-75 off ramp at Gibsonton Dr to I-75 on ramp at Gibsonton Dr | 0.521 | 252 | 111000 | 2.39 |
| 8 | I-75 on ramp at Gibsonton Dr to End Project | 1.258 | 112 | 147500 | 0.33 |
| <i>Statewide 5-Year Average Crash Rate for Interstate Segments*</i> | | | | | 0.59 |

*Statewide crash rate obtained from Florida Department of Transportation (FDOT). Average of Urban and Rural Interstate segments considered.

Distribution of the crash locations show that 51% of the crashes occur along the I-75 mainline and the most predominant crash type is rear end collisions. Proposed improvements to the I-75 corridor should help alleviate traffic congestion in the future which will help mitigate rear end crashes. Out of the three (3) interchanges located within the study area, the Gibsonton Drive interchange had the largest percentage of crashes with 28%. Furthermore, proposed improvements to the Gibsonton Drive Interchange will help increase safety through the interchange area and reduce congestion.

SECTION 5 FORECASTED TRAFFIC PROJECTIONS

5.1 FORECASTED AADT VOLUMES

The forecasted AADT for the future analysis years were determined using the methodology outlined in **Section 3.6**. The AADT for the study area in opening year (2025) and design year (2045) under the No-Build Alternative are shown in **Figure 5-1** and **Figure 5-2**. The AADT for the study area for opening year (2025) and design year (2045) in the Build Alternative are shown in **Figure 5-3** and **Figure 5-4**. It should be noted that the AADT for the Big Bend Road Interchange utilized for this study were provided from the IMR from WPI Segment No. 424513-3 and are reflected accordingly in the provided volume figures.

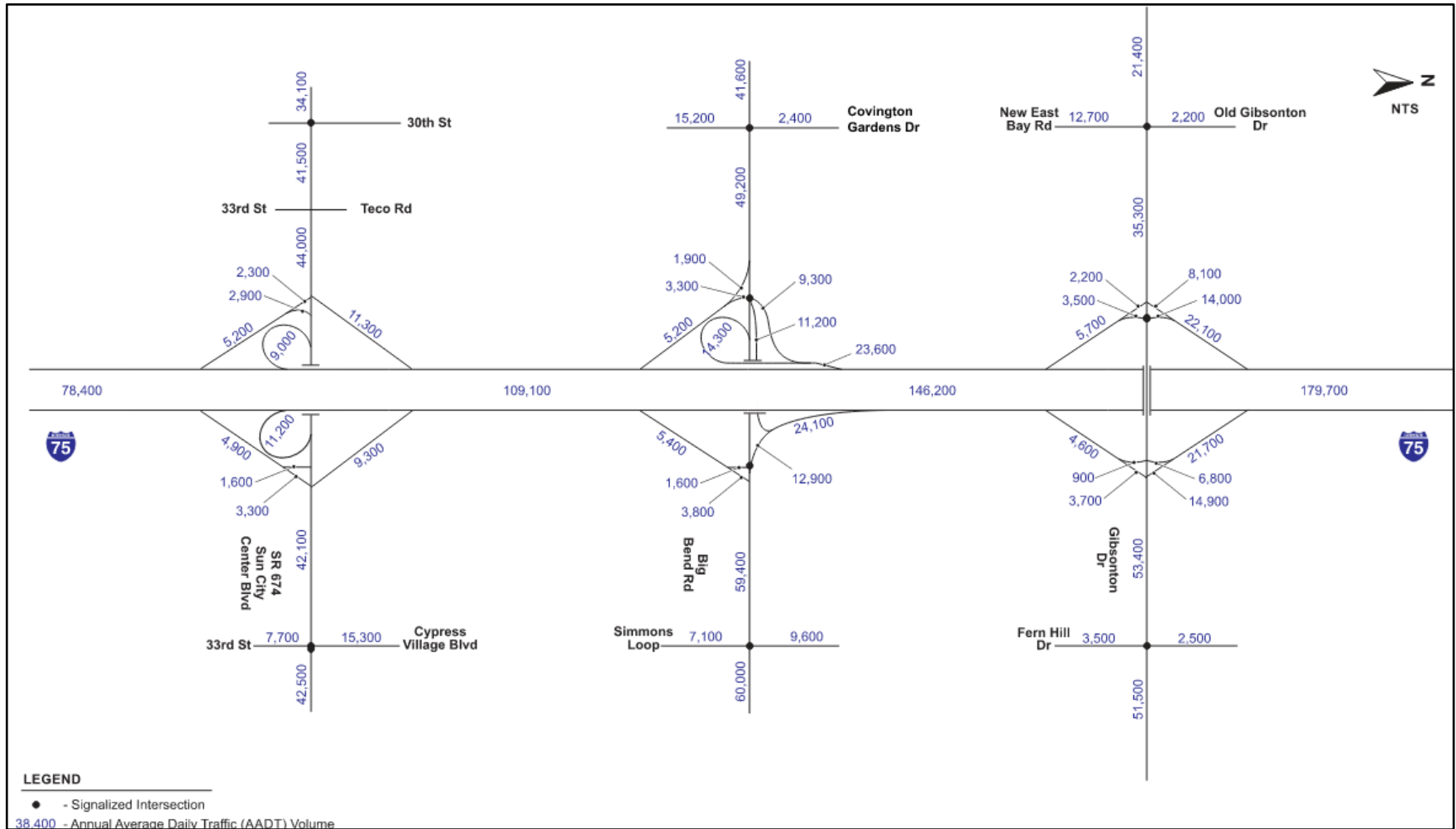


Figure 5-1 Future (2025) No-Build Annual Average Daily Traffic (AADT) Volumes

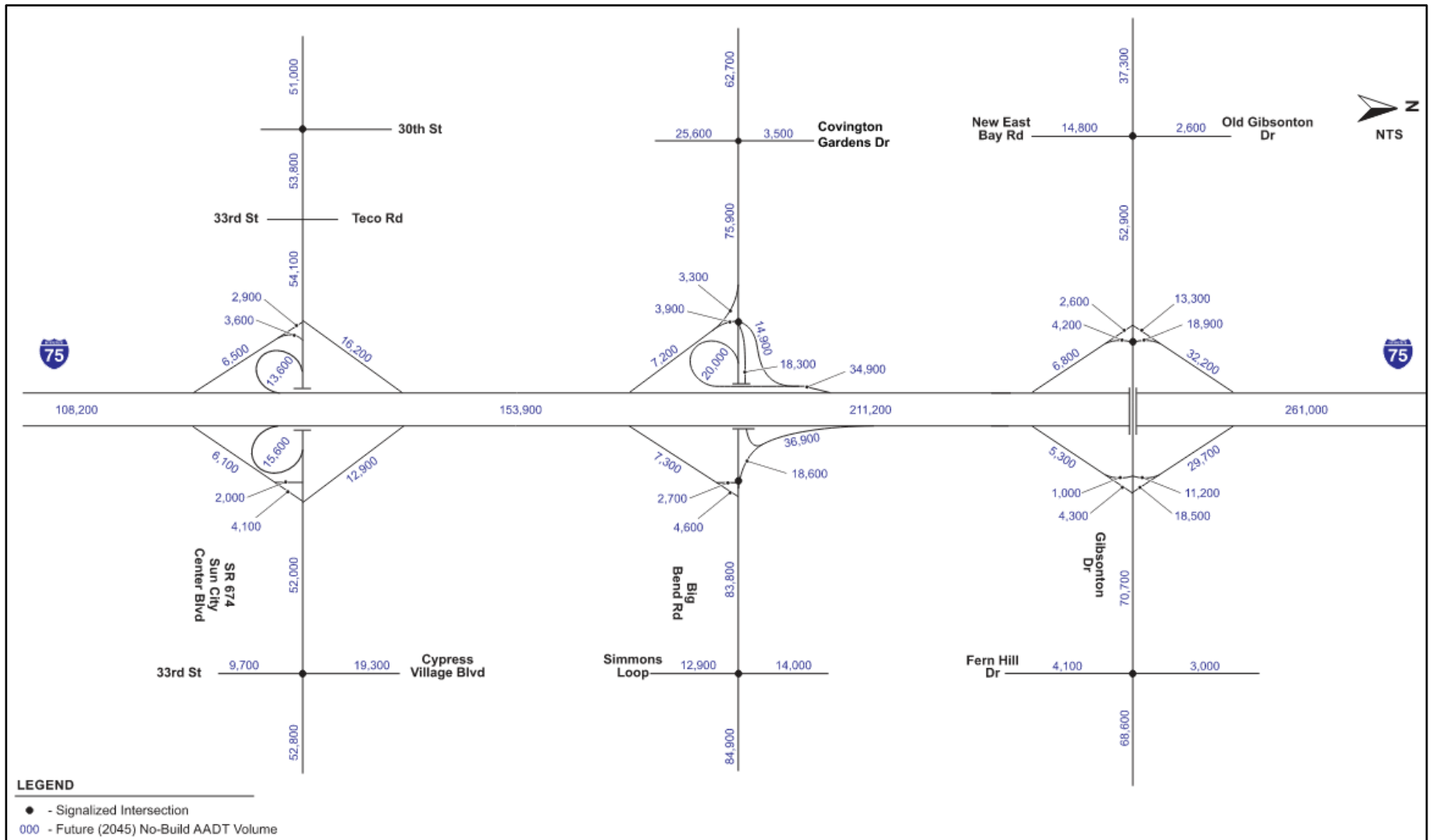


Figure 5-2 Future (2045) No-Build Annual Average Daily Traffic (AADT) Volumes

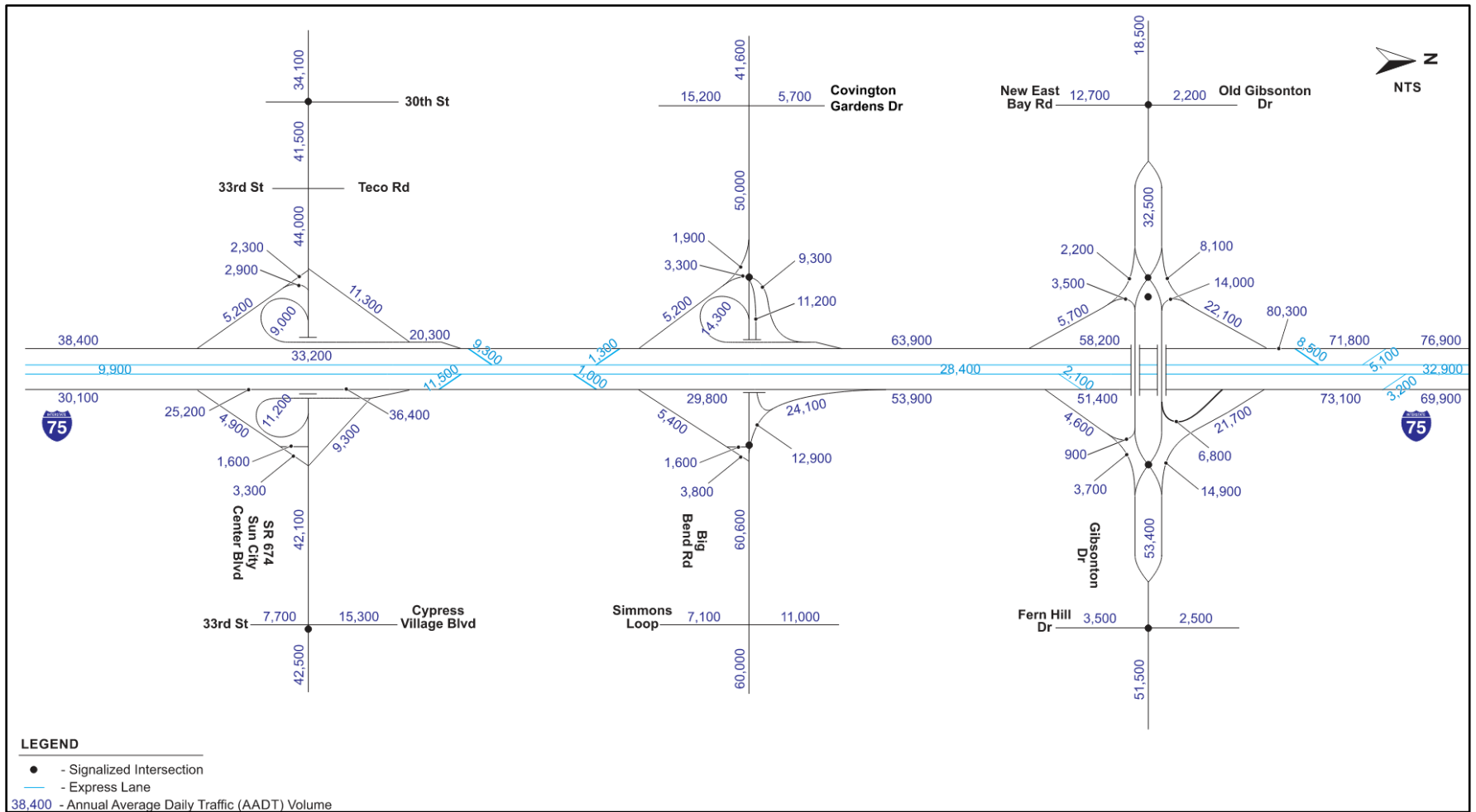


Figure 5-3 Future (2025) Build Annual Average Daily Traffic (AADT) Volumes

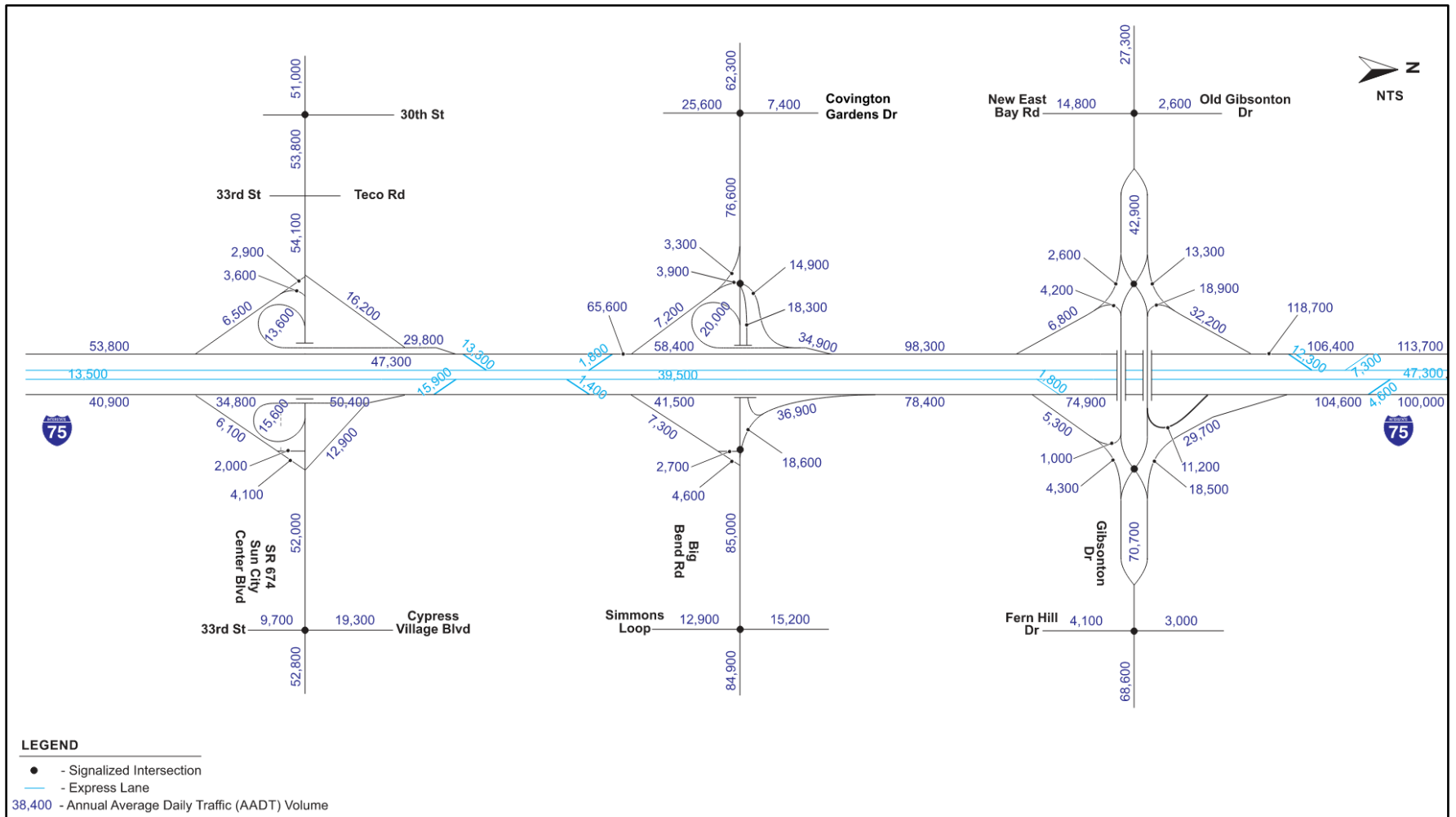


Figure 5-4 Future (2045) Build Annual Average Daily Traffic (AADT) Volumes

5.2 FORECASTED PEAK HOUR TRAFFIC

The forecasted peak hour traffic volumes for the future analysis years were determined using the methodology outlined in **Section 3.6**. The peak hour traffic volumes for the study area for opening year (2025) and design year (2045) under the No-Build Alternative are shown in **Figure 5-5** and **Figure 5-7**. The peak hour traffic volumes for the study area for opening year (2025) and design year (2045) for the Build Alternative are shown in **Figure 5-6** and **Figure 5-8**. It should be noted that the peak hour traffic volumes for the Big Bend Road Interchange utilized for this study were provided from the IMR from WPI Segment No. 424513-3 and are reflected accordingly in the provided volume figures.

Traffic noise data sheets with traffic information to be used in the Noise Study Report for this project are included in **Appendix J**.

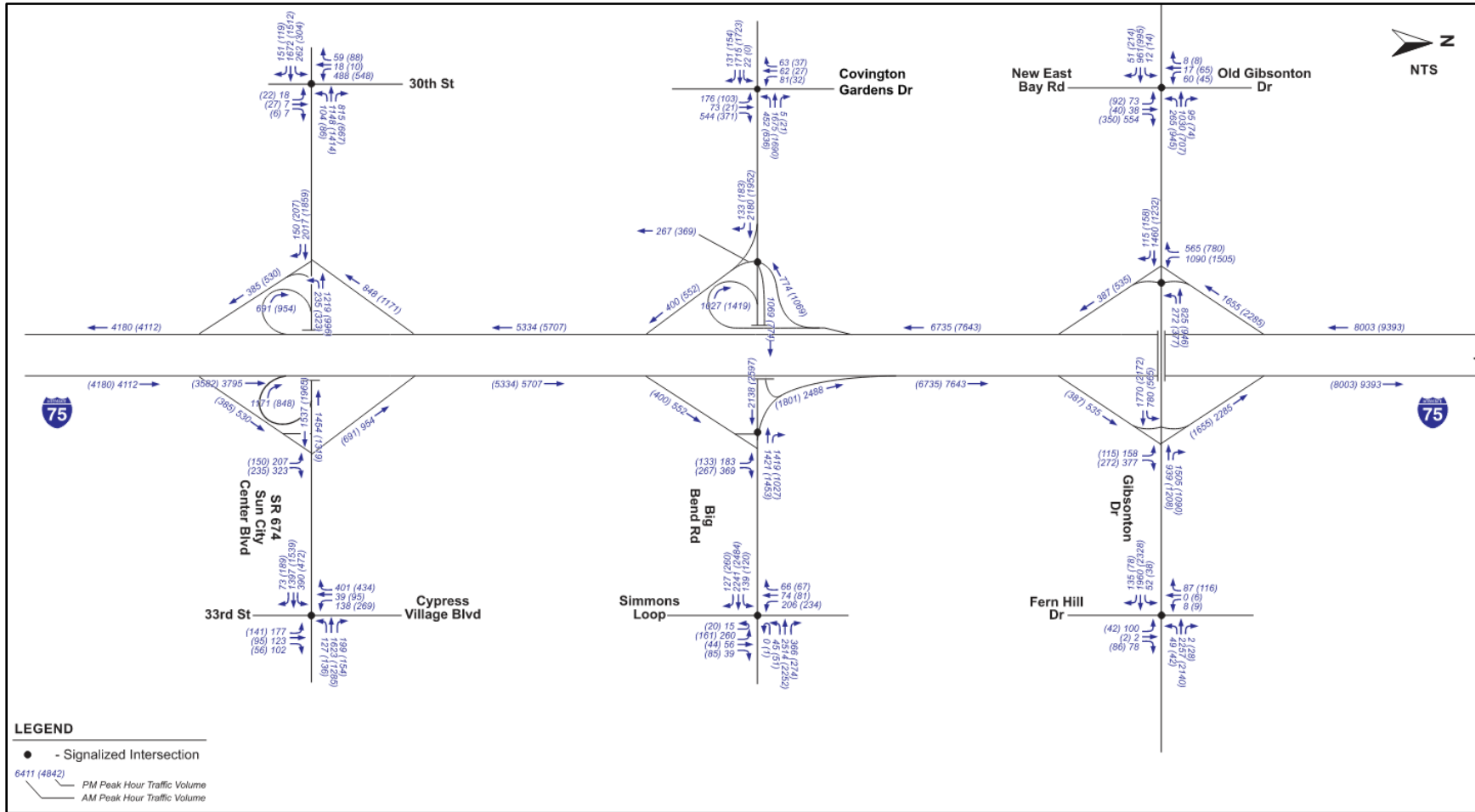


Figure 5-5 Future (2025) No-Build AM/PM Peak Hour Traffic

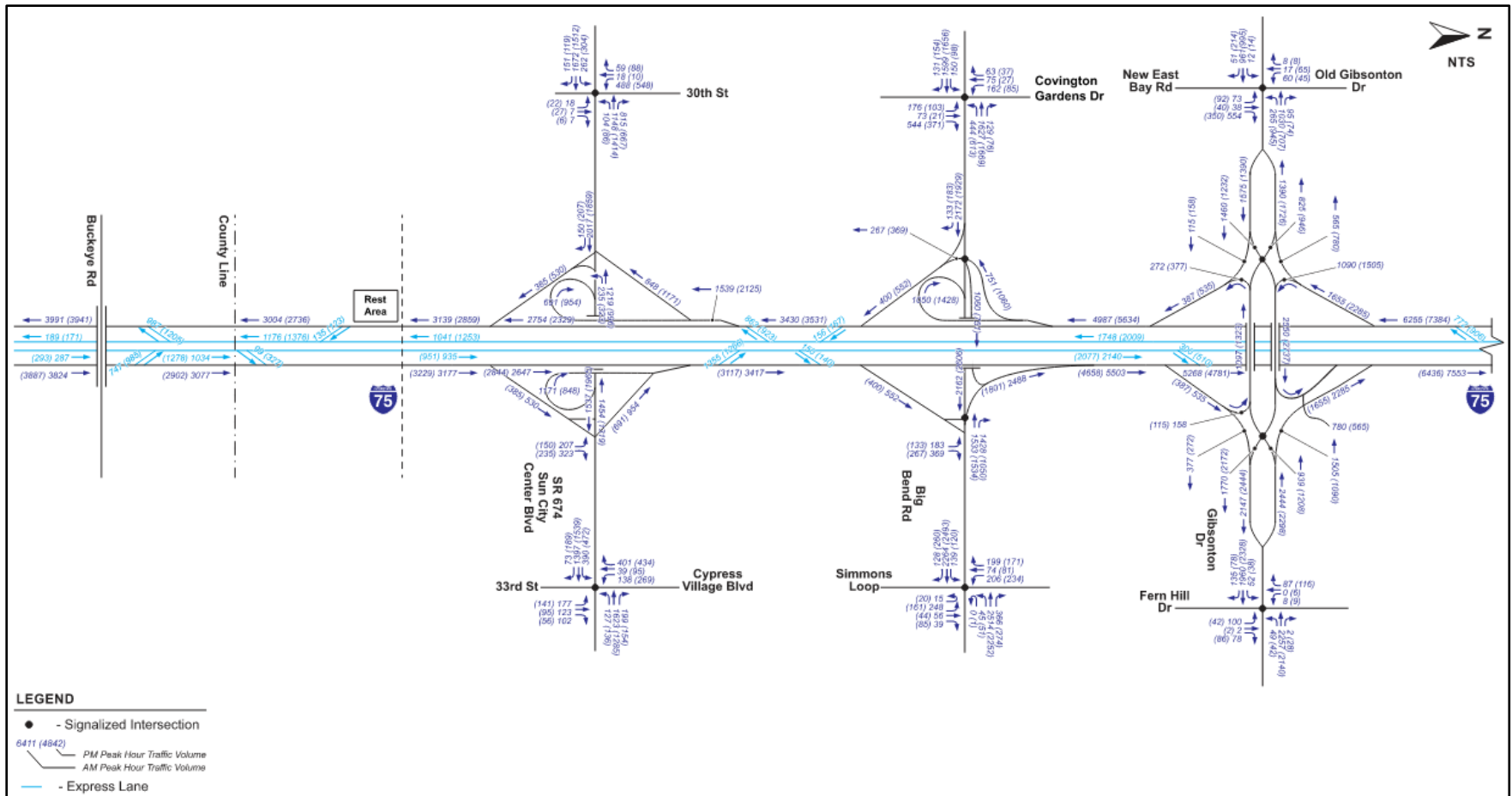


Figure 5-6 Future (2025) Build AM/PM Peak Hour Traffic

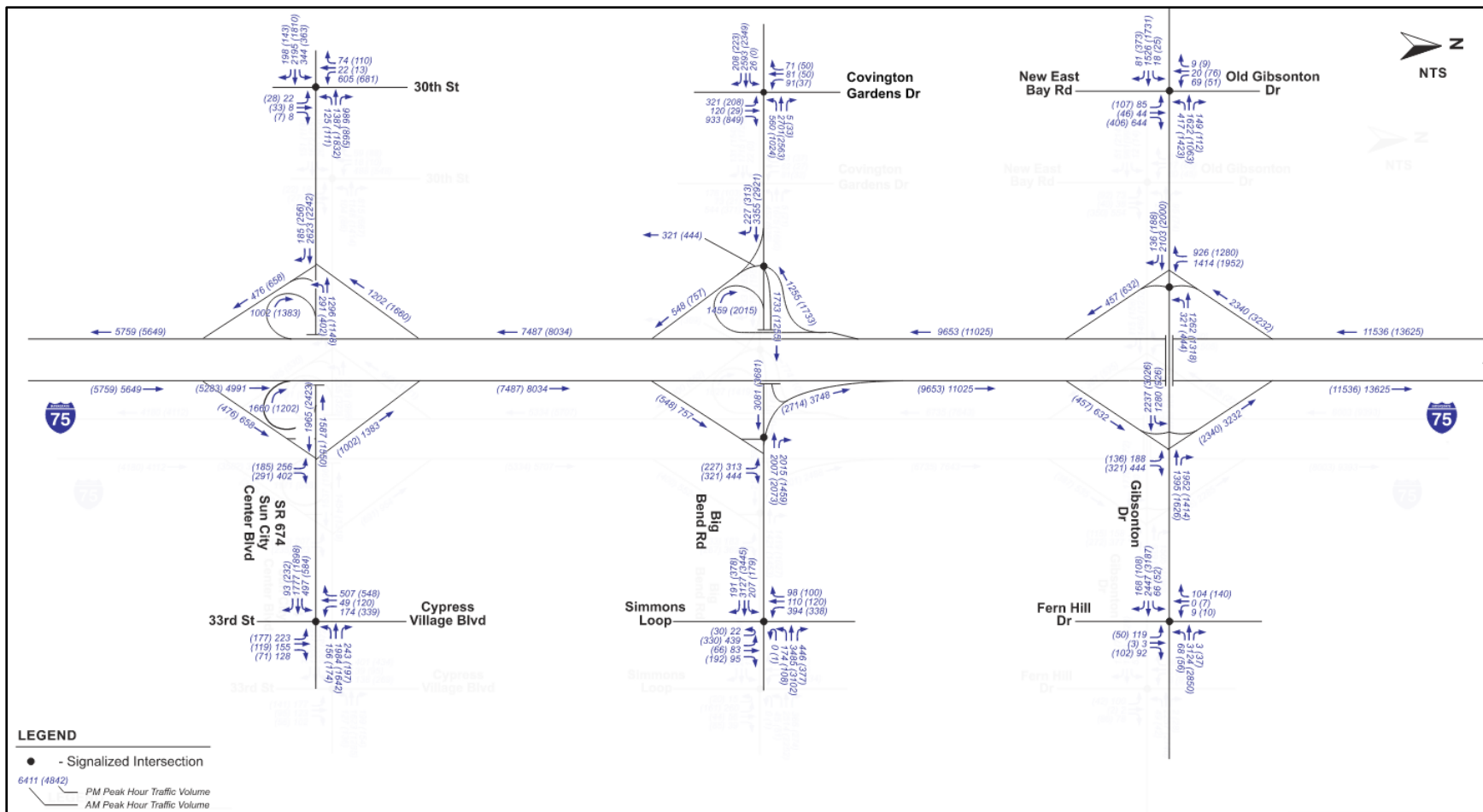


Figure 5-7 Future (2045) No-Build AM/PM Peak Hour Traffic

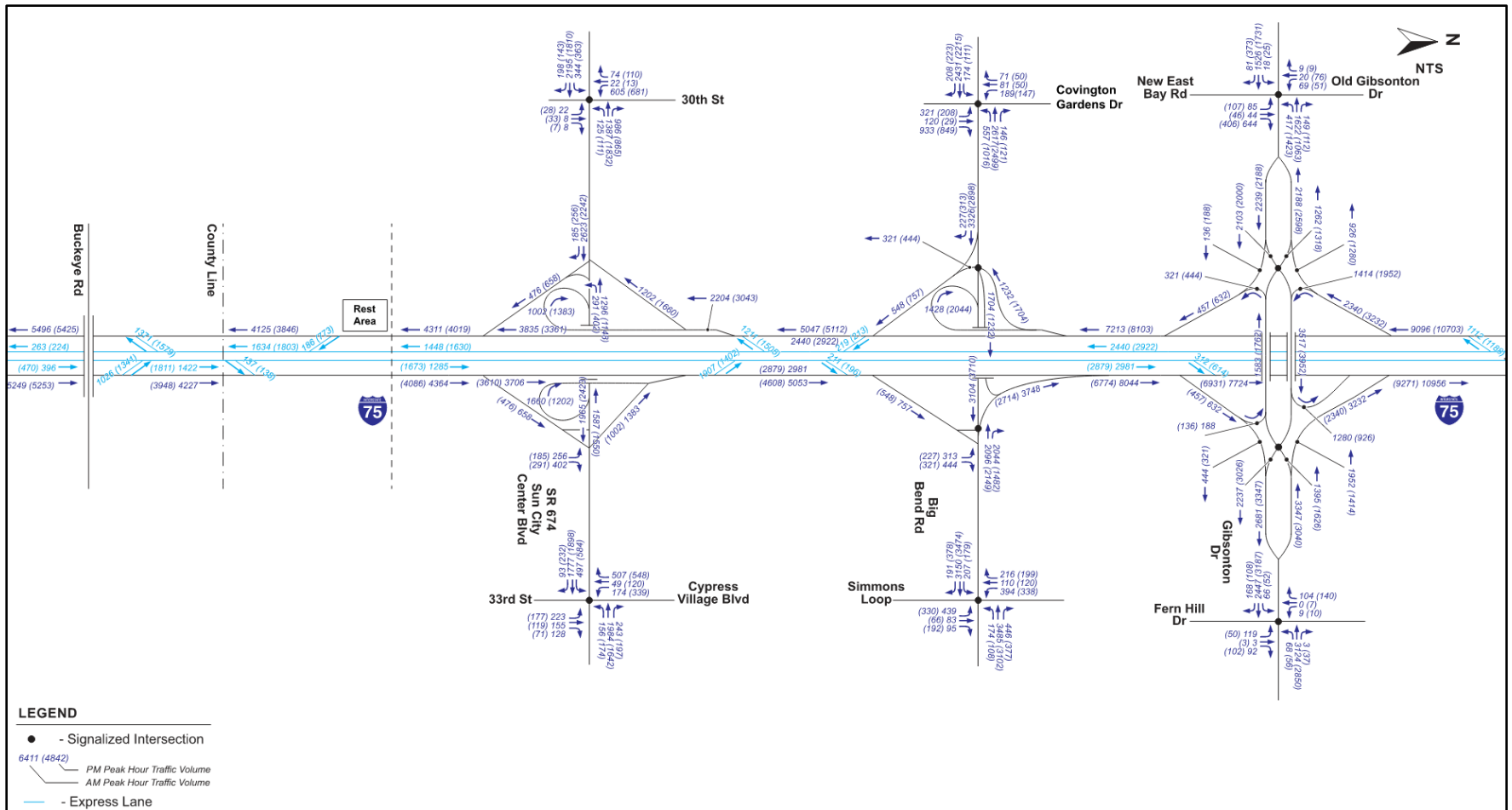


Figure 5-8 Future (2045) Build AM/PM Peak Hour Traffic

SECTION 6 NO-BUILD ALTERNATIVE ANALYSES

The purpose of this section is to document the future year peak hour operational analysis for the No-Build scenario. The traffic operations (i.e., levels of service, speeds, delays, densities) were evaluated for the I-75 mainline, ramp merge/diverge junctions and the signalized/un-signalized intersections along the three interchanges within the project limits. More detailed CORSIM output results for the No-Build condition are provided in **Appendix G**.

6.1 OPENING YEAR (2025) NO-BUILD ANALYSIS

The I-75 mainline performance results for the No-Build Alternative for opening year (2025) are shown in **Table 6-1** through **Table 6-4**. Speed temperature charts for the I-75 mainline are shown in **Figure 6-1** and **Figure 6-2** for AM and PM peak periods, respectively.

Table 6-1 I-75 Northbound No-Build (2025) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (169, 168) | 4,112 | 4,166 | 1.3% | 19.1 | 68.4 |
| | | (168, 167) | 4,112 | 4,160 | 1.2% | 18.9 | 68.0 |
| | | (167, 166) | 4,112 | 4,148 | 0.9% | 19.1 | 67.2 |
| | | (166, 164) | 4,112 | 4,139 | 0.6% | 15.8 | 65.8 |
| NB Off Ramp to SR 684 | NB On Ramp from SR 674 EB | (164, 162) | 3,582 | 3,591 | 0.2% | 16.6 | 66.9 |
| NB On Ramp from SR 674 EB | NB On Ramp from SR 674 WB | (162, 160) | 4,753 | 4,784 | 0.6% | 19.6 | 59.4 |
| | | (160, 158) | 4,753 | 4,777 | 0.5% | 22.5 | 65.5 |
| NB On Ramp from SR 674 WB | NB Off Ramp to Big Bend Road | (158, 157) | 5,707 | 5,712 | 0.1% | 27.0 | 58.4 |
| | | (157, 156) | 5,707 | 5,703 | -0.1% | 27.4 | 64.5 |
| | | (156, 155) | 5,707 | 5,694 | -0.2% | 27.0 | 65.1 |
| | | (155, 154) | 5,707 | 5,678 | -0.5% | 27.0 | 64.9 |
| | | (154, 153) | 5,707 | 5,667 | -0.7% | 27.0 | 64.8 |
| | | (153, 152) | 5,707 | 5,648 | -1.0% | 27.0 | 64.7 |
| | | (152, 171) | 5,707 | 5,631 | -1.3% | 27.0 | 64.6 |
| | | (171, 151) | 5,707 | 5,612 | -1.7% | 27.0 | 64.2 |
| | | (151, 150) | 5,707 | 5,578 | -2.3% | 27.1 | 63.9 |
| | | (150, 172) | 5,707 | 5,563 | -2.5% | 27.1 | 63.6 |
| | | (172, 149) | 5,707 | 5,483 | -3.9% | 27.3 | 62.7 |
| | | (149, 148) | 5,707 | 5,516 | -3.3% | 27.2 | 63.1 |
| | | (148, 147) | 5,707 | 5,483 | -3.9% | 27.3 | 62.7 |
| | | (147, 146) | 5,707 | 5,459 | -4.3% | 27.4 | 62.2 |
| (146, 144) | 5,707 | 5,563 | -2.5% | 27.1 | 63.6 | | |
| (144, 142) | 5,707 | 5,419 | -5.1% | 27.7 | 59.1 | | |
| NB Off Ramp to Big Bend Road | | (142, 140) | 5,155 | 4,835 | -6.2% | 25.6 | 60.4 |
| | | (140, 138) | 5,155 | 4,803 | -6.8% | 25.6 | 60.9 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | NB On Ramp from Big Bend Road | (138, 136) | 5,155 | 4,749 | -7.9% | 34.6 | 45.4 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (136, 134) | 7,643 | 7,014 | -8.2% | 50.3 | 28.2 |
| | | (134, 133) | 7,643 | 6,952 | -9.0% | 42.6 | 48.0 |
| | | (133, 132) | 7,643 | 6,910 | -9.6% | 36.4 | 58.8 |
| | | (132, 131) | 7,643 | 6,868 | -10.1% | 36.0 | 59.0 |
| | | (131, 130) | 7,643 | 6,829 | -10.7% | 35.9 | 58.9 |
| | | (130, 129) | 7,643 | 6,741 | -11.8% | 32.7 | 63.7 |
| | | (129, 128) | 7,643 | 6,743 | -11.8% | 35.1 | 59.4 |
| | | (128, 127) | 7,643 | 6,741 | -11.8% | 32.6 | 63.8 |
| | | (127, 126) | 7,643 | 6,661 | -12.9% | 34.7 | 59.4 |
| | | (126, 124) | 7,643 | 6,632 | -13.2% | 34.9 | 58.8 |
| (124, 122) | 7,643 | 6,597 | -13.7% | 34.5 | 55.9 | | |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr | (122, 121) | 7,108 | 6,089 | -14.3% | 30.9 | 60.9 |
| | | (121, 120) | 7,108 | 6,089 | -14.3% | 30.0 | 62.7 |
| | | (120, 118) | 7,108 | 6,087 | -14.4% | 29.6 | 63.5 |
| NB On Ramp from Gibsonton Dr | South of US 301 | (118, 116) | 9,393 | 7,806 | -16.9% | 29.8 | 60.7 |
| | | (116, 114) | 9,393 | 7,804 | -16.9% | 28.1 | 64.3 |
| | | (114, 112) | 9,393 | 7,800 | -17.0% | 28.0 | 64.6 |
| | | (112, 111) | 9,393 | 7,797 | -17.0% | 28.0 | 64.6 |
| | | (111, 110) | 9,393 | 7,794 | -17.0% | 28.0 | 64.5 |
| | | (110, 109) | 9,393 | 7,790 | -17.1% | 28.0 | 64.4 |
| | | (109, 108) | 9,393 | 7,787 | -17.1% | 28.0 | 64.4 |
| | | (108, 106) | 9,393 | 7,784 | -17.1% | 28.0 | 64.4 |
| | | (106, 104) | 9,393 | 7,780 | -17.2% | 27.9 | 64.2 |
| (104, 102) | 9,393 | 7,774 | -17.2% | 21.7 | 65.4 | | |

Table 6-2 I-75 Southbound No-Build (2025) - AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| South of US 301 | SB Off ramp to Gibsonton Dr | (300, 304) | 8,003 | 8,106 | 1.3% | 28.7 | 65.4 |
| | | (304, 306) | 8,003 | 8,104 | 1.3% | 28.7 | 65.3 |
| | | (306, 308) | 8,003 | 8,103 | 1.2% | 28.8 | 65.2 |
| | | (308, 309) | 8,003 | 8,101 | 1.2% | 28.9 | 65.1 |
| | | (309, 310) | 8,003 | 8,100 | 1.2% | 28.9 | 65.0 |
| | | (310, 311) | 8,003 | 8,099 | 1.2% | 28.9 | 64.9 |
| | | (311, 312) | 8,003 | 8,098 | 1.2% | 28.9 | 64.8 |
| | | (312, 314) | 8,003 | 8,096 | 1.2% | 29.0 | 64.8 |
| | | (314, 316) | 8,003 | 8,094 | 1.1% | 30.1 | 62.2 |
| | | (316, 318) | 8,003 | 8,094 | 1.1% | 31.7 | 59.1 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 6,348 | 6,449 | 1.6% | 31.6 | 63.1 |
| | | (320, 321) | 6,348 | 6,449 | 1.6% | 31.0 | 64.3 |
| | | (321, 322) | 6,348 | 6,447 | 1.6% | 31.0 | 64.2 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 6,735 | 6,742 | 0.1% | 29.9 | 61.5 |
| | | (324, 326) | 6,735 | 6,742 | 0.1% | 33.0 | 63.2 |
| | | (326, 327) | 6,735 | 6,741 | 0.1% | 32.6 | 63.8 |
| | | (327, 328) | 6,735 | 6,742 | 0.1% | 32.6 | 63.9 |
| | | (328, 329) | 6,735 | 6,741 | 0.1% | 32.7 | 63.7 |
| | | (329, 330) | 6,735 | 6,742 | 0.1% | 36.0 | 58.4 |
| | | (330, 331) | 6,735 | 6,742 | 0.1% | 43.0 | 49.8 |
| | | (331, 332) | 6,735 | 6,741 | 0.1% | 51.9 | 40.6 |
| | | (332, 333) | 6,735 | 6,741 | 0.1% | 59.7 | 35.1 |
| | | (333, 334) | 6,735 | 6,737 | 0.0% | 63.1 | 33.1 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (334, 336) | 6,735 | 6,736 | 0.0% | 41.7 | 45.0 |
| | | (336, 338) | 4,934 | 4,370 | -11.4% | 21.0 | 64.1 |
| | | (338, 340) | 4,934 | 4,370 | -11.4% | 20.4 | 66.1 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 WB | (340, 342) | 4,934 | 4,370 | -11.4% | 20.4 | 66.1 |
| | | (342, 344) | 5,334 | 4,784 | -10.3% | 20.1 | 64.6 |
| | | (344, 346) | 5,334 | 4,784 | -10.3% | 22.5 | 65.5 |
| | | (346, 347) | 5,334 | 4,784 | -10.3% | 22.5 | 65.8 |
| | | (347, 348) | 5,334 | 4,783 | -10.3% | 22.5 | 65.6 |
| | | (348, 349) | 5,334 | 4,781 | -10.4% | 22.5 | 65.5 |
| | | (349, 372) | 5,334 | 4,776 | -10.5% | 22.6 | 65.3 |
| | | (372, 350) | 5,334 | 4,782 | -10.4% | 22.6 | 65.4 |
| | | (350, 351) | 5,334 | 4,781 | -10.4% | 22.5 | 65.5 |
| | | (351, 371) | 5,334 | 4,776 | -10.5% | 22.6 | 65.3 |
| | | (371, 352) | 5,334 | 4,772 | -10.5% | 22.6 | 65.3 |
| | | (352, 353) | 5,334 | 4,768 | -10.6% | 22.6 | 65.2 |
| | | (353, 354) | 5,334 | 4,765 | -10.7% | 22.6 | 65.2 |
| | | (354, 355) | 5,334 | 4,755 | -10.9% | 22.6 | 65.1 |
| SB Off Ramp to SR 674 WB | SB Off Ramp to SR 674 EB | (355, 356) | 5,334 | 4,747 | -11.0% | 22.5 | 65.1 |
| | | (356, 357) | 5,334 | 4,742 | -11.1% | 22.6 | 64.9 |
| SB Off Ramp to SR 674 EB | SB On Ramp from SR 674 | (357, 358) | 5,334 | 4,736 | -11.2% | 18.8 | 63.6 |
| | | (358, 360) | 4,486 | 3,972 | -11.5% | 18.5 | 66.3 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (360, 362) | 4,486 | 3,966 | -11.6% | 15.9 | 64.9 |
| | | (362, 364) | 3,795 | 3,364 | -11.4% | 15.6 | 66.8 |
| | | (364, 366) | 4,180 | 3,745 | -10.4% | 15.6 | 64.8 |
| | | (366, 367) | 4,180 | 3,732 | -10.7% | 18.6 | 61.9 |
| | | (367, 368) | 4,180 | 3,737 | -10.6% | 17.4 | 66.3 |
| | | (368, 369) | 4,180 | 3,732 | -10.7% | 18.6 | 61.9 |

Table 6-3 I-75 Northbound No-Build (2025) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (169, 168) | 4,180 | 4,201 | 0.5% | 19.3 | 68.1 |
| | | (168, 167) | 4,180 | 4,202 | 0.5% | 19.2 | 67.5 |
| | | (167, 166) | 4,180 | 4,201 | 0.5% | 19.4 | 66.9 |
| | | (166, 164) | 4,180 | 4,202 | 0.5% | 16.1 | 65.8 |
| NB Off Ramp to SR 684 | NB On Ramp from SR 674 EB | (164, 162) | 3,795 | 3,831 | 0.9% | 17.8 | 66.5 |
| NB On Ramp from SR 674 EB | NB On Ramp from SR 674 WB | (162, 160) | 4,643 | 4,796 | 3.3% | 18.4 | 60.9 |
| | | (160, 158) | 4,643 | 4,796 | 3.3% | 22.7 | 65.4 |
| NB On Ramp from SR 674 WB | NB Off Ramp to Big Bend Road | (158, 157) | 5,334 | 5,486 | 2.9% | 24.6 | 61.5 |
| | | (157, 156) | 5,334 | 5,488 | 2.9% | 26.1 | 65.1 |
| | | (156, 155) | 5,334 | 5,489 | 2.9% | 26.0 | 65.3 |
| | | (155, 154) | 5,334 | 5,492 | 3.0% | 26.0 | 65.1 |
| | | (154, 153) | 5,334 | 5,494 | 3.0% | 26.1 | 65.0 |
| | | (153, 152) | 5,334 | 5,497 | 3.1% | 26.1 | 65.0 |
| | | (152, 171) | 5,334 | 5,497 | 3.1% | 26.2 | 64.9 |
| | | (171, 151) | 5,334 | 5,498 | 3.1% | 26.2 | 64.9 |
| | | (151, 150) | 5,334 | 5,498 | 3.1% | 26.2 | 64.8 |
| | | (150, 172) | 5,334 | 5,498 | 3.1% | 26.2 | 64.8 |
| | | (172, 149) | 5,334 | 5,500 | 3.1% | 26.2 | 64.7 |
| | | (149, 148) | 5,334 | 5,503 | 3.2% | 26.3 | 64.7 |
| | | (148, 147) | 5,334 | 5,505 | 3.2% | 26.3 | 64.7 |
| | | (147, 146) | 5,334 | 5,505 | 3.2% | 26.3 | 64.6 |
| | | (146, 144) | 5,334 | 5,507 | 3.2% | 26.3 | 64.5 |
| (144, 142) | 5,334 | 5,511 | 3.3% | 26.0 | 62.9 | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 4,934 | 5,111 | 3.6% | 24.5 | 64.4 |
| | | (140, 138) | 4,934 | 5,114 | 3.6% | 24.2 | 65.2 |
| | | (138, 136) | 4,934 | 5,112 | 3.6% | 25.4 | 62.1 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (136, 134) | 6,735 | 7,209 | 7.0% | 36.0 | 40.7 |
| | | (134, 133) | 6,735 | 7,210 | 7.1% | 38.5 | 51.5 |
| | | (133, 132) | 6,735 | 7,213 | 7.1% | 37.3 | 59.7 |
| | | (132, 131) | 6,735 | 7,213 | 7.1% | 35.9 | 62.1 |
| | | (131, 130) | 6,735 | 7,213 | 7.1% | 35.5 | 62.7 |
| | | (130, 129) | 6,735 | 7,214 | 7.1% | 35.3 | 63.1 |
| | | (129, 128) | 6,735 | 7,214 | 7.1% | 35.2 | 63.3 |
| | | (128, 127) | 6,735 | 7,212 | 7.1% | 35.2 | 63.3 |
| | | (127, 126) | 6,735 | 7,210 | 7.0% | 35.2 | 63.3 |
| | | (126, 124) | 6,735 | 7,208 | 7.0% | 35.2 | 63.3 |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr | (124, 122) | 6,735 | 7,203 | 7.0% | 34.1 | 61.6 |
| | | (122, 121) | 6,348 | 6,737 | 6.1% | 33.1 | 63.0 |
| | | (121, 120) | 6,348 | 6,735 | 6.1% | 32.5 | 63.9 |
| | | (120, 118) | 6,348 | 6,728 | 6.0% | 32.4 | 64.1 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|-----------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB On Ramp from Gibsonton Dr | South of US 301 | (118, 116) | 8,003 | 8,270 | 3.3% | 31.3 | 61.2 |
| | | (116, 114) | 8,003 | 8,265 | 3.3% | 29.7 | 64.5 |
| | | (114, 112) | 8,003 | 8,260 | 3.2% | 29.6 | 64.8 |
| | | (112, 111) | 8,003 | 8,255 | 3.1% | 29.6 | 64.7 |
| | | (111, 110) | 8,003 | 8,248 | 3.1% | 29.6 | 64.6 |
| | | (110, 109) | 8,003 | 8,241 | 3.0% | 29.6 | 64.5 |
| | | (109, 108) | 8,003 | 8,237 | 2.9% | 29.6 | 64.5 |
| | | (108, 106) | 8,003 | 8,231 | 2.9% | 29.6 | 64.5 |
| | | (106, 104) | 8,003 | 8,224 | 2.8% | 29.4 | 64.3 |
| | | (104, 102) | 8,003 | 8,219 | 2.7% | 23.6 | 64.6 |

Table 6-4 I-75 Southbound No-Build (2025) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| South of US 301 | SB Off ramp to Gibsonton Dr | (300, 304) | 9,393 | 9,449 | 0.6% | 37.8 | 58.7 |
| | | (304, 306) | 9,393 | 9,451 | 0.6% | 40.1 | 56.9 |
| | | (306, 308) | 9,393 | 9,455 | 0.7% | 46.0 | 50.6 |
| | | (308, 309) | 9,393 | 9,458 | 0.7% | 54.2 | 43.0 |
| | | (309, 310) | 9,393 | 9,460 | 0.7% | 62.5 | 36.7 |
| | | (310, 311) | 9,393 | 9,457 | 0.7% | 70.7 | 31.8 |
| | | (311, 312) | 9,393 | 9,450 | 0.6% | 77.0 | 29.0 |
| | | (312, 314) | 9,393 | 9,439 | 0.5% | 81.7 | 27.1 |
| | | (314, 316) | 9,393 | 9,428 | 0.4% | 75.7 | 29.0 |
| | | (316, 318) | 9,393 | 9,423 | 0.3% | 79.4 | 27.6 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 7,108 | 7,186 | 1.1% | 91.6 | 24.3 |
| | | (320, 321) | 7,108 | 7,179 | 1.0% | 95.1 | 23.3 |
| | | (321, 322) | 7,108 | 7,158 | 0.7% | 96.9 | 22.9 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 7,643 | 7,652 | 0.1% | 86.0 | 24.3 |
| | | (324, 326) | 7,643 | 7,640 | 0.0% | 93.8 | 25.2 |
| | | (326, 327) | 7,643 | 7,618 | -0.3% | 94.9 | 24.8 |
| | | (327, 328) | 7,643 | 7,599 | -0.6% | 96.1 | 24.5 |
| | | (328, 329) | 7,643 | 7,576 | -0.9% | 97.7 | 24.0 |
| | | (329, 330) | 7,643 | 7,552 | -1.2% | 99.3 | 23.5 |
| | | (330, 331) | 7,643 | 7,530 | -1.5% | 101.1 | 23.1 |
| | | (331, 332) | 7,643 | 7,508 | -1.8% | 102.7 | 22.6 |
| | | (332, 333) | 7,643 | 7,486 | -2.1% | 104.5 | 22.2 |
| | | (333, 334) | 7,643 | 7,472 | -2.2% | 91.0 | 25.4 |
| SB Off Ramp to Big Bend Rd | | (334, 336) | 7,643 | 7,473 | -2.2% | 47.0 | 44.3 |
| | | (336, 338) | 5,155 | 4,990 | -3.2% | 25.6 | 60.3 |
| | | (338, 340) | 5,155 | 4,991 | -3.2% | 29.0 | 53.2 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | SB On Ramp from Big Bend Rd | (340, 342) | 5,155 | 4,991 | -3.2% | 24.6 | 62.7 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 WB | (342, 344) | 5,707 | 5,586 | -2.1% | 24.0 | 63.3 |
| | | (344, 346) | 5,707 | 5,588 | -2.1% | 26.6 | 64.8 |
| | | (346, 347) | 5,707 | 5,587 | -2.1% | 26.4 | 65.3 |
| | | (347, 348) | 5,707 | 5,586 | -2.1% | 26.5 | 65.2 |
| | | (348, 349) | 5,707 | 5,586 | -2.1% | 26.5 | 65.0 |
| | | (349, 372) | 5,707 | 5,583 | -2.2% | 26.6 | 65.0 |
| | | (372, 350) | 5,707 | 5,582 | -2.2% | 26.6 | 64.9 |
| | | (350, 351) | 5,707 | 5,577 | -2.3% | 26.6 | 64.9 |
| | | (351, 371) | 5,707 | 5,574 | -2.3% | 26.6 | 64.8 |
| | | (371, 352) | 5,707 | 5,570 | -2.4% | 26.6 | 64.8 |
| | | (352, 353) | 5,707 | 5,563 | -2.5% | 26.6 | 64.7 |
| | | (353, 354) | 5,707 | 5,556 | -2.7% | 26.6 | 64.7 |
| | | (354, 355) | 5,707 | 5,543 | -2.9% | 26.5 | 64.6 |
| | | (355, 356) | 5,707 | 5,537 | -3.0% | 26.5 | 64.6 |
| (356, 357) | 5,707 | 5,531 | -3.1% | 26.6 | 64.3 | | |
| (357, 358) | 5,707 | 5,523 | -3.2% | 22.5 | 61.9 | | |
| SB Off Ramp to SR 674 WB | SB Off Ramp to SR 674 EB | (358, 360) | 4,536 | 4,344 | -4.2% | 20.3 | 66.2 |
| | | (360, 362) | 4,536 | 4,337 | -4.4% | 17.2 | 64.3 |
| SB Off Ramp to SR 674 EB | SB On Ramp from SR 674 | (362, 364) | 3,582 | 3,420 | -4.5% | 15.8 | 67.0 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (364, 366) | 4,112 | 3,968 | -3.5% | 16.6 | 64.3 |
| | | (366, 367) | 4,112 | 3,964 | -3.6% | 18.4 | 66.4 |
| | | (367, 368) | 4,112 | 3,959 | -3.7% | 18.4 | 66.4 |
| | | (368, 369) | 4,112 | 3,954 | -3.9% | 19.7 | 62.0 |

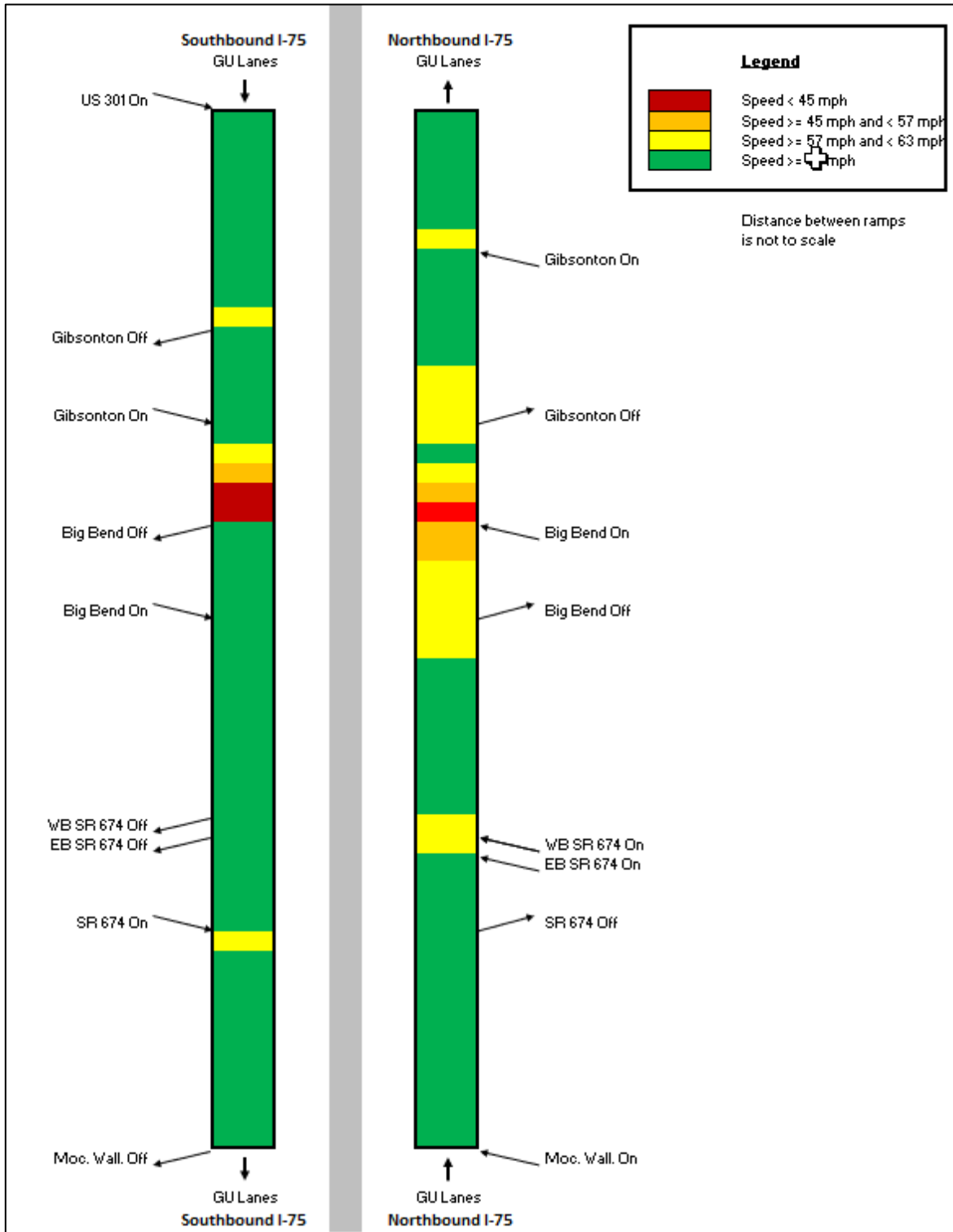


Figure 6-1 Speed Temperature Chart No-Build (2025) – AM Peak Period

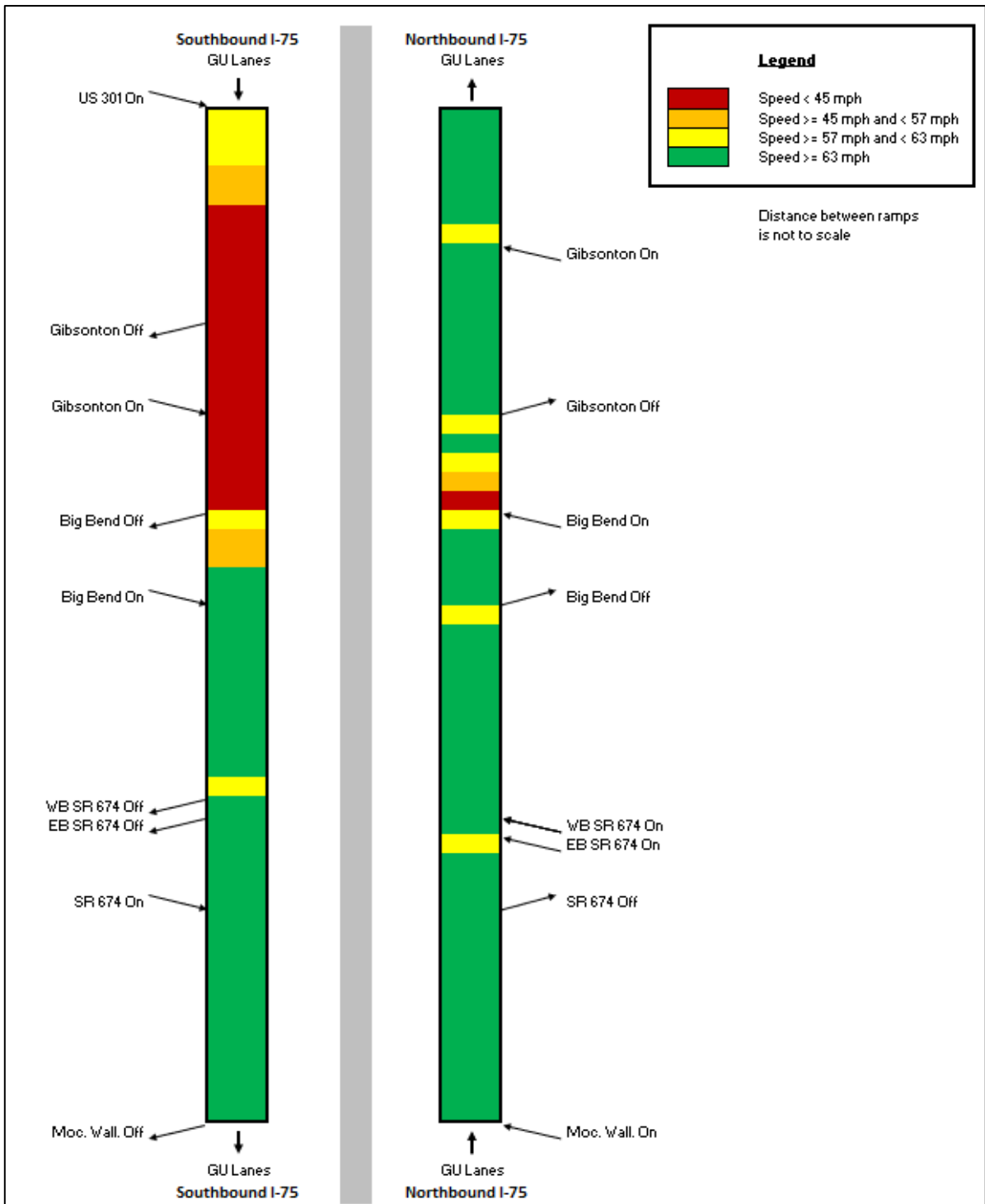


Figure 6-2 Speed Temperature Chart No-Build (2025) – PM Peak Period

Ramp analysis for the No-Build condition in opening year (2025) was conducted at all mainline on-ramp and off-ramp segments for the interchanges of SR 674, Big Bend Road and Gibsonton Drive. The weighted average speed based on segment length for the study ramps in opening year (2025) are summarized in **Table 6-5** and **Table 6-6**. The weighted average speeds were calculated based on segment link length and the analysis included all links coded as a ramp links in the CORSIM model (Freesim and Netsim links). A detail analysis of all ramp link segments speeds is provided in **Appendix G**.

Table 6-5 Ramp Weighted Average Speed No-Build (2025) – AM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 33.8 |
| | I-75 NB On Ramp from SR 674 EB | 25 | 21.1 |
| | I-75 NB On Ramp from SR 674 WB | 45 | 38.5 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 36.1 |
| | I-75 NB On Ramp from Big Bend Rd. | 50 | 36.5 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 45 | 32.0 |
| | I-75 NB On Ramp from Gibsonton Dr. | 45 | 25.8 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 23.2 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 34.4 |
| | I-75 SB Off Ramp to Big Bend Rd. | 25 | 37.2 |
| | I-75 SB On Ramp from Big Bend Rd. | 45 | 37.7 |
| | I-75 SB Off Ramp to SR 674 EB | 45 | 25.5 |
| | I-75 SB Off Ramp to SR 674 WB | 30 | 37.7 |
| | I-75 SB On Ramp from SR 674 | 45 | 35.7 |

Table 6-6 Ramp Weighted Average Speed No-Build (2025) – PM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 33.6 |
| | I-75 NB On Ramp from SR 674 EB | 25 | 21.7 |
| | I-75 NB On Ramp from SR 674 WB | 45 | 39.1 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 36.5 |
| | I-75 NB On Ramp from Big Bend Rd. | 50 | 38.0 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 45 | 36.7 |
| | I-75 NB On Ramp from Gibsonton Dr. | 45 | 29.5 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 28.8 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 33.1 |
| | I-75 SB Off Ramp to Big Bend Rd. | 25 | 38.0 |
| | I-75 SB On Ramp from Big Bend Rd. | 45 | 39.4 |
| | I-75 SB Off Ramp to SR 674 WB | 45 | 24.4 |
| | I-75 SB Off Ramp to SR 674 EB | 30 | 35.7 |
| | I-75 SB On Ramp from SR 674 | 45 | 35.8 |

The ramp terminal intersections at the arterial cross streets were evaluated for the No-Build (2025) condition at the SR 674 and Gibsonton Drive interchanges and are shown in **Table 6-7** and **Table 6-8**. The output MOEs results from the CORSIM evaluation were compared to the Highway Capacity Manual (HCM) LOS criteria to determine LOS. The overall intersection delay and LOS is a weighted average calculation based on all the movements at the intersection.

Table 6-7 Ramp Terminal Intersection LOS at SR 674 – No-Build (2025)

| I-75 Intersections @ SR 674 | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|-----------------------------|-------------|---|------------|-----------|------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | -- | -- | 4.1 (A) | -- | 4.1 (A) |
| | PM | -- | -- | 7.3 (A) | -- | 7.3 (A) |
| Northbound Ramps | AM | -- | 14.0 (B) | -- | -- | 14.0 (B) |
| | PM | -- | 13.0 (B) | -- | -- | 13.0 (B) |

Table 6-8 Ramp Terminal Intersection LOS at Gibsonton Dr – No-Build (2025)

| I-75 Intersections @ Gibsonton Dr | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|-----------------------------------|-------------|---|------------|------------------|-----------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | 218.3 (F) | -- | 185.3 (F) | 84.9 (F) | 162.7 (F) |
| | PM | 79.2 (E) | -- | 25.1 (C) | 34.4 (C) | 46.1 (D) |
| Northbound Ramps | AM | 166.2 (F) | 9.1 (A) | -- | -- | 67.0 (E) |
| | PM | 19.1 (B) | 10.0 (B) | -- | -- | 15.0 (B) |

The systemwide network measures of performance summary results for the No-Build condition in opening year (2025) is shown in **Table 6-9**.

Table 6-9 Systemwide Network Measures of Performance Summary – No-Build (2025)

| Measure of Effectiveness | No-Build (2025) | |
|--------------------------|-----------------|---------|
| | AM Peak | PM Peak |
| Total Vehicle Miles | 581,908 | 626,644 |
| Move Time (veh-hr) | 9020 | 9752 |
| Delay Time (veh-hr) | 3345 | 5306 |
| Total Time (veh-hr) | 12365 | 15058 |
| Average Speed (mph) | 47.05 | 41.64 |
| Move/Total | 0.73 | 0.65 |
| Delay Time | 0.35 | 0.51 |
| Total Time | 1.28 | 1.44 |

6.2 DESIGN YEAR (2045) NO-BUILD ANALYSIS

The I-75 mainline performance results for the No-Build Alternative for design year (2045) are shown in **Table 6-10** through **Table 6-14**. Speed temperature charts for the I-75 mainline are shown in **Figure 6-3** and **Figure 6-4** for AM and PM peak periods, respectively.

Table 6-10 I-75 Northbound No-Build (2045) – AM Peak

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (169, 168) | 5,649 | 3,819 | -32.4% | 38.9 | 32.8 |
| | | (168, 167) | 5,649 | 3,775 | -33.2% | 42.1 | 29.7 |
| | | (167, 166) | 5,649 | 3,730 | -34.0% | 42.3 | 29.0 |
| | | (166, 164) | 5,649 | 3,685 | -34.8% | 34.1 | 28.9 |
| NB Off Ramp to SR 684 | NB On Ramp from SR 674 EB | (164, 162) | 4,991 | 3,273 | -34.4% | 35.3 | 29.0 |
| NB On Ramp from SR 674 EB | NB On Ramp from SR 674 WB | (162, 160) | 6,651 | 4,379 | -34.2% | 47.6 | 22.7 |
| | | (160, 158) | 6,651 | 4,354 | -34.5% | 65.7 | 20.8 |
| NB On Ramp from SR 674 WB | NB Off Ramp to Big Bend Road | (158, 157) | 8,034 | 5,484 | -31.7% | 63.4 | 24.1 |
| | | (157, 156) | 8,034 | 5,454 | -32.1% | 62.7 | 27.2 |
| | | (156, 155) | 8,034 | 5,425 | -32.5% | 64.5 | 26.4 |
| | | (155, 154) | 8,034 | 5,367 | -33.2% | 68.0 | 25.0 |
| | | (154, 153) | 8,034 | 5,335 | -33.6% | 71.1 | 23.8 |
| | | (153, 152) | 8,034 | 5,296 | -34.1% | 73.9 | 22.8 |
| | | (152, 171) | 8,034 | 5,263 | -34.5% | 76.9 | 21.9 |
| | | (171, 151) | 8,034 | 5,231 | -34.9% | 79.6 | 21.0 |
| | | (151, 150) | 8,034 | 5,185 | -35.5% | 82.3 | 20.2 |
| | | (150, 172) | 8,034 | 5,163 | -35.7% | 84.7 | 19.4 |
| | | (172, 149) | 8,034 | 5,125 | -36.2% | 86.6 | 18.9 |
| | | (149, 148) | 8,034 | 5,089 | -36.7% | 89.0 | 18.2 |
| | | (148, 147) | 8,034 | 5,034 | -37.3% | 91.9 | 17.5 |
| | | (147, 146) | 8,034 | 4,997 | -37.8% | 94.4 | 16.8 |
| (146, 144) | 8,034 | 4,961 | -38.3% | 94.5 | 16.6 | | |
| (144, 142) | 8,034 | 4,929 | -38.6% | 90.9 | 16.4 | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 7,277 | 4,404 | -39.5% | 107.9 | 12.8 |
| | | (140, 138) | 7,277 | 4,349 | -40.2% | 111.1 | 12.3 |
| | | (138, 136) | 7,277 | 4,281 | -41.2% | 99.8 | 13.4 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (136, 134) | 11,025 | 6,850 | -37.9% | 88.0 | 15.7 |
| | | (134, 133) | 11,025 | 6,822 | -38.1% | 45.3 | 44.2 |
| | | (133, 132) | 11,025 | 6,801 | -38.3% | 36.9 | 57.0 |
| | | (132, 131) | 11,025 | 6,780 | -38.5% | 37.8 | 55.8 |
| | | (131, 130) | 11,025 | 6,759 | -38.7% | 38.3 | 54.8 |
| | | (130, 129) | 11,025 | 6,736 | -38.9% | 38.4 | 54.1 |
| | | (129, 128) | 11,025 | 6,717 | -39.1% | 38.6 | 53.8 |
| | | (128, 127) | 11,025 | 6,693 | -39.3% | 38.4 | 54.0 |
| (127, 126) | 11,025 | 6,672 | -39.5% | 38.1 | 54.4 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (126, 124) | 11,025 | 6,655 | -39.6% | 38.4 | 53.7 |
| | | (124, 122) | 11,025 | 6,634 | -39.8% | 37.2 | 51.2 |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr | (122, 121) | 10,393 | 6,224 | -40.1% | 33.2 | 57.9 |
| | | (121, 120) | 10,393 | 6,223 | -40.1% | 32.0 | 60.1 |
| | | (120, 118) | 10,393 | 6,221 | -40.1% | 31.2 | 61.6 |
| NB On Ramp from Gibsonton Dr | South of US 301 | (118, 116) | 13,625 | 7,812 | -42.7% | 30.1 | 60.0 |
| | | (116, 114) | 13,625 | 7,811 | -42.7% | 28.4 | 63.9 |
| | | (114, 112) | 13,625 | 7,809 | -42.7% | 28.1 | 64.4 |
| | | (112, 111) | 13,625 | 7,806 | -42.7% | 28.1 | 64.5 |
| | | (111, 110) | 13,625 | 7,803 | -42.7% | 28.1 | 64.5 |
| | | (110, 109) | 13,625 | 7,800 | -42.8% | 28.1 | 64.5 |
| | | (109, 108) | 13,625 | 7,796 | -42.8% | 28.1 | 64.4 |
| | | (108, 106) | 13,625 | 7,791 | -42.8% | 28.1 | 64.4 |
| | | (106, 104) | 13,625 | 7,786 | -42.9% | 27.9 | 64.4 |
| | | (104, 102) | 13,625 | 7,784 | -42.9% | 22.3 | 64.9 |

Table 6-11 I-75 Southbound No-Build (2045) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| South of US 301 | SB Off ramp to Gibsonton Dr | (300, 304) | 9,999 | 9,484 | -5.2% | 36.5 | 61.5 |
| | | (304, 306) | 9,999 | 9,453 | -5.5% | 41.3 | 53.7 |
| | | (306, 308) | 9,999 | 9,421 | -5.8% | 47.1 | 47.4 |
| | | (308, 309) | 9,999 | 9,387 | -6.1% | 52.2 | 42.4 |
| | | (309, 310) | 9,999 | 9,351 | -6.5% | 57.7 | 38.1 |
| | | (310, 311) | 9,999 | 9,316 | -6.8% | 62.0 | 35.3 |
| | | (311, 312) | 9,999 | 9,278 | -7.2% | 66.1 | 32.9 |
| | | (312, 314) | 9,999 | 9,241 | -7.6% | 70.8 | 30.4 |
| | | (314, 316) | 9,999 | 9,222 | -7.8% | 68.2 | 31.4 |
| | | (316, 318) | 9,999 | 9,208 | -7.9% | 63.3 | 33.8 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 7,971 | 7,312 | -8.3% | 71.9 | 31.5 |
| | | (320, 321) | 7,971 | 7,301 | -8.4% | 74.4 | 30.4 |
| | | (321, 322) | 7,971 | 7,283 | -8.6% | 75.5 | 29.9 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 8,428 | 7,381 | -12.4% | 69.4 | 29.1 |
| | | (324, 326) | 8,428 | 7,368 | -12.6% | 79.1 | 28.8 |
| | | (326, 327) | 8,428 | 7,345 | -12.8% | 79.8 | 28.5 |
| | | (327, 328) | 8,428 | 7,322 | -13.1% | 81.0 | 28.0 |
| | | (328, 329) | 8,428 | 7,299 | -13.4% | 82.0 | 27.5 |
| | | (329, 330) | 8,428 | 7,271 | -13.7% | 83.1 | 27.1 |
| | | (330, 331) | 8,428 | 7,243 | -14.1% | 84.0 | 26.7 |
| | | (331, 332) | 8,428 | 7,219 | -14.3% | 84.8 | 26.3 |
| | | (332, 333) | 8,428 | 7,192 | -14.7% | 85.3 | 26.1 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (333, 334) | 8,428 | 7,180 | -14.8% | 76.1 | 29.1 |
| | | (334, 336) | 8,428 | 7,176 | -14.9% | 43.6 | 45.9 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (336, 338) | 6,058 | 5,119 | -15.5% | 25.5 | 62.2 |
| | | (338, 340) | 6,058 | 5,106 | -15.7% | 24.4 | 64.8 |
| | | (340, 342) | 6,058 | 5,088 | -16.0% | 24.2 | 65.0 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 WB | (342, 344) | 6,606 | 5,585 | -15.5% | 24.4 | 62.3 |
| | | (344, 346) | 6,606 | 5,572 | -15.7% | 26.9 | 64.1 |
| | | (346, 347) | 6,606 | 5,554 | -15.9% | 26.5 | 64.8 |
| | | (347, 348) | 6,606 | 5,526 | -16.4% | 26.4 | 64.7 |
| | | (348, 349) | 6,606 | 5,506 | -16.7% | 26.4 | 64.6 |
| | | (349, 372) | 6,606 | 5,486 | -17.0% | 26.3 | 64.5 |
| | | (372, 350) | 6,606 | 5,476 | -17.1% | 26.3 | 64.5 |
| | | (350, 351) | 6,606 | 5,451 | -17.5% | 26.2 | 64.5 |
| | | (351, 371) | 6,606 | 5,433 | -17.8% | 26.1 | 64.4 |
| | | (371, 352) | 6,606 | 5,414 | -18.1% | 26.0 | 64.3 |
| | | (352, 353) | 6,606 | 5,391 | -18.4% | 25.9 | 64.3 |
| | | (353, 354) | 6,606 | 5,370 | -18.7% | 25.8 | 64.3 |
| | | (354, 355) | 6,606 | 5,326 | -19.4% | 26.0 | 63.6 |
| | | (355, 356) | 6,606 | 5,302 | -19.7% | 26.2 | 62.9 |
| | | (356, 357) | 6,606 | 5,276 | -20.1% | 26.2 | 62.7 |
| (357, 358) | 6,606 | 5,249 | -20.5% | 21.9 | 60.8 | | |
| SB Off Ramp to SR 674 WB | SB Off Ramp to SR 674 EB | (358, 360) | 5,546 | 4,386 | -20.9% | 21.7 | 63.3 |
| | | (360, 362) | 5,546 | 4,360 | -21.4% | 19.3 | 59.4 |
| SB Off Ramp to SR 674 EB | SB On Ramp from SR 674 | (362, 364) | 4,662 | 3,663 | -21.4% | 17.1 | 66.1 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (364, 366) | 5,138 | 4,111 | -20.0% | 17.3 | 63.8 |
| | | (366, 367) | 5,138 | 4,107 | -20.1% | 19.3 | 65.7 |
| | | (367, 368) | 5,138 | 4,103 | -20.1% | 19.3 | 65.7 |
| | | (368, 369) | 5,138 | 4,099 | -20.2% | 20.6 | 61.4 |

Table 6-12 I-75 Northbound No-Build (2045) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|---------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (169, 168) | 5,759 | 5,312 | -7.8% | 86.5 | 19.8 |
| | | (168, 167) | 5,759 | 5,276 | -8.4% | 90.4 | 18.6 |
| | | (167, 166) | 5,759 | 5,239 | -9.0% | 91.3 | 18.3 |
| | | (166, 164) | 5,759 | 5,209 | -9.5% | 69.7 | 19.3 |
| NB Off Ramp to SR 684 | NB On Ramp from SR 674 EB | (164, 162) | 5,283 | 4,764 | -9.8% | 90.0 | 16.8 |
| | | (162, 160) | 6,485 | 5,659 | -12.7% | 85.7 | 15.9 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB On Ramp from SR 674 EB | NB On Ramp from SR 674 WB | (160, 158) | 6,485 | 5,632 | -13.1% | 106.4 | 16.8 |
| NB On Ramp from SR 674 WB | NB Off Ramp to Big Bend Road | (158, 157) | 7,487 | 6,508 | -13.1% | 98.9 | 18.7 |
| | | (157, 156) | 7,487 | 6,481 | -13.4% | 105.1 | 19.6 |
| | | (156, 155) | 7,487 | 6,454 | -13.8% | 105.9 | 19.3 |
| | | (155, 154) | 7,487 | 6,406 | -14.4% | 107.5 | 18.9 |
| | | (154, 153) | 7,487 | 6,378 | -14.8% | 109.1 | 18.6 |
| | | (153, 152) | 7,487 | 6,342 | -15.3% | 110.4 | 18.2 |
| | | (152, 171) | 7,487 | 6,313 | -15.7% | 112.0 | 17.9 |
| | | (171, 151) | 7,487 | 6,287 | -16.0% | 113.0 | 17.7 |
| | | (151, 150) | 7,487 | 6,247 | -16.6% | 114.5 | 17.3 |
| | | (150, 172) | 7,487 | 6,229 | -16.8% | 115.7 | 17.1 |
| | | (172, 149) | 7,487 | 6,199 | -17.2% | 116.8 | 16.8 |
| | | (149, 148) | 7,487 | 6,169 | -17.6% | 118.0 | 16.6 |
| | | (148, 147) | 7,487 | 6,130 | -18.1% | 119.4 | 16.3 |
| | | (147, 146) | 7,487 | 6,102 | -18.5% | 120.5 | 16.1 |
| (146, 144) | 7,487 | 6,074 | -18.9% | 119.7 | 16.1 | | |
| (144, 142) | 7,487 | 6,048 | -19.2% | 113.4 | 16.3 | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 6,939 | 5,578 | -19.6% | 128.2 | 13.8 |
| | | (140, 138) | 6,939 | 5,539 | -20.2% | 129.1 | 13.6 |
| | | (138, 136) | 6,939 | 5,490 | -20.9% | 115.5 | 15.1 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (136, 134) | 9,653 | 8,275 | -14.3% | 73.6 | 23.5 |
| | | (134, 133) | 9,653 | 8,275 | -14.3% | 59.9 | 39.1 |
| | | (133, 132) | 9,653 | 8,274 | -14.3% | 49.3 | 53.1 |
| | | (132, 131) | 9,653 | 8,273 | -14.3% | 46.2 | 56.7 |
| | | (131, 130) | 9,653 | 8,271 | -14.3% | 46.5 | 56.4 |
| | | (130, 129) | 9,653 | 8,268 | -14.4% | 46.7 | 56.0 |
| | | (129, 128) | 9,653 | 8,263 | -14.4% | 46.6 | 56.2 |
| | | (128, 127) | 9,653 | 8,257 | -14.5% | 46.2 | 56.6 |
| | | (127, 126) | 9,653 | 8,253 | -14.5% | 46.4 | 56.3 |
| | | (126, 124) | 9,653 | 8,251 | -14.5% | 46.5 | 56.3 |
| (124, 122) | 9,653 | 8,245 | -14.6% | 44.6 | 55.3 | | |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr | (122, 121) | 9,196 | 7,794 | -15.2% | 42.2 | 58.5 |
| | | (121, 120) | 9,196 | 7,792 | -15.3% | 40.9 | 60.4 |
| | | (120, 118) | 9,196 | 7,786 | -15.3% | 40.3 | 61.3 |
| NB On Ramp from Gibsonton Dr | South of US 301 | (118, 116) | 11,536 | 9,475 | -17.9% | 37.8 | 59.6 |
| | | (116, 114) | 11,536 | 9,468 | -17.9% | 35.7 | 63.0 |
| | | (114, 112) | 11,536 | 9,460 | -18.0% | 35.3 | 63.8 |
| | | (112, 111) | 11,536 | 9,453 | -18.1% | 35.1 | 63.9 |
| | | (111, 110) | 11,536 | 9,444 | -18.1% | 35.1 | 63.9 |
| | | (110, 109) | 11,536 | 9,435 | -18.2% | 35.1 | 63.9 |
| | | (109, 108) | 11,536 | 9,426 | -18.3% | 35.1 | 63.9 |
| (108, 106) | 11,536 | 9,419 | -18.4% | 35.1 | 63.8 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|----------|----|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (106, 104) | 11,536 | 9,413 | -18.4% | 34.8 | 63.8 |
| | | (104, 102) | 11,536 | 9,406 | -18.5% | 27.8 | 64.4 |

Table 6-13 I-75 Southbound No-Build (2045) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| South of US 301 | SB Off ramp to Gibsonton Dr | (300, 304) | 9,999 | 9,257 | -7.4% | 42.2 | 53.3 |
| | | (304, 306) | 9,999 | 9,225 | -7.7% | 49.2 | 45.1 |
| | | (306, 308) | 9,999 | 9,194 | -8.1% | 55.5 | 39.8 |
| | | (308, 309) | 9,999 | 9,163 | -8.4% | 60.0 | 36.7 |
| | | (309, 310) | 9,999 | 9,128 | -8.7% | 64.5 | 34.0 |
| | | (310, 311) | 9,999 | 9,098 | -9.0% | 68.4 | 32.0 |
| | | (311, 312) | 9,999 | 9,061 | -9.4% | 72.4 | 30.0 |
| | | (312, 314) | 9,999 | 9,027 | -9.7% | 75.6 | 28.6 |
| | | (314, 316) | 9,999 | 9,004 | -9.9% | 68.4 | 31.4 |
| | | (316, 318) | 9,999 | 8,988 | -10.1% | 72.7 | 29.5 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 7,627 | 6,802 | -10.8% | 84.0 | 25.8 |
| | | (320, 321) | 7,627 | 6,791 | -11.0% | 87.7 | 24.6 |
| | | (321, 322) | 7,627 | 6,771 | -11.2% | 89.9 | 24.0 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 8,259 | 7,322 | -11.3% | 81.8 | 25.1 |
| | | (324, 326) | 8,259 | 7,309 | -11.5% | 89.7 | 25.9 |
| | | (326, 327) | 8,259 | 7,288 | -11.8% | 91.5 | 25.3 |
| | | (327, 328) | 8,259 | 7,266 | -12.0% | 93.8 | 24.6 |
| | | (328, 329) | 8,259 | 7,245 | -12.3% | 96.1 | 23.9 |
| | | (329, 330) | 8,259 | 7,221 | -12.6% | 98.5 | 23.3 |
| | | (330, 331) | 8,259 | 7,196 | -12.9% | 101.1 | 22.6 |
| | | (331, 332) | 8,259 | 7,174 | -13.1% | 103.2 | 22.1 |
| | | (332, 333) | 8,259 | 7,149 | -13.4% | 105.4 | 21.5 |
| | | (333, 334) | 8,259 | 7,136 | -13.6% | 91.5 | 24.7 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (334, 336) | 8,259 | 7,134 | -13.6% | 46.5 | 43.8 |
| | | (336, 338) | 5,451 | 4,673 | -14.3% | 24.6 | 60.2 |
| | | (338, 340) | 5,451 | 4,674 | -14.3% | 27.8 | 53.3 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 WB | (340, 342) | 5,451 | 4,674 | -14.3% | 23.6 | 62.7 |
| | | (342, 344) | 6,208 | 5,113 | -17.6% | 22.3 | 63.7 |
| | | (344, 346) | 6,208 | 5,112 | -17.7% | 24.9 | 65.1 |
| | | (346, 347) | 6,208 | 5,111 | -17.7% | 24.7 | 65.5 |
| | | (347, 348) | 6,208 | 5,112 | -17.7% | 24.8 | 65.3 |
| | | (348, 349) | 6,208 | 5,112 | -17.7% | 24.8 | 65.3 |
| | | (349, 372) | 6,208 | 5,112 | -17.7% | 24.8 | 65.2 |
| (372, 350) | 6,208 | 5,112 | -17.7% | 24.8 | 65.2 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|--------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (350, 351) | 6,208 | 5,112 | -17.7% | 24.9 | 65.1 |
| | | (351, 371) | 6,208 | 5,110 | -17.7% | 24.9 | 65.1 |
| | | (371, 352) | 6,208 | 5,109 | -17.7% | 24.9 | 65.0 |
| | | (352, 353) | 6,208 | 5,106 | -17.8% | 24.9 | 65.0 |
| | | (353, 354) | 6,208 | 5,102 | -17.8% | 24.9 | 64.9 |
| | | (354, 355) | 6,208 | 5,093 | -18.0% | 24.9 | 64.9 |
| | | (355, 356) | 6,208 | 5,087 | -18.1% | 24.9 | 64.8 |
| | | (356, 357) | 6,208 | 5,080 | -18.2% | 24.9 | 64.6 |
| | | (357, 358) | 6,208 | 5,072 | -18.3% | 21.0 | 62.3 |
| SB Off Ramp to SR 674 WB | SB Off Ramp to SR 674 EB | (358, 360) | 4,926 | 3,986 | -19.1% | 19.0 | 66.3 |
| | | (360, 362) | 4,926 | 3,980 | -19.2% | 16.2 | 64.3 |
| SB Off Ramp to SR 674 EB | SB On Ramp from SR 674 | (362, 364) | 3,857 | 3,099 | -19.7% | 14.6 | 67.1 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (364, 366) | 4,515 | 3,753 | -16.9% | 16.2 | 63.9 |
| | | (366, 367) | 4,515 | 3,750 | -16.9% | 17.9 | 66.5 |
| | | (367, 368) | 4,515 | 3,746 | -17.0% | 17.9 | 66.4 |
| | | (368, 369) | 4,515 | 3,740 | -17.2% | 19.1 | 62.1 |

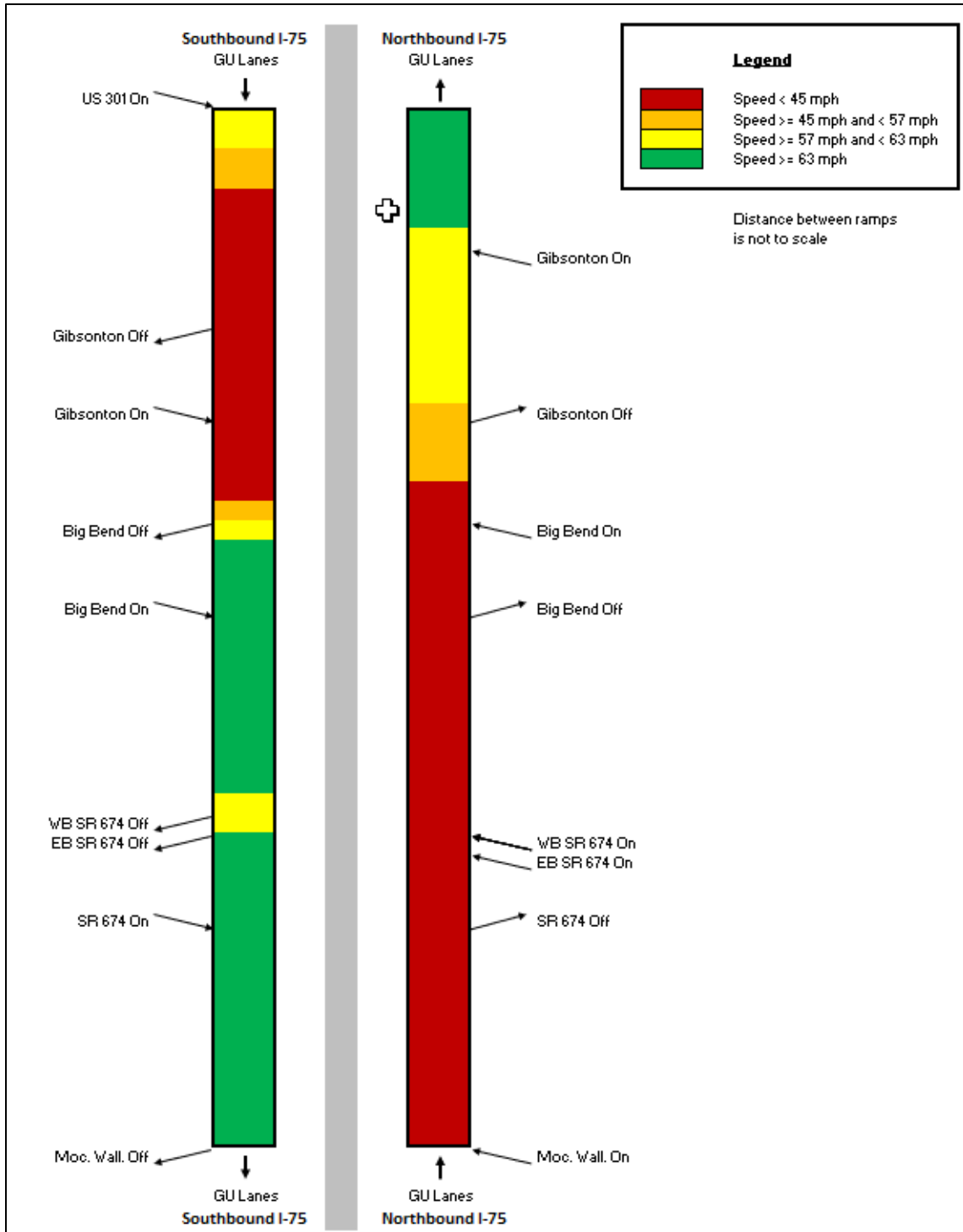


Figure 6-3 Speed Temperature Chart No-Build (2045) – AM Peak Period

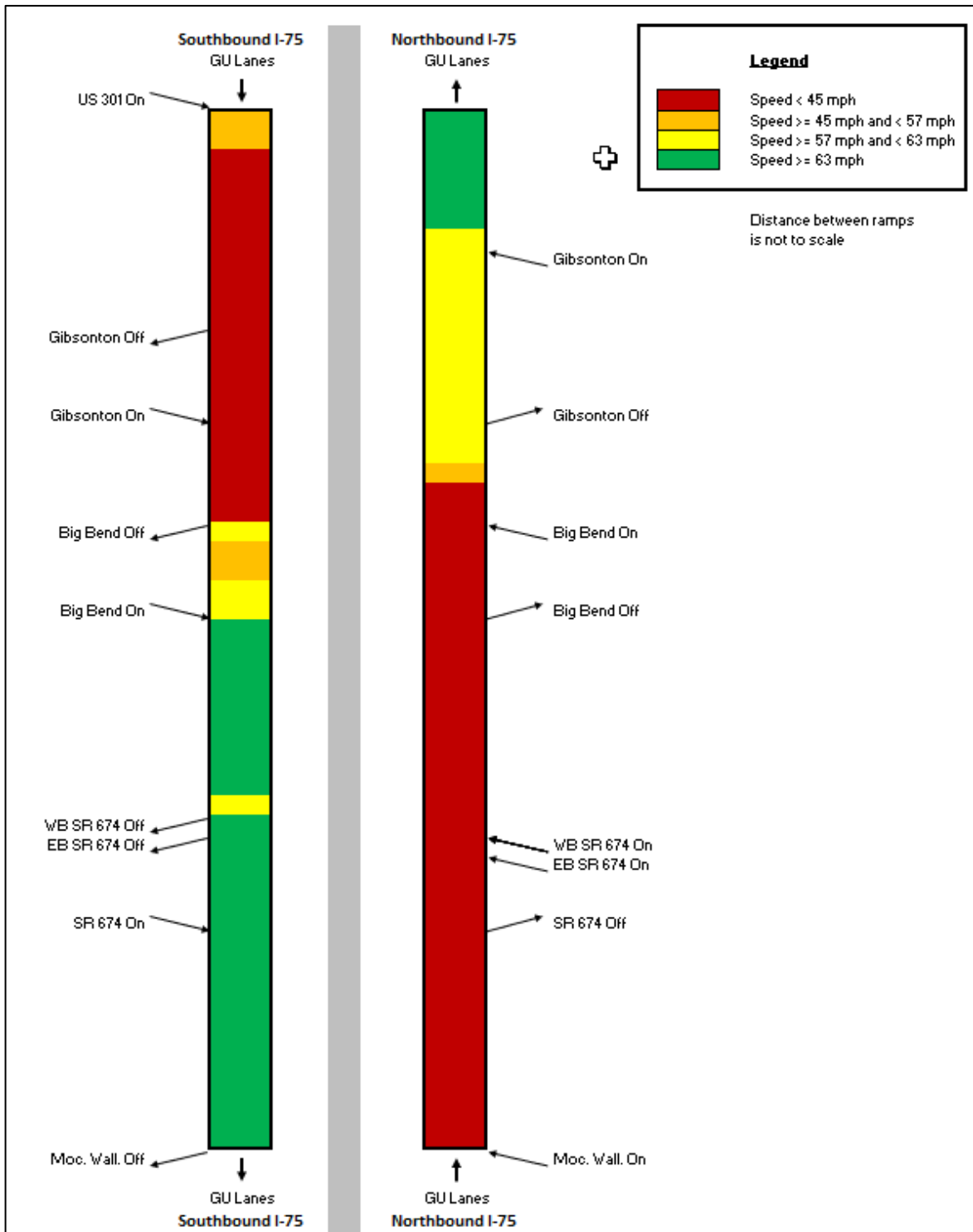


Figure 6-4 Speed Temperature Chart No-Build (2045) – PM Peak Period

As shown in **Figure 6-3** and **Figure 6-4**, the northbound mainline returns to a higher speed north of the Big Bend on ramp. The simulation shows that there is a spillback from the I-75 northbound off ramp to Gibsonton Drive causing long queues. LOS and speeds are higher than expected, on I-75, because poor upstream conditions meter the amount of traffic accessing the downstream segments on I-75 during the peak hour.

Ramp analysis for the No-Build condition in design year (2045) was conducted at all mainline on-ramp and off-ramp segments for the interchanges of SR 674, Big Bend Road and Gibsonton Drive. The weighted average speeds for the No-Build condition in design year (2045) are summarized in **Table 6-14** and **Table 6-15**. The weighted average speeds were calculated based on segment link length and the analysis included all links coded as a ramp links in the CORSIM model (Freesim and Netsim links). A detail analysis of all ramp link segments speeds is provided in **Appendix G**.

Table 6-14 Ramp Weighted Average Speed No-Build (2045) – AM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 13.0 |
| | I-75 NB On Ramp from SR 674 EB | 25 | 10.9 |
| | I-75 NB On Ramp from SR 674 WB | 45 | 20.5 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 36.1 |
| | I-75 NB On Ramp from Big Bend Rd. | 50 | 10.9 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 45 | 33.4 |
| | I-75 NB On Ramp from Gibsonton Dr. | 45 | 28.7 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 19.1 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 34.8 |
| | I-75 SB Off Ramp to Big Bend Rd. | 25 | 34.5 |
| | I-75 SB On Ramp from Big Bend Rd. | 45 | 38.2 |
| | I-75 SB Off Ramp to SR 674 EB | 45 | 17.1 |
| | I-75 SB Off Ramp to SR 674 WB | 30 | 37.1 |
| | I-75 SB On Ramp from SR 674 | 45 | 35.9 |

Table 6-15 Ramp Weighted Average Speed No-Build (2045) – PM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 31.4 |
| | I-75 NB On Ramp from SR 674 EB | 25 | 7.4 |
| | I-75 NB On Ramp from SR 674 WB | 45 | 36.3 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 35.9 |
| | I-75 NB On Ramp from Big Bend Rd. | 50 | 37.0 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 45 | 36.5 |
| | I-75 NB On Ramp from Gibsonton Dr. | 45 | 27.9 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 21.4 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 32.1 |
| | I-75 SB Off Ramp to Big Bend Rd. | 25 | 37.1 |
| | I-75 SB On Ramp from Big Bend Rd. | 45 | 37.9 |
| | I-75 SB Off Ramp to SR 674 EB | 45 | 24.1 |
| | I-75 SB Off Ramp to SR 674 WB | 30 | 38.3 |
| | I-75 SB On Ramp from SR 674 | 45 | 35.4 |

The ramp terminal intersections at the arterials were evaluated for the No-Build (2045) condition at the SR 674 and Gibsonton Drive interchanges and are shown in **Table 6-16** and **Table 6-17**. The output MOEs results from the CORSIM evaluation were compared to the Highway Capacity Manual (HCM) LOS criteria to determine LOS. The overall intersection delay and LOS is a weighted average calculation based on all the movements at the intersection.

Table 6-16 Ramp Terminal Intersection LOS at SR 674 – No-Build (2045)

| I-75 Intersections @ SR 674 | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|-----------------------------|-------------|---|-----------------|-----------|------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | -- | -- | 10.7 (B) | -- | 10.7 (B) |
| | PM | -- | -- | 10.9 (B) | -- | 10.9 (B) |
| Northbound Ramps | AM | -- | 99.6 (F) | -- | -- | 99.6 (F) |
| | PM | -- | 26.9 (C) | -- | -- | 26.9 (C) |

Table 6-17 Ramp Terminal Intersection LOS at Gibsonton Dr – No-Build (2045)

| I-75 Intersections @ Gibsonton | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|--------------------------------|-------------|---|------------|------------------|-----------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | 278.4 (F) | -- | 347.6 (F) | 90.6 (F) | 244.0 (F) |
| | PM | 140.1 (F) | -- | 36.0 (D) | 62.4 (E) | 73.2 (E) |
| Northbound Ramps | AM | 95.5 (F) | 20.9 (C) | -- | -- | 62.7 (E) |
| | PM | 135.7 (F) | 13.5 (B) | -- | -- | 82.3 (F) |

The systemwide network measures of performance summary results for the No-Build condition in design year (2045) is shown in **Table 6-18**.

Table 6-18 Systemwide Network Measures of Performance Summary – No-Build (2045)

| Measure of Effectiveness | No-Build (2045) | |
|--------------------------|-----------------|---------|
| | AM Peak | PM Peak |
| Total Vehicle Miles | 552,940 | 654,100 |
| Move Time (veh-hr) | 8641 | 10256 |
| Delay Time (veh-hr) | 13253 | 14499 |
| Total Time (veh-hr) | 21894 | 24755 |
| Average Speed (mph) | 25.15 | 26.47 |
| Move/Total | 0.39 | 0.42 |
| Delay Time | 1.45 | 1.32 |
| Total Time | 2.39 | 2.27 |

SECTION 7 BUILD ALTERNATIVE ANALYSIS

The purpose of this section is to document the future build traffic operational analysis. The traffic operations (i.e., levels of service, speeds, delays, densities) were evaluated for the I-75 mainline, ramp merge/diverge junctions and the signalized/un-signalized intersections along the evaluated interchanges within the project limits. More detailed CORSIM output results for the Build condition are provided in **Appendix H**.

7.1 OPENING YEAR (2025) BUILD ANALYSIS

The opening year (2025) hourly traffic volumes for the Build condition are provided in **Figure 5-10** and the Build geometry is provided in **Figure 2-2** and **Figure 2-3**. The I-75 mainline performance results for the Build Alternative for opening year (2025) are shown in **Table 7-1** through **Table 7-8**. Speed temperature charts for the I-75 mainline are shown in **Figure 7-1** and **Figure 7-2** for AM and PM peak periods, respectively.

Table 7-1 I-75 Northbound GUL Build (2025) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB EL Ingress Ramp | (598, 594) | 3824 | 3874 | 1.3% | 17.7 | 68.4 |
| | | (594, 588) | 3824 | 3874 | 1.3% | 17.7 | 67.7 |
| | | (588, 586) | 3824 | 3873 | 1.3% | 17.8 | 67.3 |
| | | (586, 582) | 3824 | 3873 | 1.3% | 17.9 | 66.8 |
| | | (582, 576) | 3824 | 3873 | 1.3% | 16.4 | 66.4 |
| NB EL Ingress Ramp | NB EL Egress Ramp | (576, 564) | 3077 | 3097 | 0.7% | 14.2 | 67.5 |
| | | (564, 569) | 3077 | 3098 | 0.7% | 14.2 | 67.5 |
| | | (569, 566) | 3077 | 3098 | 0.7% | 14.2 | 67.4 |
| | | (566, 549) | 3077 | 3098 | 0.7% | 14.2 | 67.3 |
| | | (549, 544) | 3077 | 3098 | 0.7% | 14.2 | 67.3 |
| | | (544, 539) | 3077 | 3098 | 0.7% | 14.2 | 67.3 |
| | | (539, 535) | 3077 | 3097 | 0.7% | 14.2 | 67.2 |
| | | (535, 80) | 3077 | 3097 | 0.7% | 14.2 | 67.2 |
| | | (80, 79) | 3077 | 3097 | 0.7% | 14.3 | 67.1 |
| NB EL Egress Ramp | NB Off Ramp to SR 674 | (79, 531) | 3077 | 3097 | 0.7% | 14.3 | 67.1 |
| | | (531, 522) | 3177 | 3193 | 0.5% | 11.1 | 67.0 |
| | | (522, 523) | 3177 | 3192 | 0.5% | 14.7 | 67.0 |
| | | (523, 390) | 3177 | 3192 | 0.5% | 14.7 | 67.0 |
| | | (390, 64) | 3177 | 3192 | 0.5% | 14.7 | 67.0 |
| | | (64, 395) | 3177 | 3192 | 0.5% | 14.7 | 67.0 |
| | | (395, 84) | 3177 | 3192 | 0.5% | 14.7 | 66.9 |
| | | (84, 399) | 3177 | 3190 | 0.4% | 14.7 | 66.9 |
| | | (399, 402) | 3177 | 3190 | 0.4% | 14.7 | 66.9 |
| | | (402, 406) | 3177 | 3190 | 0.4% | 14.7 | 66.8 |
| | | (406, 83) | 3177 | 3189 | 0.4% | 14.7 | 66.8 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (83, 407) | 3177 | 3189 | 0.4% | 14.7 | 66.8 |
| | | (407, 82) | 3177 | 3189 | 0.4% | 14.7 | 66.8 |
| | | (82, 81) | 3177 | 3188 | 0.3% | 14.7 | 66.8 |
| | | (81, 63) | 3177 | 3188 | 0.3% | 14.7 | 66.8 |
| | | (63, 62) | 3177 | 3188 | 0.3% | 14.8 | 66.8 |
| | | (62, 411) | 3177 | 3189 | 0.4% | 14.8 | 66.7 |
| | | (411, 415) | 3177 | 3189 | 0.4% | 14.8 | 66.7 |
| | | (415, 61) | 3177 | 3188 | 0.4% | 14.8 | 66.7 |
| | | (61, 421) | 3177 | 3188 | 0.4% | 14.8 | 66.7 |
| | | (421, 425) | 3177 | 3187 | 0.3% | 14.8 | 66.7 |
| | | (425, 169) | 3177 | 3186 | 0.3% | 14.8 | 66.7 |
| | | (169, 168) | 3,177 | 3,184 | 0.2% | 14.8 | 66.7 |
| | | (168, 167) | 3,177 | 3,184 | 0.2% | 14.7 | 66.7 |
| | | (167, 426) | 3,177 | 3,184 | 0.2% | 14.8 | 66.5 |
| | | (426, 166) | 3,177 | 3,184 | 0.2% | 12.8 | 65.7 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 | (166, 164) | 2,647 | 2,707 | 2.3% | 12.4 | 67.3 |
| | | (164, 162) | 2,647 | 2,706 | 2.2% | 12.4 | 67.3 |
| | | (162, 160) | 2,647 | 2,706 | 2.2% | 12.4 | 67.2 |
| | | (160, 158) | 2,647 | 2,706 | 2.2% | 12.4 | 67.2 |
| NB On Ramp from SR 674 | NB Off Ramp to Big Bend Road | (157, 156) | 4,772 | 4,906 | 2.8% | 14.7 | 63.3 |
| | | (156, 60) | 4,772 | 4,904 | 2.8% | 17.1 | 66.6 |
| | | (60, 155) | 4,772 | 4,903 | 2.7% | 17.0 | 66.9 |
| | | (155, 442) | 4,772 | 4,900 | 2.7% | 17.0 | 66.8 |
| | | (442, 154) | 4,772 | 4,900 | 2.7% | 17.0 | 66.8 |
| | | (154, 153) | 4,772 | 4,898 | 2.6% | 17.0 | 66.7 |
| | | (153, 152) | 4,772 | 4,895 | 2.6% | 17.2 | 65.8 |
| | | (152, 171) | 4,772 | 4,893 | 2.5% | 18.3 | 62.0 |
| | | (171, 151) | 3,417 | 3,232 | -5.4% | 12.4 | 66.8 |
| | | (151, 150) | 3,417 | 3,231 | -5.4% | 14.9 | 67.2 |
| | | (150, 172) | 3,417 | 3,229 | -5.5% | 14.9 | 67.1 |
| | | (172, 149) | 3,417 | 3,227 | -5.6% | 14.9 | 67.1 |
| | | (149, 148) | 3,417 | 3,221 | -5.7% | 14.9 | 67.0 |
| | | (148, 147) | 3,417 | 3,220 | -5.8% | 14.8 | 67.0 |
| | | (147, 146) | 3,567 | 3,485 | -2.3% | 12.3 | 66.7 |
| (146, 144) | 3,567 | 3,482 | -2.4% | 16.1 | 66.7 | | |
| (144, 142) | 3,567 | 3,478 | -2.5% | 15.7 | 65.5 | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 3,015 | 3,065 | 1.7% | 14.1 | 67.0 |
| | | (140, 138) | 3,015 | 3,063 | 1.6% | 14.1 | 67.2 |
| | | (138, 136) | 3,015 | 3,059 | 1.5% | 14.2 | 66.5 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (136, 134) | 5,503 | 5,386 | -2.1% | 20.4 | 55.7 |
| | | (134, 132) | 5,503 | 5,381 | -2.2% | 24.7 | 62.0 |
| | | (132, 131) | 5,503 | 5,373 | -2.4% | 25.4 | 65.4 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|---------------------------------|---------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (131, 130) | 5,503 | 5,370 | -2.4% | 25.4 | 65.3 |
| | | (130, 129) | 5,503 | 5,367 | -2.5% | 25.4 | 65.2 |
| | | (129, 128) | 5,503 | 5,365 | -2.5% | 25.5 | 65.1 |
| | | (128, 127) | 5,503 | 5,360 | -2.6% | 25.5 | 65.1 |
| | | (127, 126) | 5,503 | 5,354 | -2.7% | 25.5 | 65.0 |
| | | (126, 124) | 5,503 | 5,351 | -2.8% | 25.5 | 64.9 |
| | | (124, 122) | 5,503 | 5,344 | -2.9% | 21.6 | 63.7 |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr EB | (122, 120) | 4,968 | 4,722 | -5.0% | 22.5 | 64.9 |
| | | (120, 118) | 5,268 | 5,056 | -4.0% | 18.0 | 65.0 |
| | | (118, 117) | 5,268 | 5,056 | -4.0% | 26.3 | 64.8 |
| | | (117, 26) | 5,268 | 5,055 | -4.0% | 24.2 | 64.6 |
| NB On Ramp from Gibsonton Dr EB | NB On Ramp from Gibsonton Dr WB | (26, 116) | 6,048 | 5,951 | -1.6% | 21.2 | 65.0 |
| | | (116, 38) | 6,048 | 5,948 | -1.6% | 20.9 | 66.1 |
| NB On Ramp from Gibsonton Dr WB | NB Off Ramp to US 301 | (38, 114) | 8,333 | 7,478 | -10.3% | 17.6 | 65.7 |
| | | (114, 112) | 8,333 | 7,475 | -10.3% | 22.5 | 63.8 |
| | | (112, 110) | 8,333 | 7,465 | -10.4% | 26.5 | 65.2 |
| | | (110, 108) | 8,333 | 7,465 | -10.4% | 26.5 | 65.2 |
| | | (108, 106) | 8,333 | 7,457 | -10.5% | 25.7 | 64.4 |
| | | (106, 104) | 7,863 | 6,938 | -11.8% | 22.7 | 65.6 |
| | | (104, 102) | 7,863 | 6,934 | -11.8% | 19.4 | 66.3 |
| | | (102, 100) | 7,863 | 6,928 | -11.9% | 19.6 | 65.7 |

Table 7-2 I-75 Southbound GUL Build (2025) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from US 301 | SB Off Ramp to Gibsonton Dr | (382, 302) | 5,991 | 6,069 | 1.3% | 14.0 | 67.7 |
| | | (302, 304) | 5,991 | 6,067 | 1.3% | 17.4 | 66.9 |
| | | (304, 306) | 5,991 | 6,067 | 1.3% | 21.2 | 66.4 |
| | | (306, 308) | 5,991 | 6,065 | 1.2% | 20.3 | 66.4 |
| | | (308, 309) | 5,483 | 5,644 | 2.9% | 19.6 | 66.6 |
| | | (309, 310) | 5,483 | 5,643 | 2.9% | 19.7 | 66.5 |
| | | (310, 312) | 5,483 | 5,640 | 2.9% | 19.7 | 66.4 |
| | | (312, 314) | 6,255 | 6,246 | -0.1% | 18.2 | 65.7 |
| | | (314, 316) | 6,255 | 6,247 | -0.1% | 22.6 | 64.0 |
| | | (316, 318) | 6,255 | 6,244 | -0.2% | 23.1 | 62.7 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 4,600 | 4,605 | 0.1% | 21.7 | 65.5 |
| | | (320, 321) | 4,600 | 4,604 | 0.1% | 21.5 | 66.3 |
| | | (321, 322) | 4,600 | 4,603 | 0.1% | 21.5 | 66.1 |
| | SB Off Ramp to Big Bend Rd | (324, 326) | 4,987 | 4,992 | 0.1% | 23.5 | 65.6 |
| | | (326, 327) | 4,987 | 4,992 | 0.1% | 23.5 | 65.6 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from Gibsonton Dr | | (327, 328) | 4,987 | 4,991 | 0.1% | 23.5 | 65.5 |
| | | (328, 329) | 4,987 | 4,991 | 0.1% | 23.6 | 65.4 |
| | | (329, 330) | 4,987 | 4,989 | 0.0% | 23.6 | 65.4 |
| | | (330, 331) | 4,987 | 4,988 | 0.0% | 23.6 | 65.3 |
| | | (331, 332) | 4,987 | 4,989 | 0.0% | 23.6 | 65.3 |
| | | (332, 333) | 4,987 | 4,987 | 0.0% | 23.6 | 65.3 |
| | | (333, 334) | 4,987 | 4,986 | 0.0% | 18.5 | 65.5 |
| | | (334, 336) | 4,987 | 4,986 | 0.0% | 18.4 | 62.8 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (336, 338) | 3,186 | 3,618 | 13.6% | 16.9 | 66.1 |
| | | (338, 340) | 3,186 | 3,618 | 13.6% | 16.8 | 66.7 |
| | | (340, 342) | 3,186 | 3,617 | 13.5% | 16.8 | 66.6 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 | (342, 344) | 3,586 | 4,058 | 13.2% | 17.0 | 64.7 |
| | | (344, 346) | 3,586 | 4,057 | 13.1% | 19.0 | 66.0 |
| | | (346, 347) | 3,586 | 4,056 | 13.1% | 18.9 | 66.3 |
| | | (347, 462) | 3,586 | 4,058 | 13.2% | 18.9 | 66.1 |
| | | (462, 348) | 3,586 | 4,058 | 13.2% | 19.0 | 66.1 |
| | | (348, 349) | 3,586 | 4,058 | 13.2% | 19.0 | 66.1 |
| | | (349, 372) | 3,586 | 4,057 | 13.1% | 19.0 | 66.0 |
| | | (372, 350) | 3,586 | 4,056 | 13.1% | 19.0 | 66.0 |
| | | (350, 115) | 3,586 | 4,055 | 13.1% | 19.3 | 61.6 |
| | | (115, 351) | 3,430 | 3,879 | 13.1% | 19.4 | 61.7 |
| | | (351, 371) | 3,430 | 3,878 | 13.0% | 18.5 | 64.6 |
| | | (371, 352) | 3,430 | 3,875 | 13.0% | 18.0 | 66.6 |
| | | (352, 353) | 3,430 | 3,873 | 12.9% | 18.1 | 66.1 |
| | | (353, 354) | 3,430 | 3,873 | 12.9% | 18.1 | 66.0 |
| | | (354, 355) | 3,430 | 3,867 | 12.8% | 18.1 | 66.1 |
| | | (355, 356) | 4,293 | 4,800 | 11.8% | 17.7 | 64.1 |
| (356, 357) | 4,293 | 4,797 | 11.7% | 22.9 | 64.7 | | |
| (357, 358) | 4,293 | 4,787 | 11.5% | 17.8 | 62.7 | | |
| SB Off Ramp to SR 674 | SB On Ramp from SR 674 | (358, 360) | 2,754 | 2,828 | 2.7% | 13.2 | 66.1 |
| | | (360, 362) | 2,754 | 2,825 | 2.6% | 12.9 | 67.5 |
| | | (362, 135) | 2,754 | 2,822 | 2.5% | 12.9 | 67.4 |
| | | (135, 364) | 2,754 | 2,820 | 2.4% | 12.9 | 67.3 |
| SB On Ramp from SR 674 | SB Ingress Ramp | (364, 366) | 3,139 | 3,201 | 2.0% | 13.1 | 65.4 |
| | | (366, 367) | 3,139 | 3,199 | 1.9% | 14.8 | 66.9 |
| | | (367, 325) | 3,139 | 3,195 | 1.8% | 14.7 | 67.0 |
| | | (325, 422) | 3,139 | 3,191 | 1.6% | 14.7 | 67.0 |
| | | (422, 417) | 3,139 | 3,184 | 1.4% | 14.7 | 66.9 |
| | | (417, 419) | 3,139 | 3,180 | 1.3% | 14.7 | 66.8 |
| | | (419, 414) | 3,139 | 3,177 | 1.2% | 14.7 | 66.8 |
| | | (414, 339) | 3,139 | 3,173 | 1.1% | 14.7 | 66.8 |
| | | (339, 137) | 3,139 | 3,170 | 1.0% | 14.7 | 66.8 |
| | | (137, 408) | 3,139 | 3,167 | 0.9% | 14.7 | 66.8 |
| (408, 139) | 3,139 | 3,165 | 0.8% | 14.6 | 66.8 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (139, 528) | 3,139 | 3,162 | 0.7% | 14.6 | 66.7 |
| | | (528, 404) | 3,139 | 3,160 | 0.7% | 13.6 | 66.6 |
| SB Ingress Ramp | SB Egress Ramp | (404, 141) | 3,004 | 3,019 | 0.5% | 14.0 | 66.9 |
| | | (141, 400) | 3,004 | 3,015 | 0.4% | 13.9 | 66.9 |
| | | (400, 143) | 3,004 | 3,010 | 0.2% | 13.9 | 66.9 |
| | | (143, 606) | 3,004 | 3,005 | 0.0% | 13.9 | 66.8 |
| | | (606, 396) | 3,004 | 3,000 | -0.1% | 13.9 | 66.8 |
| | | (396, 392) | 3,004 | 2,996 | -0.3% | 13.9 | 66.8 |
| | | (392, 145) | 3,004 | 2,993 | -0.4% | 13.8 | 66.8 |
| | | (145, 388) | 3,004 | 2,992 | -0.4% | 13.8 | 66.8 |
| | | (388, 524) | 3,004 | 2,991 | -0.4% | 13.8 | 66.8 |
| | | (524, 345) | 3,004 | 2,989 | -0.5% | 13.8 | 66.8 |
| | | (345, 529) | 3,004 | 2,987 | -0.6% | 13.8 | 66.8 |
| | | (529, 343) | 3,004 | 2,985 | -0.6% | 13.8 | 66.8 |
| | | (343, 341) | 3,004 | 2,983 | -0.7% | 13.8 | 66.8 |
| | | (341, 532) | 3,004 | 2,980 | -0.8% | 13.8 | 66.8 |
| | | (532, 536) | 3,004 | 2,977 | -0.9% | 13.8 | 66.8 |
| | | (536, 540) | 3,004 | 2,975 | -1.0% | 13.8 | 66.8 |
| | | (540, 551) | 3,004 | 2,973 | -1.0% | 13.8 | 66.8 |
| | | (551, 568) | 3,004 | 2,970 | -1.1% | 13.7 | 66.8 |
| (568, 561) | 3,004 | 2,968 | -1.2% | 13.7 | 66.8 | | |
| (561, 573) | 3,004 | 2,963 | -1.4% | 13.7 | 66.8 | | |
| SB Egress Ramp | North of Moccasin Wallow Rd | (573, 579) | 3,991 | 3,908 | -2.1% | 14.8 | 65.1 |
| | | (579, 590) | 3,991 | 3,902 | -2.2% | 18.3 | 66.1 |
| | | (590, 591) | 3,991 | 3,897 | -2.4% | 18.2 | 66.1 |
| | | (591, 595) | 3,991 | 3,891 | -2.5% | 18.2 | 66.1 |

Table 7-3 I-75 Northbound GUL Build (2025) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|--------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB EL Ingress Ramp | (598, 594) | 3,887 | 3811 | -2.0% | 17.8 | 68.5 |
| | | (594, 588) | 3,887 | 3812 | -1.9% | 17.8 | 67.7 |
| | | (588, 586) | 3,887 | 3812 | -1.9% | 17.9 | 67.3 |
| | | (586, 582) | 3,887 | 3813 | -1.9% | 18.1 | 66.7 |
| | | (582, 576) | 3,887 | 3814 | -1.9% | 16.7 | 66.0 |
| NB EL Ingress Ramp | NB EL Egress Ramp | (576, 564) | 2,902 | 2867 | -1.2% | 13.4 | 67.6 |
| | | (564, 569) | 2,902 | 2868 | -1.2% | 13.4 | 67.6 |
| | | (569, 566) | 2,902 | 2868 | -1.2% | 13.5 | 67.5 |
| | | (566, 549) | 2,902 | 2869 | -1.1% | 13.5 | 67.5 |
| | | (549, 544) | 2,902 | 2869 | -1.1% | 13.5 | 67.4 |
| | | (544, 539) | 2,902 | 2869 | -1.1% | 13.5 | 67.4 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (539, 535) | 2,902 | 2870 | -1.1% | 13.5 | 67.4 |
| | | (535, 80) | 2,902 | 2871 | -1.1% | 13.5 | 67.3 |
| | | (80, 79) | 2,902 | 2871 | -1.1% | 13.5 | 67.3 |
| | | (79, 531) | 2,902 | 2871 | -1.1% | 13.5 | 67.3 |
| NB EL Egress Ramp | NB Off Ramp to SR 674 | (531, 522) | 3,229 | 3179 | -1.5% | 11.5 | 67.0 |
| | | (522, 523) | 3,229 | 3179 | -1.5% | 15.0 | 67.0 |
| | | (523, 390) | 3,229 | 3180 | -1.5% | 15.0 | 67.0 |
| | | (390, 64) | 3,229 | 3180 | -1.5% | 15.0 | 67.0 |
| | | (64, 395) | 3,229 | 3181 | -1.5% | 15.0 | 67.0 |
| | | (395, 84) | 3,229 | 3180 | -1.5% | 15.1 | 66.9 |
| | | (84, 399) | 3,229 | 3183 | -1.4% | 15.1 | 66.9 |
| | | (399, 402) | 3,229 | 3184 | -1.4% | 15.1 | 66.8 |
| | | (402, 406) | 3,229 | 3183 | -1.4% | 15.1 | 66.8 |
| | | (406, 83) | 3,229 | 3183 | -1.4% | 15.1 | 66.8 |
| | | (83, 407) | 3,229 | 3184 | -1.4% | 15.1 | 66.7 |
| | | (407, 82) | 3,229 | 3185 | -1.4% | 15.1 | 66.7 |
| | | (82, 81) | 3,229 | 3186 | -1.3% | 15.1 | 66.7 |
| | | (81, 63) | 3,229 | 3188 | -1.3% | 15.1 | 66.7 |
| | | (63, 62) | 3,229 | 3188 | -1.3% | 15.1 | 66.7 |
| | | (62, 411) | 3,229 | 3188 | -1.3% | 15.1 | 66.7 |
| | | (411, 415) | 3,229 | 3188 | -1.3% | 15.1 | 66.7 |
| | | (415, 51) | 3,229 | 3187 | -1.3% | 15.1 | 66.7 |
| | | (51, 421) | 3,229 | 3190 | -1.2% | 15.1 | 66.7 |
| | | (421, 425) | 3,229 | 3191 | -1.2% | 15.2 | 66.6 |
| (425, 169) | 3,229 | 3192 | -1.2% | 15.2 | 66.6 | | |
| (169, 168) | 3,229 | 3,192 | -1.1% | 15.2 | 66.6 | | |
| (168, 167) | 3,229 | 3,193 | -1.1% | 15.2 | 66.6 | | |
| (167, 426) | 3,229 | 3,193 | -1.1% | 15.2 | 66.5 | | |
| (426, 166) | 3,229 | 3,193 | -1.1% | 13.2 | 65.8 | | |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 | (166, 164) | 2,844 | 2,810 | -1.2% | 13.3 | 67.0 |
| | | (164, 162) | 2,844 | 2,811 | -1.2% | 13.3 | 67.1 |
| | | (162, 160) | 2,844 | 2,811 | -1.2% | 13.3 | 67.0 |
| | | (160, 158) | 2,844 | 2,811 | -1.2% | 13.3 | 67.0 |
| | | (158, 157) | 2,844 | 2,811 | -1.1% | 13.3 | 67.0 |
| NB On Ramp from SR 674 | NB Off Ramp to Big Bend Road | (157, 156) | 4,383 | 4,443 | 1.4% | 13.1 | 65.7 |
| | | (156, 60) | 4,383 | 4,443 | 1.4% | 15.8 | 66.9 |
| | | (60, 155) | 4,383 | 4,442 | 1.3% | 15.7 | 67.0 |
| | | (155, 442) | 4,383 | 4,441 | 1.3% | 15.8 | 67.0 |
| | | (442, 154) | 4,383 | 4,440 | 1.3% | 15.8 | 66.9 |
| | | (154, 153) | 4,383 | 4,440 | 1.3% | 15.8 | 66.9 |
| | | (153, 152) | 4,383 | 4,439 | 1.3% | 15.8 | 66.6 |
| | | (152, 171) | 4,383 | 4,437 | 1.2% | 16.3 | 64.6 |
| (171, 151) | 3,117 | 3,270 | 4.9% | 12.9 | 66.6 | | |
| (151, 150) | 3,117 | 3,269 | 4.9% | 15.5 | 67.0 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|---------------------------------|---------------------------------|--------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (150, 172) | 3,117 | 3,268 | 4.8% | 15.5 | 66.9 |
| | | (172, 149) | 3,117 | 3,265 | 4.8% | 15.5 | 66.9 |
| | | (149, 148) | 3,117 | 3,263 | 4.7% | 15.5 | 66.9 |
| | | (148, 147) | 3,117 | 3,260 | 4.6% | 15.5 | 66.8 |
| | | (147, 146) | 3,257 | 3,436 | 5.5% | 12.4 | 66.6 |
| | | (146, 144) | 3,257 | 3,432 | 5.4% | 16.3 | 66.6 |
| | | (144, 142) | 3,257 | 3,428 | 5.2% | 15.7 | 65.7 |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 2,857 | 3,152 | 10.3% | 15.0 | 66.7 |
| | | (140, 138) | 2,857 | 3,148 | 10.2% | 14.9 | 66.9 |
| | | (138, 136) | 2,857 | 3,144 | 10.1% | 15.0 | 66.4 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (136, 134) | 4,658 | 4,888 | 4.9% | 18.3 | 57.9 |
| | | (134, 132) | 4,658 | 4,886 | 4.9% | 22.4 | 63.6 |
| | | (132, 131) | 4,658 | 4,882 | 4.8% | 23.6 | 65.6 |
| | | (131, 130) | 4,658 | 4,880 | 4.8% | 23.6 | 65.5 |
| | | (130, 129) | 4,658 | 4,878 | 4.7% | 23.6 | 65.4 |
| | | (129, 128) | 4,658 | 4,875 | 4.7% | 23.6 | 65.4 |
| | | (128, 127) | 4,658 | 4,872 | 4.6% | 23.6 | 65.3 |
| | | (127, 126) | 4,658 | 4,868 | 4.5% | 23.6 | 65.2 |
| | | (126, 124) | 4,658 | 4,864 | 4.4% | 23.7 | 65.1 |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr EB | (122, 120) | 4,271 | 4,418 | 3.4% | 21.5 | 65.0 |
| | | (120, 118) | 4,781 | 4,898 | 2.4% | 18.0 | 64.6 |
| | | (118, 117) | 4,781 | 4,895 | 2.4% | 24.1 | 64.5 |
| | | (117, 5000) | 4,781 | 4,895 | 2.4% | 23.8 | 65.0 |
| NB On Ramp from Gibsonton Dr EB | NB On Ramp from Gibsonton Dr WB | (5000, 116) | 5,346 | 5,449 | 1.9% | 19.8 | 65.4 |
| | | (116, 5002) | 5,346 | 5,446 | 1.9% | 19.6 | 66.1 |
| NB On Ramp from Gibsonton Dr WB | NB Off Ramp to US 301 | (5002, 114) | 7,001 | 6,516 | -6.9% | 15.7 | 66.0 |
| | | (114, 112) | 7,001 | 6,512 | -7.0% | 19.6 | 65.0 |
| | | (112, 110) | 7,001 | 6,503 | -7.1% | 23.6 | 65.4 |
| | | (110, 108) | 7,001 | 6,503 | -7.1% | 23.6 | 65.4 |
| | | (108, 106) | 7,001 | 6,498 | -7.2% | 22.5 | 64.7 |
| | | (106, 104) | 6,600 | 6,060 | -8.2% | 19.8 | 66.0 |
| | | (104, 102) | 6,600 | 6,058 | -8.2% | 17.3 | 66.6 |
| (102, 100) | 6,600 | 6,054 | -8.3% | 17.5 | 65.9 | | |

Table 7-4 I-75 Southbound GUL Build 2025 – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from US 301 | SB Off Ramp to Gibsonton Dr | (382, 302) | 7,074 | 6,940 | -1.9% | 25.3 | 65.1 |
| | | (302, 304) | 7,074 | 6,939 | -1.9% | 20.8 | 65.7 |
| | | (304, 306) | 7,074 | 6,940 | -1.9% | 25.3 | 65.1 |
| | | (306, 308) | 7,074 | 6,942 | -1.9% | 24.1 | 65.5 |
| | | (308, 309) | 6,478 | 6,447 | -0.5% | 23.2 | 65.9 |
| | | (309, 310) | 6,478 | 6,450 | -0.4% | 23.3 | 65.8 |
| | | (310, 312) | 6,478 | 6,452 | -0.4% | 23.3 | 65.7 |
| | | (312, 314) | 7,384 | 7,093 | -3.9% | 21.4 | 64.9 |
| | | (314, 316) | 7,384 | 7,094 | -3.9% | 27.4 | 61.4 |
| | | (316, 318) | 7,384 | 7,096 | -3.9% | 29.6 | 56.9 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 5,099 | 4,863 | -4.6% | 24.2 | 63.6 |
| | | (320, 321) | 5,099 | 4,863 | -4.6% | 23.4 | 65.8 |
| | | (321, 322) | 5,099 | 4,864 | -4.6% | 23.4 | 65.7 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 5,634 | 5,389 | -4.3% | 22.2 | 63.5 |
| | | (324, 326) | 5,634 | 5,391 | -4.3% | 26.3 | 65.0 |
| | | (326, 327) | 5,634 | 5,392 | -4.3% | 26.2 | 65.1 |
| | | (327, 328) | 5,634 | 5,394 | -4.3% | 26.3 | 65.0 |
| | | (328, 329) | 5,634 | 5,396 | -4.2% | 26.3 | 65.0 |
| | | (329, 330) | 5,634 | 5,396 | -4.2% | 26.3 | 64.9 |
| | | (330, 331) | 5,634 | 5,396 | -4.2% | 26.3 | 64.9 |
| | | (331, 332) | 5,634 | 5,395 | -4.2% | 26.4 | 64.8 |
| | | (332, 333) | 5,634 | 5,397 | -4.2% | 26.4 | 64.8 |
| | | (333, 334) | 5,634 | 5,400 | -4.2% | 20.7 | 65.1 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (334, 336) | 5,634 | 5,402 | -4.1% | 20.9 | 61.3 |
| | | (336, 338) | 3,146 | 3,591 | 14.1% | 17.2 | 66.1 |
| | | (338, 340) | 3,146 | 3,592 | 14.2% | 17.1 | 66.7 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 | (340, 342) | 3,146 | 3,592 | 14.2% | 18.3 | 62.2 |
| | | (342, 344) | 3,698 | 4,123 | 11.5% | 18.1 | 63.6 |
| | | (344, 346) | 3,698 | 4,123 | 11.5% | 19.7 | 66.2 |
| | | (346, 347) | 3,698 | 4,122 | 11.5% | 19.8 | 66.0 |
| | | (347, 462) | 3,698 | 4,121 | 11.4% | 19.8 | 66.1 |
| | | (462, 348) | 3,698 | 4,123 | 11.5% | 19.8 | 66.0 |
| | | (348, 349) | 3,698 | 4,123 | 11.5% | 19.8 | 65.9 |
| | | (349, 372) | 3,698 | 4,121 | 11.4% | 19.8 | 65.9 |
| | | (372, 350) | 3,698 | 4,121 | 11.4% | 19.8 | 65.8 |
| | | (350, 115) | 3,698 | 4,119 | 11.4% | 20.3 | 61.4 |
| | | (115, 351) | 3,531 | 3,940 | 11.6% | 20.3 | 61.6 |
| | | (351, 371) | 3,531 | 3,939 | 11.5% | 19.3 | 64.6 |
| | | (371, 352) | 3,531 | 3,937 | 11.5% | 18.8 | 66.5 |
| | | (352, 353) | 3,531 | 3,935 | 11.4% | 18.9 | 66.0 |
| | | (353, 354) | 3,531 | 3,935 | 11.4% | 18.9 | 65.9 |
| (354, 355) | 3,531 | 3,930 | 11.3% | 18.9 | 65.9 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (355, 356) | 4,454 | 5,055 | 13.5% | 20.5 | 59.1 |
| | | (356, 357) | 4,454 | 5,051 | 13.4% | 26.0 | 61.6 |
| | | (357, 358) | 4,454 | 5,043 | 13.2% | 20.3 | 60.5 |
| SB Off Ramp to SR 674 | SB On Ramp from SR 674 | (358, 360) | 2,329 | 2,343 | 0.6% | 11.2 | 66.4 |
| | | (360, 362) | 2,329 | 2,340 | 0.5% | 10.9 | 67.9 |
| | | (362, 135) | 2,329 | 2,339 | 0.4% | 10.9 | 67.8 |
| | | (135, 364) | 2,329 | 2,338 | 0.4% | 10.9 | 67.7 |
| SB On Ramp from SR 674 | SB Ingress Ramp | (364, 366) | 2,859 | 2,853 | -0.2% | 12.1 | 65.1 |
| | | (366, 367) | 2,859 | 2,852 | -0.3% | 13.4 | 67.3 |
| | | (367, 325) | 2,859 | 2,850 | -0.3% | 13.4 | 67.4 |
| | | (325, 422) | 2,859 | 2,847 | -0.4% | 13.4 | 67.3 |
| | | (422, 417) | 2,859 | 2,843 | -0.6% | 13.4 | 67.2 |
| | | (417, 419) | 2,859 | 2,835 | -0.8% | 13.4 | 67.2 |
| | | (419, 414) | 2,859 | 2,833 | -0.9% | 13.4 | 67.1 |
| | | (414, 339) | 2,859 | 2,831 | -1.0% | 13.4 | 67.1 |
| | | (339, 137) | 2,859 | 2,829 | -1.0% | 13.4 | 67.1 |
| | | (137, 408) | 2,859 | 2,826 | -1.2% | 13.3 | 67.1 |
| | | (408, 139) | 2,859 | 2,825 | -1.2% | 13.3 | 67.1 |
| | | (139, 528) | 2,859 | 2,823 | -1.3% | 13.3 | 67.0 |
| (528, 404) | 2,859 | 2,821 | -1.3% | 12.4 | 66.9 | | |
| SB Ingress Ramp | SB Egress Ramp | (404, 141) | 2,736 | 2,691 | -1.6% | 12.7 | 67.2 |
| | | (141, 400) | 2,736 | 2,687 | -1.8% | 12.7 | 67.2 |
| | | (400, 143) | 2,736 | 2,683 | -1.9% | 12.7 | 67.2 |
| | | (143, 606) | 2,736 | 2,680 | -2.1% | 12.6 | 67.1 |
| | | (606, 396) | 2,736 | 2,677 | -2.2% | 12.6 | 67.1 |
| | | (396, 392) | 2,736 | 2,675 | -2.2% | 12.6 | 67.1 |
| | | (392, 145) | 2,736 | 2,673 | -2.3% | 12.6 | 67.1 |
| | | (145, 388) | 2,736 | 2,672 | -2.3% | 12.6 | 67.1 |
| | | (388, 524) | 2,736 | 2,671 | -2.4% | 12.6 | 67.1 |
| | | (524, 345) | 2,736 | 2,670 | -2.4% | 12.6 | 67.1 |
| | | (345, 529) | 2,736 | 2,668 | -2.5% | 12.6 | 67.1 |
| | | (529, 343) | 2,736 | 2,666 | -2.6% | 12.6 | 67.1 |
| | | (343, 341) | 2,736 | 2,665 | -2.6% | 12.6 | 67.1 |
| | | (341, 532) | 2,736 | 2,662 | -2.7% | 12.6 | 67.1 |
| | | (532, 536) | 2,736 | 2,660 | -2.8% | 12.6 | 67.1 |
| | | (536, 540) | 2,736 | 2,657 | -2.9% | 12.5 | 67.1 |
| | | (540, 551) | 2,736 | 2,655 | -3.0% | 12.5 | 67.1 |
| (551, 568) | 2,736 | 2,653 | -3.0% | 12.5 | 67.1 | | |
| (568, 561) | 2,736 | 2,652 | -3.1% | 12.5 | 67.1 | | |
| (561, 573) | 2,736 | 2,648 | -3.2% | 12.5 | 67.1 | | |
| SB Egress Ramp | North of Moccasin Wallow Rd | (573, 579) | 3,941 | 3,740 | -5.1% | 14.5 | 64.9 |
| | | (579, 590) | 3,941 | 3,737 | -5.2% | 17.9 | 66.1 |
| | | (590, 591) | 3,941 | 3,733 | -5.3% | 17.9 | 66.2 |
| | | (591, 595) | 3,941 | 3,727 | -5.4% | 17.8 | 66.3 |

Table 7-5 I-75 Northbound EL Build (2025) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|--------------------------------|-----------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (597, 593) | 287 | 290 | 1.1% | 2.1 | 64.9 |
| | | (593, 587) | 287 | 290 | 1.1% | 2.1 | 64.8 |
| | | (587, 585) | 287 | 290 | 1.1% | 2.1 | 64.8 |
| | | (585, 581) | 287 | 290 | 1.1% | 2.1 | 64.8 |
| | | (581, 577) | 287 | 290 | 1.1% | 2.1 | 64.7 |
| | | (577, 565) | 1,034 | 1,063 | 2.8% | 5.4 | 63.6 |
| | | (565, 563) | 1,034 | 1,063 | 2.8% | 7.7 | 63.9 |
| | | (563, 545) | 1,034 | 1,063 | 2.8% | 7.7 | 63.9 |
| | | (545, 543) | 1,034 | 1,063 | 2.8% | 7.7 | 63.9 |
| | | (543, 538) | 1,034 | 1,062 | 2.7% | 7.7 | 63.9 |
| | | (538, 534) | 1,034 | 1,062 | 2.7% | 7.7 | 63.9 |
| | | (534, 93) | 1,034 | 1,062 | 2.7% | 7.7 | 63.8 |
| | | (93, 92) | 1,034 | 1,062 | 2.7% | 6.7 | 63.8 |
| | | (92, 521) | 1,034 | 964 | -6.8% | 7.0 | 64.0 |
| | | (521, 520) | 1,034 | 964 | -6.7% | 7.0 | 63.9 |
| | | (520, 88) | 1,034 | 964 | -6.8% | 7.0 | 63.9 |
| | | (88, 85) | 1,034 | 964 | -6.8% | 7.0 | 63.9 |
| | | (85, 391) | 1,034 | 964 | -6.8% | 7.0 | 63.9 |
| | | (391, 86) | 1,034 | 964 | -6.8% | 7.0 | 63.9 |
| | | (86, 394) | 1,034 | 963 | -6.8% | 7.0 | 63.9 |
| | | (394, 87) | 935 | 964 | 3.1% | 7.0 | 63.9 |
| | | (87, 398) | 935 | 964 | 3.1% | 7.0 | 63.9 |
| | | (398, 403) | 935 | 963 | 3.0% | 7.0 | 63.8 |
| | | (403, 77) | 935 | 963 | 3.0% | 7.0 | 63.8 |
| | | (77, 89) | 935 | 963 | 3.0% | 7.0 | 63.8 |
| | | (89, 90) | 935 | 963 | 2.9% | 7.0 | 63.8 |
| | | (90, 91) | 935 | 963 | 2.9% | 7.0 | 63.7 |
| | | (91, 527) | 935 | 962 | 2.9% | 7.0 | 63.7 |
| | | (527, 76) | 935 | 962 | 2.9% | 7.0 | 63.7 |
| | | (76, 75) | 935 | 962 | 2.9% | 7.0 | 63.7 |
| | | (75, 412) | 935 | 962 | 2.9% | 7.0 | 63.7 |
| | | (412, 416) | 935 | 962 | 2.9% | 7.0 | 63.7 |
| | | (416, 526) | 935 | 962 | 2.9% | 7.0 | 63.7 |
| (526, 74) | 935 | 961 | 2.8% | 7.0 | 63.7 | | |
| (74, 420) | 935 | 962 | 2.9% | 7.0 | 63.6 | | |
| (420, 73) | 935 | 961 | 2.8% | 7.0 | 63.6 | | |
| (73, 72) | 935 | 962 | 2.8% | 7.0 | 63.6 | | |
| (72, 71) | 935 | 961 | 2.8% | 7.0 | 63.6 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (71, 70) | 935 | 961 | 2.8% | 7.0 | 63.6 |
| | | (70, 69) | 935 | 961 | 2.8% | 7.0 | 63.6 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 | (69, 68) | 935 | 961 | 2.7% | 7.0 | 63.6 |
| | | (68, 67) | 935 | 961 | 2.7% | 7.0 | 63.6 |
| | | (67, 66) | 935 | 961 | 2.7% | 7.0 | 63.6 |
| | | (66, 58) | 935 | 961 | 2.8% | 7.0 | 63.6 |
| | | (58, 560) | 935 | 961 | 2.8% | 7.0 | 63.6 |
| | | (560, 558) | 935 | 960 | 2.7% | 7.0 | 63.6 |
| | | (558, 557) | 935 | 960 | 2.7% | 7.0 | 63.6 |
| NB On Ramp from SR 674 | NB Off Ramp to Big Bend Road | (557, 556) | 935 | 960 | 2.7% | 7.0 | 63.6 |
| | | (556, 555) | 935 | 960 | 2.6% | 7.0 | 63.6 |
| | | (555, 554) | 935 | 960 | 2.6% | 7.0 | 63.6 |
| | | (554, 445) | 935 | 959 | 2.6% | 7.0 | 63.6 |
| | | (445, 446) | 935 | 958 | 2.5% | 7.0 | 63.6 |
| | | (446, 447) | 935 | 958 | 2.5% | 7.0 | 63.6 |
| | | (447, 552) | 935 | 957 | 2.4% | 7.0 | 63.6 |
| | | (552, 571) | 935 | 957 | 2.3% | 7.0 | 63.6 |
| | | (571, 603) | 935 | 957 | 2.3% | 7.0 | 63.6 |
| | | (603, 600) | 2,290 | 2,613 | 14.1% | 13.9 | 61.5 |
| | | (600, 650) | 2,290 | 2,612 | 14.0% | 19.4 | 62.2 |
| | | (650, 457) | 2,290 | 2,609 | 13.9% | 19.5 | 62.2 |
| | | (457, 458) | 2,290 | 2,607 | 13.8% | 19.5 | 62.1 |
| | | (458, 459) | 2,290 | 2,603 | 13.7% | 19.5 | 61.8 |
| | | (459, 460) | 2,290 | 2,602 | 13.6% | 16.9 | 61.8 |
| | | (460, 547) | 2,140 | 2,326 | 8.7% | 17.3 | 62.3 |
| (547, 546) | 2,140 | 2,324 | 8.6% | 17.4 | 62.1 | | |
| (546, 470) | 2,140 | 2,323 | 8.5% | 17.4 | 62.0 | | |
| (470, 542) | 2,140 | 2,321 | 8.5% | 17.4 | 61.9 | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (542, 159) | 2,140 | 2,302 | 7.6% | 17.3 | 61.6 |
| | | (159, 161) | 2,140 | 2,314 | 8.2% | 17.4 | 61.7 |
| | | (161, 163) | 2,140 | 2,313 | 8.1% | 16.7 | 64.0 |
| | | (163, 502) | 2,140 | 2,310 | 8.0% | 17.1 | 62.8 |
| | | (502, 165) | 2,140 | 2,309 | 7.9% | 17.4 | 61.4 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (165, 173) | 2,140 | 2,305 | 7.7% | 17.4 | 61.6 |
| | | (173, 174) | 2,140 | 2,302 | 7.6% | 17.3 | 61.6 |
| | | (174, 175) | 2,140 | 2,299 | 7.4% | 17.3 | 61.5 |
| | | (175, 177) | 2,140 | 2,298 | 7.4% | 17.3 | 61.5 |
| | | (177, 184) | 2,140 | 2,295 | 7.3% | 17.3 | 61.4 |
| | | (184, 185) | 2,140 | 2,293 | 7.2% | 17.3 | 61.4 |
| | | (185, 186) | 2,140 | 2,289 | 6.9% | 17.3 | 61.4 |
| | | (186, 187) | 2,140 | 2,285 | 6.8% | 17.3 | 61.4 |
| | | (187, 188) | 2,140 | 2,282 | 6.7% | 17.3 | 61.3 |
| | | (188, 189) | 2,140 | 2,280 | 6.5% | 17.2 | 61.3 |
| | | (189, 190) | 2,140 | 2,276 | 6.4% | 17.3 | 60.9 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB Off Ramp to Gibsonton Dr | NB on Ramp from Gibsonton Dr | (190, 191) | 2,140 | 2,275 | 6.3% | 12.4 | 61.4 |
| | | (191, 192) | 1,840 | 1,932 | 5.0% | 14.4 | 62.0 |
| | | (192, 193) | 1,840 | 1,931 | 5.0% | 14.4 | 62.2 |
| NB On Ramp from Gibsonton Dr | NB off Ramp to US 301 | (193, 194) | 1,840 | 1,929 | 4.8% | 14.4 | 62.0 |
| | | (194, 195) | 1,840 | 1,923 | 4.5% | 14.4 | 61.9 |
| | | (195, 196) | 1,840 | 1,920 | 4.3% | 14.4 | 61.8 |
| | | (196, 197) | 1,840 | 1,918 | 4.2% | 14.4 | 61.8 |
| | | (197, 198) | 1,840 | 1,915 | 4.1% | 14.4 | 61.7 |
| | | (198, 199) | 1,840 | 1,911 | 3.9% | 14.4 | 61.7 |
| | | (199, 37) | 1,840 | 1,908 | 3.7% | 14.3 | 61.7 |
| | | (37, 206) | 2,310 | 2,413 | 4.5% | 12.5 | 61.1 |
| | | (206, 47) | 2,310 | 2,412 | 4.4% | 18.2 | 61.3 |
| | (47, 44) | 2,310 | 2,407 | 4.2% | 18.2 | 61.4 | |

Table 7-6 I-75 Southbound EL Build (2025) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from US 301 | SB Off Ramp to Gibsonton Dr | (296, 516) | 2,012 | 2,038 | 1.3% | 14.8 | 63.6 |
| | | (516, 295) | 2,012 | 2,037 | 1.3% | 14.9 | 63.3 |
| | | (295, 294) | 2,012 | 2,037 | 1.3% | 15.0 | 63.1 |
| | | (294, 293) | 2,012 | 2,037 | 1.2% | 15.0 | 62.8 |
| | | (293, 291) | 2,520 | 2,457 | -2.5% | 12.3 | 62.2 |
| | | (291, 290) | 2,520 | 2,457 | -2.5% | 18.3 | 62.1 |
| | | (290, 289) | 2,520 | 2,456 | -2.5% | 17.1 | 61.7 |
| | | (289, 288) | 1,748 | 1,848 | 5.7% | 13.6 | 62.8 |
| | | (288, 287) | 1,748 | 1,848 | 5.7% | 13.7 | 62.7 |
| | | (287, 286) | 1,748 | 1,848 | 5.7% | 13.7 | 62.6 |
| | | (286, 285) | 1,748 | 1,848 | 5.7% | 13.7 | 62.5 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (285, 284) | 1,748 | 1,848 | 5.7% | 13.7 | 62.5 |
| | | (284, 283) | 1,748 | 1,847 | 5.7% | 13.7 | 62.5 |
| | | (283, 282) | 1,748 | 1,848 | 5.7% | 13.7 | 62.5 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (282, 281) | 1,748 | 1,847 | 5.7% | 13.7 | 62.4 |
| | | (281, 280) | 1,748 | 1,847 | 5.7% | 13.7 | 62.4 |
| | | (280, 279) | 1,748 | 1,846 | 5.6% | 13.7 | 62.3 |
| | | (279, 278) | 1,748 | 1,846 | 5.6% | 13.7 | 62.3 |
| | | (278, 277) | 1,748 | 1,847 | 5.6% | 13.7 | 62.3 |
| | | (277, 276) | 1,748 | 1,845 | 5.5% | 13.7 | 62.2 |
| | | (276, 275) | 1,748 | 1,844 | 5.5% | 13.7 | 62.2 |
| | | (275, 274) | 1,748 | 1,844 | 5.5% | 13.7 | 62.2 |
| | (274, 273) | 1,748 | 1,844 | 5.5% | 13.7 | 62.2 | |
| | (273, 272) | 1,748 | 1,844 | 5.5% | 13.7 | 62.2 | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (272, 256) | 1,748 | 1,844 | 5.5% | 13.8 | 62.1 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (256, 255) | 1,748 | 1,843 | 5.4% | 13.8 | 62.1 |
| | | (255, 254) | 1,748 | 1,843 | 5.4% | 13.7 | 62.1 |
| | | (254, 253) | 1,748 | 1,843 | 5.4% | 13.7 | 62.1 |
| | | (253, 252) | 1,748 | 1,842 | 5.4% | 13.7 | 62.1 |
| | | (252, 251) | 1,748 | 1,842 | 5.4% | 13.8 | 62.1 |
| | | (251, 250) | 1,748 | 1,843 | 5.4% | 13.8 | 62.0 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 | (250, 249) | 1,748 | 1,843 | 5.4% | 13.8 | 62.1 |
| | | (249, 248) | 1,748 | 1,843 | 5.5% | 13.8 | 62.0 |
| | | (248, 247) | 1,748 | 1,843 | 5.5% | 13.8 | 62.0 |
| | | (247, 246) | 1,748 | 1,842 | 5.4% | 13.8 | 62.0 |
| | | (246, 245) | 1,748 | 1,843 | 5.4% | 13.8 | 62.0 |
| | | (245, 244) | 1,748 | 1,843 | 5.4% | 13.8 | 62.0 |
| | | (244, 243) | 1,748 | 1,842 | 5.4% | 13.8 | 62.0 |
| | | (243, 123) | 1,748 | 1,841 | 5.3% | 13.8 | 62.0 |
| | | (123, 119) | 1,748 | 1,839 | 5.2% | 13.8 | 62.0 |
| | | (119, 109) | 1,904 | 2,009 | 5.5% | 10.3 | 61.8 |
| | | (109, 107) | 1,904 | 2,008 | 5.5% | 15.0 | 61.8 |
| | | (107, 105) | 1,904 | 2,007 | 5.4% | 15.0 | 61.9 |
| | | (105, 103) | 1,904 | 2,005 | 5.3% | 15.0 | 61.9 |
| | | (103, 101) | 1,904 | 2,003 | 5.2% | 15.0 | 61.9 |
| | | (101, 125) | 1,904 | 1,908 | 0.2% | 14.3 | 61.7 |
| | | (125, 99) | 1,041 | 1,056 | 1.5% | 7.7 | 63.5 |
| (99, 98) | 1,041 | 1,055 | 1.4% | 7.7 | 63.5 | | |
| (98, 97) | 1,041 | 1,054 | 1.3% | 7.7 | 63.5 | | |
| (97, 96) | 1,041 | 1,053 | 1.1% | 7.7 | 63.4 | | |
| SB Off Ramp to SR 674 | SB On Ramp from SR 674 | (96, 95) | 1,041 | 1,052 | 1.0% | 7.7 | 63.4 |
| | | (95, 94) | 1,041 | 1,051 | 1.0% | 7.7 | 63.4 |
| | | (94, 305) | 1,041 | 1,051 | 0.9% | 7.7 | 63.4 |
| | | (305, 307) | 1,041 | 1,050 | 0.9% | 7.7 | 63.4 |
| | | (307, 313) | 1,041 | 1,049 | 0.8% | 7.7 | 63.4 |
| | | (313, 317) | 1,041 | 1,049 | 0.7% | 7.7 | 63.4 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (317, 319) | 1,041 | 1,046 | 0.5% | 7.7 | 63.4 |
| | | (319, 323) | 1,041 | 1,045 | 0.4% | 7.6 | 63.4 |
| | | (323, 368) | 1,041 | 1,043 | 0.2% | 7.6 | 63.4 |
| | | (368, 423) | 1,041 | 1,042 | 0.1% | 7.6 | 63.4 |
| | | (423, 335) | 1,041 | 1,043 | -0.1% | 7.6 | 63.4 |
| | | (335, 337) | 1,041 | 1,044 | -0.3% | 7.6 | 63.4 |
| | | (337, 418) | 1,041 | 1,045 | -0.4% | 7.6 | 63.4 |
| | | (418, 413) | 1,041 | 1,046 | -0.5% | 7.6 | 63.4 |
| | | (413, 359) | 1,041 | 1,047 | -0.6% | 7.6 | 63.4 |
| | | (359, 410) | 1,041 | 1,048 | -0.6% | 7.6 | 63.4 |
| | | (410, 361) | 1,041 | 1,049 | -0.7% | 7.6 | 63.4 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|----------|----|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (361, 409) | 1,041 | 1,050 | -0.8% | 7.6 | 63.4 |
| | | (409, 363) | 1,041 | 1,051 | -0.9% | 7.5 | 63.4 |
| | | (363, 405) | 1,041 | 1,052 | -1.0% | 7.5 | 63.4 |
| | | (405, 365) | 1,041 | 1,053 | -1.1% | 7.5 | 63.4 |
| | | (365, 401) | 1,176 | 1,054 | -1.2% | 6.2 | 63.3 |
| | | (401, 605) | 1,176 | 1,055 | -1.4% | 8.5 | 63.3 |
| | | (605, 370) | 1,176 | 1,056 | -1.6% | 8.5 | 63.3 |
| | | (370, 397) | 1,176 | 1,057 | -1.8% | 8.5 | 63.2 |
| | | (397, 393) | 1,176 | 1,058 | -1.8% | 8.5 | 63.2 |
| | | (393, 373) | 1,176 | 1,059 | -1.9% | 8.5 | 63.2 |
| | | (373, 389) | 1,176 | 1,060 | -2.0% | 8.5 | 63.2 |
| | | (389, 525) | 1,176 | 1,061 | -2.0% | 8.4 | 63.2 |
| | | (525, 375) | 1,176 | 1,062 | -2.1% | 8.4 | 63.2 |
| | | (375, 530) | 1,176 | 1,063 | -2.2% | 8.4 | 63.2 |
| | | (530, 377) | 1,176 | 1,064 | -2.3% | 8.4 | 63.2 |
| | | (377, 379) | 1,176 | 1,065 | -2.4% | 8.4 | 63.2 |
| | | (379, 533) | 1,176 | 1,066 | -2.6% | 8.4 | 63.2 |
| | | (533, 537) | 1,176 | 1,067 | -2.7% | 8.4 | 63.2 |
| | | (537, 541) | 1,176 | 1,068 | -2.8% | 8.4 | 63.2 |
| | | (541, 550) | 1,176 | 1,069 | -2.8% | 8.4 | 63.1 |
| | | (550, 567) | 1,176 | 1,070 | -2.9% | 8.4 | 63.2 |
| | | (567, 562) | 1,176 | 1,071 | -3.0% | 8.5 | 62.2 |
| | | (562, 572) | 1,176 | 1,072 | -3.3% | 7.9 | 60.1 |
| | | (572, 574) | 189 | 1,073 | -3.3% | 1.3 | 64.3 |
| | | (574, 580) | 189 | 1,074 | -3.4% | 1.3 | 64.6 |
| | | (580, 584) | 189 | 1,075 | -3.5% | 1.3 | 64.6 |
| | | (584, 589) | 189 | 1,076 | -3.6% | 1.3 | 64.6 |
| | | (589, 592) | 189 | 1,077 | -3.8% | 1.3 | 64.6 |
| | | (592, 596) | 189 | 1,078 | -4.0% | 1.3 | 64.7 |

Table 7-7 I-75 Northbound EL Build (2025) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|--------------------------------|-----------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (597, 593) | 293 | 287 | -2.2% | 2.1 | 64.9 |
| | | (593, 587) | 293 | 287 | -2.1% | 2.1 | 64.8 |
| | | (587, 585) | 293 | 287 | -2.1% | 2.1 | 64.8 |
| | | (585, 581) | 293 | 287 | -2.1% | 2.1 | 64.7 |
| | | (581, 577) | 293 | 287 | -2.0% | 2.1 | 64.7 |
| | | (577, 565) | 1,278 | 1,234 | -3.4% | 6.3 | 63.3 |
| | | (565, 563) | 1,278 | 1,234 | -3.4% | 9.2 | 63.7 |
| | | (563, 545) | 1,278 | 1,234 | -3.5% | 9.2 | 63.6 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (545, 543) | 1,278 | 1,234 | -3.4% | 9.2 | 63.7 |
| | | (543, 538) | 1,278 | 1,234 | -3.4% | 9.2 | 63.7 |
| | | (538, 534) | 1,278 | 1,235 | -3.4% | 9.2 | 63.7 |
| | | (534, 93) | 1,278 | 1,235 | -3.3% | 9.2 | 63.5 |
| | | (93, 92) | 1,278 | 1,235 | -3.3% | 8.1 | 63.4 |
| | | (92, 521) | 951 | 929 | -2.4% | 6.9 | 64.0 |
| | | (521, 520) | 951 | 929 | -2.4% | 6.9 | 64.0 |
| | | (520, 88) | 951 | 929 | -2.3% | 6.9 | 64.0 |
| | | (88, 85) | 951 | 929 | -2.3% | 6.9 | 64.0 |
| | | (85, 391) | 951 | 929 | -2.4% | 6.9 | 63.9 |
| | | (391, 86) | 951 | 929 | -2.3% | 6.9 | 63.9 |
| | | (86, 394) | 951 | 929 | -2.3% | 6.9 | 63.9 |
| | | (394, 87) | 951 | 930 | -2.2% | 6.9 | 63.9 |
| | | (87, 398) | 951 | 930 | -2.2% | 6.9 | 63.9 |
| | | (398, 403) | 951 | 931 | -2.1% | 6.9 | 63.8 |
| | | (403, 77) | 951 | 931 | -2.1% | 6.9 | 63.8 |
| | | (77, 89) | 951 | 932 | -2.0% | 6.9 | 63.8 |
| | | (89, 90) | 951 | 932 | -2.0% | 6.9 | 63.8 |
| | | (90, 91) | 951 | 932 | -2.0% | 6.9 | 63.8 |
| | | (91, 527) | 951 | 932 | -2.0% | 6.9 | 63.8 |
| | | (527, 76) | 951 | 932 | -1.9% | 6.9 | 63.7 |
| | | (76, 75) | 951 | 932 | -2.0% | 6.9 | 63.7 |
| | | (75, 412) | 951 | 932 | -2.0% | 6.9 | 63.7 |
| | | (412, 416) | 951 | 932 | -2.0% | 6.9 | 63.7 |
| | | (416, 526) | 951 | 932 | -2.0% | 6.9 | 63.7 |
| | | (526, 74) | 951 | 932 | -2.0% | 7.0 | 63.7 |
| | | (74, 420) | 951 | 932 | -2.0% | 6.9 | 63.7 |
| | | (420, 424) | 951 | 932 | -2.0% | 6.9 | 63.7 |
| | | (424, 72) | 951 | 933 | -1.9% | 7.0 | 63.7 |
| | | (72, 71) | 951 | 932 | -2.0% | 7.0 | 63.7 |
| | | (71, 70) | 951 | 933 | -1.9% | 7.0 | 63.7 |
| | | (70, 69) | 951 | 933 | -1.9% | 7.0 | 63.7 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 | (69, 68) | 951 | 933 | -1.9% | 7.0 | 63.7 |
| | | (68, 67) | 951 | 933 | -1.9% | 7.0 | 63.7 |
| | | (67, 66) | 951 | 933 | -1.9% | 7.0 | 63.6 |
| | | (66, 58) | 951 | 934 | -1.8% | 7.0 | 63.7 |
| | | (58, 560) | 951 | 934 | -1.8% | 7.0 | 63.7 |
| | | (560, 558) | 951 | 934 | -1.8% | 7.0 | 63.7 |
| NB On Ramp from SR 674 | NB Off Ramp to Big Bend Road | (557, 556) | 951 | 933 | -1.9% | 7.0 | 63.7 |
| | | (556, 555) | 951 | 932 | -2.0% | 7.0 | 63.6 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (555, 554) | 951 | 932 | -2.0% | 7.0 | 63.7 |
| | | (554, 445) | 951 | 931 | -2.1% | 7.0 | 63.7 |
| | | (445, 446) | 951 | 932 | -2.0% | 6.9 | 63.7 |
| | | (446, 447) | 951 | 930 | -2.2% | 6.9 | 63.7 |
| | | (447, 552) | 951 | 930 | -2.2% | 6.9 | 63.6 |
| | | (552, 571) | 951 | 929 | -2.4% | 6.9 | 63.6 |
| | | (571, 603) | 2,217 | 928 | -2.4% | 6.9 | 63.6 |
| | | (603, 600) | 2,217 | 2,090 | -5.7% | 11.3 | 62.2 |
| | | (600, 650) | 2,217 | 2,089 | -5.8% | 15.9 | 62.6 |
| | | (650, 457) | 2,217 | 2,088 | -5.8% | 15.9 | 62.6 |
| | | (457, 458) | 2,217 | 2,086 | -5.9% | 15.9 | 62.5 |
| | | (458, 459) | 2,217 | 2,085 | -6.0% | 15.9 | 62.4 |
| | | (459, 460) | 2,077 | 2,083 | -6.0% | 14.1 | 62.3 |
| | | (460, 547) | 2,077 | 1,901 | -8.5% | 14.4 | 62.6 |
| | | (547, 546) | 2,077 | 1,899 | -8.6% | 14.4 | 62.5 |
| | | (546, 470) | 2,077 | 1,897 | -8.7% | 14.4 | 62.4 |
| (470, 542) | 2,077 | 1,895 | -8.8% | 14.4 | 62.4 | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (542, 59) | 2,077 | 1,893 | -8.8% | 14.4 | 62.4 |
| | | (59,159) | 2,077 | 1,892 | -8.9% | 14.4 | 62.3 |
| | | (159, 161) | 2,077 | 1,891 | -9.0% | 14.4 | 62.3 |
| | | (161, 163) | 2,077 | 1,890 | -9.0% | 14.4 | 62.3 |
| | | (163, 502) | 2,077 | 1,888 | -9.1% | 14.4 | 62.2 |
| | | (502, 165) | 2,077 | 1,886 | -9.2% | 14.4 | 62.2 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (165, 170) | 2,077 | 1,884 | -9.3% | 14.4 | 62.1 |
| | | (170, 173) | 2,077 | 1,882 | -9.4% | 14.4 | 62.1 |
| | | (173, 174) | 2,077 | 1,882 | -9.4% | 14.4 | 62.1 |
| | | (174, 175) | 2,077 | 1,880 | -9.5% | 14.4 | 62.1 |
| | | (175, 177) | 2,077 | 1,878 | -9.6% | 14.4 | 62.1 |
| | | (177, 184) | 2,077 | 1,876 | -9.7% | 14.4 | 62.0 |
| | | (184, 185) | 2,077 | 1,874 | -9.8% | 14.4 | 62.0 |
| | | (185, 186) | 2,077 | 1,871 | -9.9% | 14.4 | 62.0 |
| | | (186, 187) | 2,077 | 1,868 | -10.0% | 14.3 | 61.9 |
| | | (187, 188) | 2,077 | 1,867 | -10.1% | 14.3 | 61.9 |
| | | (188, 189) | 2,077 | 1,865 | -10.2% | 14.3 | 61.9 |
| NB Off Ramp to Gibsonton Dr | NB on Ramp from Gibsonton Dr | (189, 190) | 2,077 | 1,862 | -10.4% | 14.5 | 61.2 |
| | | (190, 191) | 2,077 | 1,861 | -10.4% | 10.5 | 61.8 |
| | | (191, 192) | 1,777 | 1,375 | -22.6% | 10.4 | 62.8 |
| | | (192, 193) | 1,777 | 1,374 | -22.7% | 10.4 | 63.0 |
| | | (193, 194) | 1,777 | 1,372 | -22.8% | 10.4 | 62.9 |
| (194, 195) | 1,777 | 1,369 | -23.0% | 10.4 | 62.8 | | |
| NB On Ramp from Gibsonton Dr | NB off Ramp to US 301 | (195, 196) | 1,777 | 1,367 | -23.1% | 10.4 | 62.7 |
| | | (196, 197) | 1,777 | 1,364 | -23.2% | 10.4 | 62.6 |
| | | (197, 198) | 1,777 | 1,363 | -23.3% | 10.3 | 62.6 |
| | | (198, 199) | 1,777 | 1,360 | -23.5% | 10.3 | 62.6 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|----------|----|------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (199, 38) | 1,777 | 1,359 | -23.5% | 10.3 | 62.6 |
| | | (38, 37) | 1,777 | 1,357 | -23.6% | 10.3 | 62.6 |
| | | (37, 206) | 1,777 | 1,784 | -18.1% | 9.4 | 62.3 |
| | | (206, 47) | 2,178 | 1,784 | -18.1% | 13.6 | 62.4 |
| | | (47, 44) | 2,178 | 1,782 | -18.2% | 13.6 | 62.4 |

Table 7-8 I-75 Southbound EL Build (2025) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from US 301 | SB Off Ramp to Gibsonton Dr | (296, 516) | 2,319 | 2,274 | -1.9% | 17.1 | 63.3 |
| | | (516, 295) | 2,319 | 2,275 | -1.9% | 17.2 | 62.9 |
| | | (295, 294) | 2,319 | 2,275 | -1.9% | 17.3 | 62.6 |
| | | (294, 293) | 2,319 | 2,276 | -1.9% | 17.3 | 62.4 |
| | | (293, 291) | 2,915 | 2,774 | -4.8% | 15.4 | 61.6 |
| | | (291, 290) | 2,915 | 2,774 | -4.8% | 21.5 | 61.4 |
| | | (290, 289) | 2,915 | 2,775 | -4.8% | 19.6 | 61.0 |
| | | (289, 288) | 2,009 | 2,139 | 6.4% | 16.3 | 62.4 |
| | | (288, 287) | 2,009 | 2,139 | 6.5% | 16.3 | 62.2 |
| | | (287, 286) | 2,009 | 2,139 | 6.5% | 16.4 | 62.0 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (286, 285) | 2,009 | 2,140 | 6.5% | 16.4 | 62.0 |
| | | (285, 284) | 2,009 | 2,140 | 6.5% | 16.4 | 61.9 |
| | | (284, 283) | 2,009 | 2,140 | 6.5% | 16.4 | 61.9 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (283, 282) | 2,009 | 2,141 | 6.6% | 16.4 | 61.8 |
| | | (282, 281) | 2,009 | 2,141 | 6.6% | 16.5 | 61.8 |
| | | (281, 280) | 2,009 | 2,142 | 6.6% | 16.5 | 61.7 |
| | | (280, 279) | 2,009 | 2,143 | 6.7% | 16.5 | 61.7 |
| | | (279, 278) | 2,009 | 2,143 | 6.6% | 16.5 | 61.6 |
| | | (278, 277) | 2,009 | 2,143 | 6.7% | 16.5 | 61.6 |
| | | (277, 276) | 2,009 | 2,143 | 6.7% | 16.5 | 61.6 |
| | | (276, 275) | 2,009 | 2,145 | 6.8% | 16.5 | 61.5 |
| | | (275, 274) | 2,009 | 2,146 | 6.8% | 16.6 | 61.5 |
| | | (274, 273) | 2,009 | 2,146 | 6.8% | 16.6 | 61.5 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (273, 272) | 2,009 | 2,146 | 6.8% | 16.6 | 61.4 |
| | | (272, 256) | 2,009 | 2,148 | 6.9% | 16.6 | 61.4 |
| | | (256, 255) | 2,009 | 2,148 | 6.9% | 16.6 | 61.4 |
| | | (255, 254) | 2,009 | 2,146 | 6.8% | 16.6 | 61.4 |
| | | (254, 253) | 2,009 | 2,147 | 6.9% | 16.6 | 61.4 |
| | | (253, 252) | 2,009 | 2,148 | 6.9% | 16.6 | 61.4 |
| | | (252, 251) | 2,009 | 2,147 | 6.9% | 16.6 | 61.4 |
| | | (251, 250) | 2,009 | 2,148 | 6.9% | 16.6 | 61.3 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 | (250, 249) | 2,009 | 2,148 | 6.9% | 16.6 | 61.3 |
| | | (249, 248) | 2,009 | 2,150 | 7.0% | 16.7 | 61.3 |
| | | (248, 247) | 2,009 | 2,151 | 7.1% | 16.7 | 61.3 |
| | | (247, 246) | 2,009 | 2,151 | 7.1% | 16.7 | 61.3 |
| | | (246, 245) | 2,009 | 2,149 | 7.0% | 16.7 | 61.3 |
| | | (245, 244) | 2,009 | 2,150 | 7.0% | 16.7 | 61.3 |
| | | (244, 243) | 2,009 | 2,150 | 7.0% | 16.7 | 61.2 |
| | | (243, 123) | 2,009 | 2,148 | 6.9% | 16.7 | 61.2 |
| | | (123, 119) | 2,009 | 2,146 | 6.8% | 16.7 | 61.2 |
| | | (119, 109) | 2,176 | 2,320 | 6.6% | 12.5 | 60.9 |
| | | (109, 107) | 2,176 | 2,319 | 6.6% | 18.1 | 61.0 |
| | | (107, 105) | 2,176 | 2,318 | 6.5% | 18.0 | 61.1 |
| | | (105, 103) | 2,176 | 2,316 | 6.4% | 18.0 | 61.1 |
| | | (103, 101) | 2,176 | 2,315 | 6.4% | 18.0 | 61.1 |
| | | (101, 125) | 2,176 | 2,315 | 6.4% | 18.0 | 61.1 |
| | | (125, 99) | 1,253 | 1,176 | -6.2% | 8.9 | 63.1 |
| | | (99, 98) | 1,253 | 1,174 | -6.3% | 8.8 | 63.3 |
| | | (98, 97) | 1,253 | 1,173 | -6.4% | 8.8 | 63.2 |
| (97, 96) | 1,253 | 1,171 | -6.5% | 8.8 | 63.1 | | |
| SB Off Ramp to SR 674 | SB On Ramp from SR 674 | (96, 95) | 1,253 | 1,170 | -6.7% | 8.8 | 63.1 |
| | | (95, 94) | 1,253 | 1,169 | -6.7% | 8.8 | 63.1 |
| | | (94, 305) | 1,253 | 1,169 | -6.7% | 8.8 | 63.1 |
| | | (305, 307) | 1,253 | 1,168 | -6.8% | 8.8 | 63.1 |
| | | (307, 313) | 1,253 | 1,167 | -6.9% | 8.8 | 63.1 |
| | | (313, 317) | 1,253 | 1,170 | -6.7% | 8.8 | 63.1 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (317, 319) | 1,253 | 1,165 | -7.0% | 8.8 | 63.0 |
| | | (319, 323) | 1,253 | 1,165 | -7.0% | 8.8 | 63.0 |
| | | (323, 368) | 1,253 | 1,164 | -7.1% | 8.8 | 63.0 |
| | | (368, 335) | 1,253 | 1,161 | -7.3% | 8.8 | 63.0 |
| | | (335, 337) | 1,253 | 1,157 | -7.6% | 8.8 | 63.0 |
| | | (337, 418) | 1,253 | 1,157 | -7.6% | 8.7 | 63.0 |
| | | (418, 413) | 1,253 | 1,156 | -7.7% | 8.7 | 63.0 |
| | | (413, 359) | 1,253 | 1,156 | -7.8% | 8.7 | 63.0 |
| | | (359, 410) | 1,253 | 1,155 | -7.8% | 8.7 | 63.0 |
| | | (410, 361) | 1,253 | 1,153 | -8.0% | 8.7 | 63.0 |
| | | (361, 409) | 1,253 | 1,152 | -8.1% | 8.7 | 63.0 |
| | | (409, 363) | 1,253 | 1,151 | -8.1% | 8.7 | 63.0 |
| | | (363, 405) | 1,253 | 1,150 | -8.2% | 8.7 | 63.0 |
| | | (405, 365) | 1,253 | 1,149 | -8.3% | 8.7 | 63.0 |
| | | (365, 401) | 1,376 | 1,148 | -8.3% | 8.7 | 63.0 |
| | | (401, 605) | 1,376 | 1,273 | -7.5% | 7.0 | 62.9 |
| | | (605, 370) | 1,376 | 1,271 | -7.6% | 9.6 | 62.9 |
| | | (370, 397) | 1,376 | 1,268 | -7.8% | 9.6 | 62.9 |
| (397, 393) | 1,376 | 1,266 | -8.0% | 9.6 | 62.9 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|----------|----|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (393, 373) | 1,376 | 1,264 | -8.1% | 9.6 | 62.9 |
| | | (373, 389) | 1,376 | 1,263 | -8.2% | 9.5 | 62.9 |
| | | (389, 525) | 1,376 | 1,262 | -8.3% | 9.5 | 62.9 |
| | | (525, 375) | 1,376 | 1,262 | -8.3% | 9.5 | 62.8 |
| | | (375, 530) | 1,376 | 1,261 | -8.4% | 9.5 | 62.8 |
| | | (530, 377) | 1,376 | 1,260 | -8.4% | 9.5 | 62.8 |
| | | (377, 379) | 1,376 | 1,259 | -8.5% | 9.5 | 62.8 |
| | | (379, 533) | 1,376 | 1,258 | -8.6% | 9.5 | 62.8 |
| | | (533, 537) | 1,376 | 1,256 | -8.7% | 9.5 | 62.8 |
| | | (537, 541) | 1,376 | 1,255 | -8.8% | 9.5 | 62.8 |
| | | (541, 550) | 1,376 | 1,253 | -8.9% | 9.5 | 62.8 |
| | | (550, 567) | 1,376 | 1,252 | -9.0% | 9.5 | 62.7 |
| | | (567, 562) | 1,376 | 1,252 | -9.0% | 9.5 | 62.8 |
| | | (562, 572) | 1,376 | 1,251 | -9.1% | 9.7 | 61.2 |
| | | (572, 574) | 171 | 1,249 | -9.2% | 9.2 | 58.2 |
| | | (574, 580) | 171 | 149 | -13.1% | 1.1 | 64.2 |
| | | (580, 584) | 171 | 148 | -13.2% | 1.1 | 64.6 |
| | | (584, 589) | 171 | 148 | -13.3% | 1.1 | 64.6 |
| | | (589, 592) | 171 | 148 | -13.4% | 1.1 | 64.7 |
| | | (592, 596) | 171 | 148 | -13.6% | 1.1 | 64.7 |

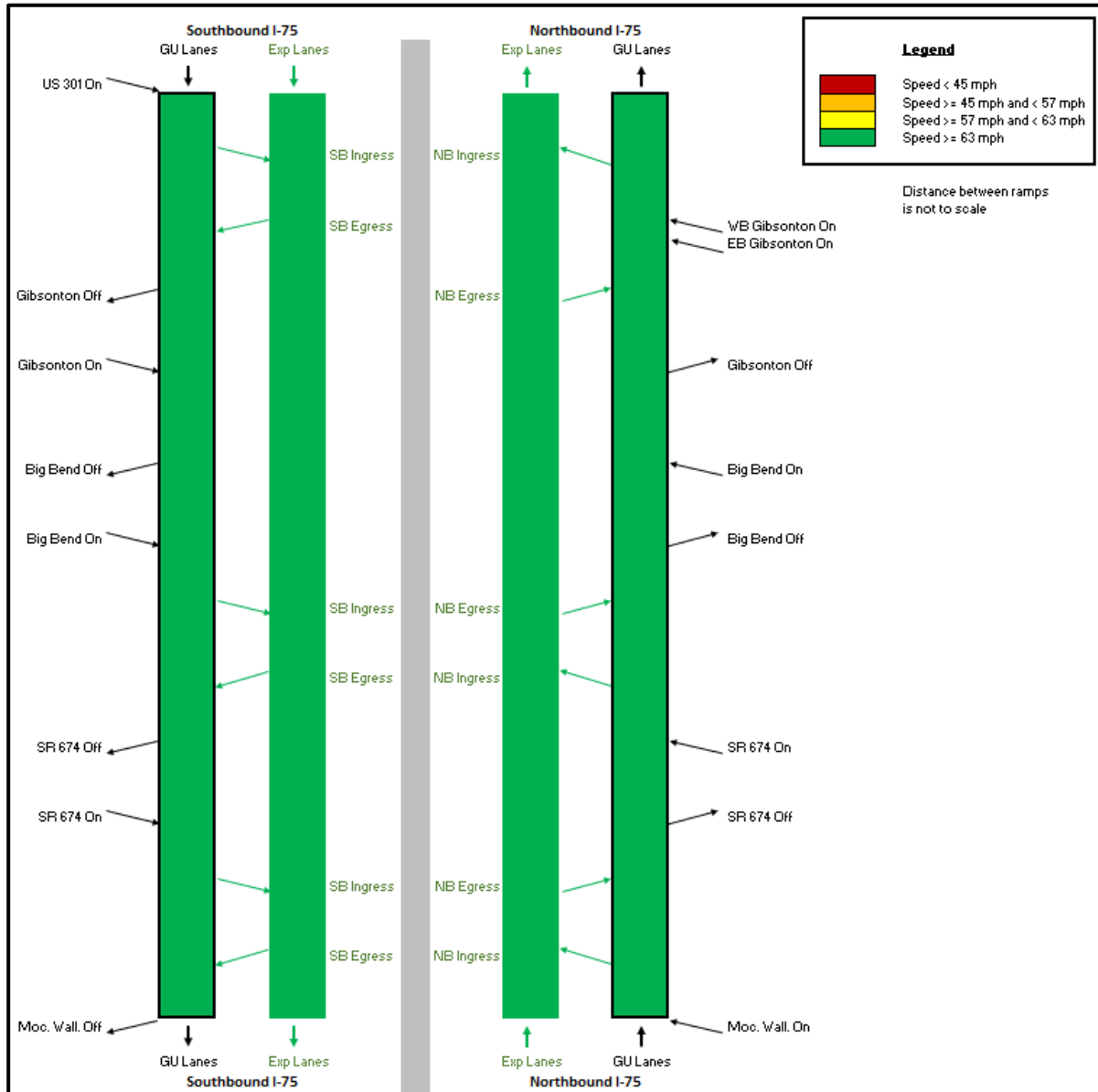


Figure 7-1 Speed Temperature Chart Build (2025) – AM Peak Period

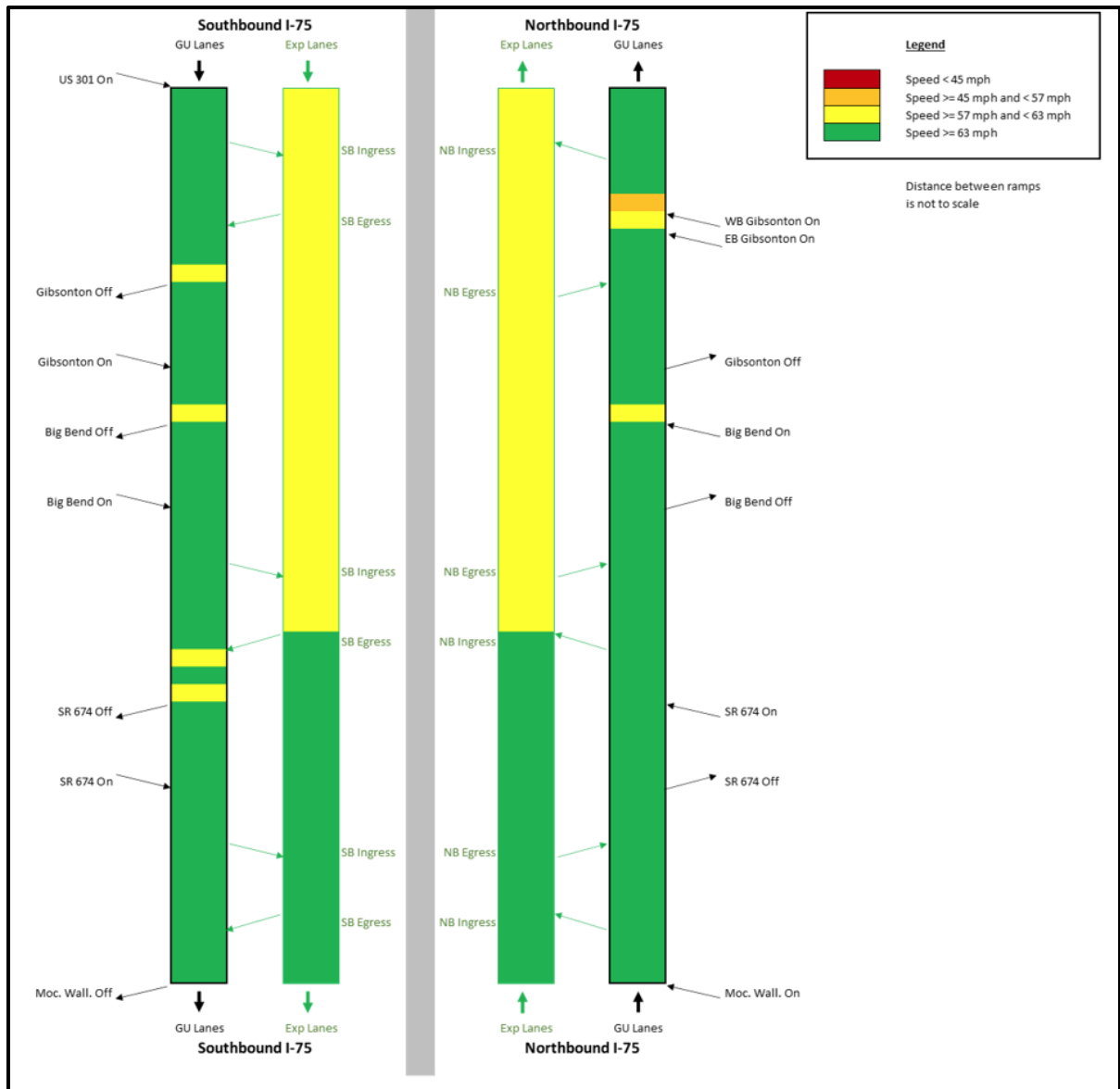


Figure 7-2 Speed Temperature Chart Build (2025) – PM Peak Period

Ramp analysis for the Build condition in opening year (2025) was conducted at all mainline on-ramp and off-ramp segments for the interchanges of SR 674, Big Bend Road and Gibsonton Drive. The weighted average speeds for the interchange ramps were calculated based on segment link length and the analysis included all links coded as a ramp links in the CORSIM model (Freesim and Netsim links). Weighted average speed for the interchange ramps in opening year (2025) are summarized in **Table 7-9** and **Table 7-10**. A detail analysis of all ramp link segments speeds is provided in **Appendix H**.

Table 7-9 Ramp Weighted Average Speed Build (2025) – AM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|---------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 34.3 |
| | I-75 NB On Ramp from SR 674 | 45 | 35.0 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 38.6 |
| | I-75 NB On Ramp from Big Bend Rd. | 45 | 37.6 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 50 | 39.5 |
| | I-75 NB On Ramp from Gibsonton Dr. EB | 50 | 35.7 |
| | I-75 NB On Ramp from Gibsonton Dr. WB | 45 | 40.2 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 37.5 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 33.2 |
| | I-75 SB Off Ramp to Big Bend Rd. | 45 | 39.9 |
| | I-75 SB On Ramp from Big Bend Rd. | 45 | 38.0 |
| | I-75 SB Off Ramp to SR 674 | 45 | 36.2 |
| | I-75 SB On Ramp from SR 674 | 45 | 36.7 |

Table 7-10 Ramp Weighted Average Speed Build (2025) – PM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|---------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 34.9 |
| | I-75 NB On Ramp from SR 674 | 45 | 35.4 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 38.1 |
| | I-75 NB On Ramp from Big Bend Rd. | 45 | 37.8 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 50 | 37.6 |
| | I-75 NB On Ramp from Gibsonton Dr. EB | 50 | 38.0 |
| | I-75 NB On Ramp from Gibsonton Dr. WB | 45 | 38.0 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 32.0 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 32.0 |
| | I-75 SB Off Ramp to Big Bend Rd. | 45 | 38.3 |
| | I-75 SB On Ramp from Big Bend Rd. | 45 | 37.8 |
| | I-75 SB Off Ramp to SR 674 | 45 | 33.7 |
| | I-75 SB On Ramp from SR 674 | 45 | 36.0 |

The ramp terminal intersections at the arterials were evaluated for the Build (2025) condition at the SR 674 and Gibsonton Drive interchanges and are shown in **Table 7-11** and **Table 7-12**. The output MOEs results from the CORSIM evaluation were compared to the Highway Capacity Manual (HCM) LOS criteria to determine LOS. The overall intersection delay and LOS is a weighted average calculation based on all the movements at the intersection.

Table 7-11 Ramp Terminal Intersection LOS at SR 674 –Build (2025)

| I-75 Intersections @ SR 674 | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|-----------------------------|-------------|--|------------|-----------|------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | 27.7 (C) | 39.8 (D) | 6.5 (A) | -- | 23.7 (C) |
| | PM | 28.5 (C) | 24.2 (C) | 5.2 (A) | -- | 18.7 (B) |
| Northbound Ramps | AM | 14.6 (B) | 43.0 (D) | 9.0 (A) | -- | 14.4 (B) |
| | PM | 11.9 (B) | 38.4 (D) | 8.2 (A) | -- | 11.8 (B) |

Table 7-12 Ramp Terminal Intersection LOS at Gibsonton Dr –Build (2025)

| I-75 Intersections @ Gibsonton | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|--------------------------------|-------------|--|------------|-----------|------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | 15.9 (B) | -- | 21.0 (C) | 32.7 (C) | 16.0 (B) |
| | PM | 25.8 (C) | -- | 6.7 (A) | 25.8 (C) | 15.3 (B) |
| Northbound Ramps | AM | 12.8 (B) | 15.5 (B) | 38.3 (D) | -- | 17.3 (B) |
| | PM | 12.6 (B) | 15.4 (B) | 40.2 (D) | -- | 17.8 (B) |

The systemwide network measures of performance summary results for the Build condition in opening year (2025) are shown in **Table 7-13**.

Table 7-13 Systemwide Network Measures of Performance Summary – Build (2025)

| Measure of Effectiveness | Build (2025) | |
|--------------------------|--------------|---------|
| | AM Peak | PM Peak |
| Total Vehicle Miles | 819,142 | 825,349 |
| Move Time (veh-hr) | 12,618 | 12,735 |
| Delay Time (veh-hr) | 1819 | 2359 |
| Total Time (veh-hr) | 14,437 | 15,094 |
| Average Speed (mph) | 56.74 | 54.68 |
| Move/Total | 0.87 | 0.84 |
| Delay Time | 0.13 | 0.17 |
| Total Time | 1.06 | 1.10 |

7.2 DESIGN YEAR (2045) BUILD ANALYSIS

The design year (2045) hourly traffic volumes are provided in **Figure 5-12** and the Build geometry is provided in **Figure 2-2** and **Figure 2-3**. The I-75 mainline performance results for the Build Alternative for design year (2045) are shown in **Table 7-14** through **Table 7-21**. Speed temperature charts for the I-75 mainline are shown in **Figure 7-3** and **Figure 7-4** for AM and PM peak periods, respectively.

Table 7-14 I-75 Northbound GUL Build (2045) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB EL Ingress Ramp | (598, 594) | 5,253 | 5321 | 1.3% | 24.5 | 67.6 |
| | | (594, 588) | 5,253 | 5320 | 1.3% | 24.7 | 66.4 |
| | | (588, 586) | 5,253 | 5320 | 1.3% | 24.9 | 66.0 |
| | | (586, 582) | 5,253 | 5319 | 1.2% | 25.2 | 65.1 |
| | | (582, 576) | 5,253 | 5318 | 1.2% | 23.3 | 64.1 |
| NB EL Ingress Ramp | NB EL Egress Ramp | (576, 564) | 4,227 | 4259 | 0.8% | 19.9 | 66.3 |
| | | (564, 569) | 4,227 | 4259 | 0.8% | 19.8 | 66.5 |
| | | (569, 566) | 4,227 | 4259 | 0.8% | 19.8 | 66.3 |
| | | (566, 549) | 4,227 | 4259 | 0.8% | 19.9 | 66.3 |
| | | (549, 544) | 4,227 | 4259 | 0.8% | 19.9 | 66.2 |
| | | (544, 539) | 4,227 | 4258 | 0.7% | 19.9 | 66.2 |
| | | (539, 535) | 4,227 | 4257 | 0.7% | 19.9 | 66.1 |
| | | (535, 80) | 4,227 | 4256 | 0.7% | 19.9 | 66.1 |
| | | (80, 79) | 4,227 | 4256 | 0.7% | 19.9 | 66.0 |
| NB EL Egress Ramp | NB Off Ramp to SR 674 | (79, 531) | 4,227 | 4257 | 0.7% | 19.9 | 65.9 |
| | | (531, 522) | 4,364 | 4388 | 0.6% | 15.6 | 65.8 |
| | | (522, 523) | 4,364 | 4388 | 0.5% | 20.6 | 65.7 |
| | | (523, 390) | 4,364 | 4386 | 0.5% | 20.6 | 65.8 |
| | | (390, 64) | 4,364 | 4386 | 0.5% | 20.6 | 65.8 |
| | | (64, 395) | 4,364 | 4386 | 0.5% | 20.6 | 65.7 |
| | | (395, 84) | 4,364 | 4385 | 0.5% | 20.6 | 65.7 |
| | | (84, 399) | 4,364 | 4384 | 0.5% | 20.6 | 65.6 |
| | | (399, 402) | 4,364 | 4384 | 0.5% | 20.6 | 65.6 |
| | | (402, 406) | 4,364 | 4384 | 0.5% | 20.6 | 65.6 |
| | | (406, 83) | 4,364 | 4383 | 0.4% | 20.7 | 65.6 |
| | | (83, 407) | 4,364 | 4384 | 0.4% | 20.7 | 65.6 |
| | | (407, 82) | 4,364 | 4383 | 0.4% | 20.7 | 65.5 |
| | | (82, 81) | 4,364 | 4381 | 0.4% | 20.7 | 65.5 |
| | | (81, 63) | 4,364 | 4379 | 0.3% | 20.7 | 65.5 |
| | | (63, 62) | 4,364 | 4378 | 0.3% | 20.7 | 65.5 |
| | | (62, 411) | 4,364 | 4378 | 0.3% | 20.7 | 65.5 |
| (411, 415) | 4,364 | 4378 | 0.3% | 20.7 | 65.5 | | |
| (415, 61) | 4,364 | 4376 | 0.3% | 20.7 | 65.4 | | |
| (61, 421) | 4,364 | 4377 | 0.3% | 20.7 | 65.4 | | |
| (421, 425) | 4,364 | 4377 | 0.3% | 20.7 | 65.4 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|---------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (425, 169) | 4,364 | 4375 | 0.3% | 20.7 | 65.4 |
| | | (169, 168) | 4,364 | 4372 | 0.2% | 20.7 | 65.4 |
| | | (168, 167) | 4,364 | 4372 | 0.2% | 20.7 | 65.3 |
| | | (167, 426) | 4,364 | 4372 | 0.2% | 20.8 | 64.9 |
| | | (426, 166) | 4,364 | 4370 | 0.1% | 18.1 | 63.8 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 | (166, 164) | 3,706 | 3723 | 0.5% | 17.4 | 66.2 |
| | | (164, 162) | 3,706 | 3725 | 0.5% | 17.3 | 66.3 |
| | | (162, 160) | 3,706 | 3724 | 0.5% | 17.4 | 66.2 |
| | | (160, 158) | 3,706 | 3724 | 0.5% | 17.4 | 66.1 |
| | | (158, 157) | 3,706 | 3724 | 0.5% | 17.4 | 66.1 |
| NB On Ramp from SR 674 | NB Off Ramp to Big Bend Road | (157, 156) | 6,749 | 6739 | -0.2% | 20.8 | 61.3 |
| | | (156, 60) | 6,749 | 6738 | -0.2% | 24.0 | 64.9 |
| | | (60, 155) | 6,749 | 6737 | -0.2% | 23.7 | 65.8 |
| | | (155, 442) | 6,749 | 6733 | -0.2% | 23.8 | 65.7 |
| | | (442, 154) | 6,749 | 6733 | -0.2% | 23.8 | 65.7 |
| | | (154, 153) | 6,749 | 6731 | -0.3% | 23.9 | 65.3 |
| | | (153, 152) | 6,749 | 6728 | -0.3% | 28.3 | 55.2 |
| | | (152, 171) | 6,749 | 6722 | -0.4% | 34.1 | 45.7 |
| | | (171, 151) | 4,842 | 4453 | -8.0% | 17.8 | 63.8 |
| | | (151, 150) | 4,842 | 4450 | -8.1% | 21.0 | 65.6 |
| | | (150, 172) | 4,842 | 4447 | -8.1% | 20.8 | 65.9 |
| | | (172, 149) | 4,842 | 4445 | -8.2% | 20.8 | 65.9 |
| | | (149, 148) | 4,842 | 4439 | -8.3% | 20.9 | 65.5 |
| | | (148, 147) | 4,842 | 4438 | -8.4% | 21.0 | 65.2 |
| | | (147, 146) | 5,053 | 4814 | -4.7% | 17.4 | 64.8 |
| (146, 144) | 5,053 | 4809 | -4.8% | 23.0 | 64.7 | | |
| (144, 142) | 5,053 | 4803 | -4.9% | 22.7 | 62.4 | | |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 4,296 | 3950 | -8.0% | 18.5 | 65.9 |
| | | (140, 138) | 4,296 | 3946 | -8.1% | 19.0 | 64.7 |
| | | (138, 136) | 4,296 | 3933 | -8.5% | 21.2 | 59.5 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (136, 134) | 8,044 | 7615 | -5.3% | 54.6 | 29.4 |
| | | (134, 132) | 8,044 | 7608 | -5.4% | 44.0 | 49.1 |
| | | (132, 131) | 8,044 | 7601 | -5.5% | 40.0 | 58.7 |
| | | (131, 130) | 8,044 | 7597 | -5.6% | 39.2 | 59.9 |
| | | (130, 129) | 8,044 | 7593 | -5.6% | 39.1 | 60.0 |
| | | (129, 128) | 8,044 | 7586 | -5.7% | 39.0 | 60.1 |
| | | (128, 127) | 8,044 | 7580 | -5.8% | 38.9 | 60.2 |
| | | (127, 126) | 8,044 | 7572 | -5.9% | 38.8 | 60.4 |
| | | (126, 124) | 8,044 | 7564 | -6.0% | 38.9 | 60.1 |
| (124, 122) | 8,044 | 7557 | -6.1% | 32.7 | 59.4 | | |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr EB | (122, 120) | 7,412 | 6835 | -7.8% | 34.0 | 62.1 |
| | | (120, 118) | 7,724 | 7155 | -7.4% | 26.6 | 62.3 |
| | | (118, 117) | 7,724 | 7155 | -7.4% | 38.5 | 61.1 |
| | | (117, 26) | 7,725 | 7154 | -7.4% | 36.3 | 60.9 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|---------------------------------|---------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB On Ramp from Gibsonton DR EB | NB On Ramp from Gibsonton Dr WB | (26, 116) | 9,004 | 8438 | -6.3% | 31.8 | 61.6 |
| | | (116, 38) | 9,004 | 8435 | -6.3% | 33.7 | 58.7 |
| NB On Ramp from Gibsonton Dr WB | NB Off Ramp to US 301 | (38, 114) | 10,956 | 10388 | -5.2% | 34.2 | 47.7 |
| | | (114, 112) | 10,956 | 10373 | -5.3% | 61.4 | 32.6 |
| | | (112, 110) | 10,956 | 10354 | -5.5% | 43.2 | 55.6 |
| | | (110, 108) | 10,956 | 10354 | -5.5% | 43.2 | 55.6 |
| | | (108, 106) | 10,956 | 10339 | -5.6% | 41.9 | 54.9 |
| | | (106, 104) | 10,274 | 9620 | -6.4% | 33.4 | 61.7 |
| | | (104, 102) | 10,274 | 9611 | -6.4% | 27.6 | 64.6 |
| | | (102, 100) | 10,274 | 9601 | -6.5% | 27.8 | 64.1 |

Table 7-15 I-75 Southbound GUL Build (2045) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from US 301 | SB Off Ramp to Gibsonton Dr | (382, 302) | 8,716 | 8827 | 1.3% | 20.9 | 66.0 |
| | | (302, 304) | 8,716 | 8814 | 1.1% | 29.6 | 57.9 |
| | | (304, 306) | 8,716 | 8807 | 1.0% | 39.7 | 53.9 |
| | | (306, 308) | 8,716 | 8785 | 0.8% | 43.6 | 48.1 |
| | | (308, 309) | 7,984 | 8110 | 1.6% | 60.6 | 32.4 |
| | | (309, 310) | 7,984 | 8070 | 1.1% | 74.8 | 25.1 |
| | | (310, 312) | 7,984 | 8016 | 0.4% | 81.6 | 22.9 |
| | | (312, 314) | 9,096 | 8815 | -3.1% | 70.6 | 23.9 |
| | | (314, 316) | 9,096 | 8806 | -3.2% | 62.6 | 32.6 |
| | | (316, 318) | 9,096 | 8803 | -3.2% | 45.0 | 45.3 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (318, 320) | 6,754 | 6490 | -3.9% | 34.6 | 58.0 |
| | | (320, 321) | 6,754 | 6490 | -3.9% | 32.4 | 61.8 |
| | | (321, 322) | 6,754 | 6489 | -3.9% | 32.1 | 62.5 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 7,213 | 6954 | -3.6% | 29.4 | 60.4 |
| | | (324, 326) | 7,213 | 6953 | -3.6% | 34.5 | 62.3 |
| | | (326, 327) | 7,213 | 6953 | -3.6% | 34.0 | 63.2 |
| | | (327, 328) | 7,213 | 6951 | -3.6% | 33.9 | 63.4 |
| | | (328, 329) | 7,213 | 6949 | -3.7% | 33.8 | 63.5 |
| | | (329, 330) | 7,213 | 6948 | -3.7% | 33.8 | 63.5 |
| | | (330, 331) | 7,213 | 6946 | -3.7% | 33.8 | 63.5 |
| | | (331, 332) | 7,213 | 6945 | -3.7% | 33.8 | 63.5 |
| | | (332, 333) | 7,213 | 6944 | -3.7% | 33.8 | 63.4 |
| | | (333, 334) | 7,213 | 6942 | -3.8% | 26.4 | 63.9 |
| SB Off Ramp to Big Bend Rd | | (334, 336) | 7,213 | 6942 | -3.8% | 27.8 | 57.8 |
| | | (336, 338) | 4,499 | 4285 | -4.7% | 20.4 | 65.0 |
| | | (338, 340) | 4,499 | 4286 | -4.7% | 20.0 | 66.3 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | SB On Ramp from Big Bend Rd | (340, 342) | 4,499 | 4284 | -4.8% | 20.0 | 66.1 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 | (342, 344) | 5,047 | 4837 | -4.2% | 20.5 | 63.9 |
| | | (344, 346) | 5,047 | 4836 | -4.2% | 22.9 | 65.3 |
| | | (346, 347) | 5,047 | 4835 | -4.2% | 22.8 | 65.7 |
| | | (347, 462) | 5,047 | 4833 | -4.2% | 22.8 | 65.5 |
| | | (462, 348) | 5,047 | 4833 | -4.2% | 22.8 | 65.5 |
| | | (348, 349) | 5,047 | 4831 | -4.3% | 22.8 | 65.4 |
| | | (349, 372) | 5,047 | 4829 | -4.3% | 22.8 | 65.3 |
| | | (372, 350) | 5,047 | 4829 | -4.3% | 22.9 | 65.3 |
| | | (350, 115) | 5,047 | 4827 | -4.4% | 23.3 | 60.7 |
| | | (115, 351) | 4,828 | 4619 | -4.3% | 23.4 | 61.1 |
| | | (351, 371) | 4,828 | 4616 | -4.4% | 22.4 | 63.8 |
| | | (371, 352) | 4,828 | 4615 | -4.4% | 21.6 | 65.9 |
| | | (352, 353) | 4,828 | 4612 | -4.5% | 21.8 | 65.4 |
| | | (353, 354) | 4,828 | 4611 | -4.5% | 21.9 | 65.1 |
| | | (354, 355) | 4,828 | 4603 | -4.7% | 21.8 | 65.3 |
| (355, 356) | 6,039 | 5891 | -2.5% | 22.9 | 61.0 | | |
| (356, 357) | 6,039 | 5883 | -2.6% | 29.2 | 62.2 | | |
| (357, 358) | 6,039 | 5873 | -2.8% | 22.5 | 60.7 | | |
| SB Off Ramp to SR 674 | SB On Ramp from SR 674 | (358, 360) | 3,835 | 3429 | -10.6% | 16.3 | 65.0 |
| | | (360, 362) | 3,835 | 3424 | -10.7% | 15.8 | 67.0 |
| | | (362, 135) | 3,835 | 3421 | -10.8% | 15.8 | 66.9 |
| | | (135, 364) | 3,835 | 3418 | -10.9% | 15.8 | 66.8 |
| SB On Ramp from SR 674 | Ingress Ramp | (364, 366) | 4,311 | 3895 | -9.6% | 16.2 | 64.4 |
| | | (366, 367) | 4,311 | 3893 | -9.7% | 18.2 | 66.2 |
| | | (367, 325) | 4,311 | 3887 | -9.8% | 18.1 | 66.4 |
| | | (325, 422) | 4,311 | 3883 | -9.9% | 18.1 | 66.2 |
| | | (422, 417) | 4,311 | 3872 | -10.2% | 18.1 | 66.2 |
| | | (417, 419) | 4,311 | 3868 | -10.3% | 18.1 | 66.1 |
| | | (419, 414) | 4,311 | 3864 | -10.4% | 18.1 | 66.1 |
| | | (414, 339) | 4,311 | 3861 | -10.4% | 18.1 | 66.0 |
| | | (339, 137) | 4,311 | 3858 | -10.5% | 18.1 | 66.0 |
| | | (137, 408) | 4,311 | 3854 | -10.6% | 18.0 | 66.0 |
| | | (408, 139) | 4,311 | 3850 | -10.7% | 18.0 | 66.0 |
| | | (139, 528) | 4,311 | 3847 | -10.8% | 18.0 | 65.9 |
| (528, 404) | 4,311 | 3844 | -10.8% | 16.7 | 65.7 | | |
| NB Ingress Ramp | SB Egress Ramp | (404, 141) | 4,125 | 3669 | -11.1% | 17.1 | 66.2 |
| | | (141, 400) | 4,125 | 3664 | -11.2% | 17.1 | 66.2 |
| | | (400, 143) | 4,125 | 3658 | -11.3% | 17.1 | 66.1 |
| | | (143, 606) | 4,125 | 3653 | -11.5% | 17.1 | 66.1 |
| | | (606, 396) | 4,125 | 3649 | -11.5% | 17.1 | 66.0 |
| | | (396, 392) | 4,125 | 3644 | -11.7% | 17.1 | 66.0 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|----------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (392, 145) | 4,125 | 3641 | -11.7% | 17.0 | 66.0 |
| | | (145, 388) | 4,125 | 3639 | -11.8% | 17.0 | 66.0 |
| | | (388, 524) | 4,125 | 3637 | -11.8% | 17.0 | 66.0 |
| | | (524, 345) | 4,125 | 3635 | -11.9% | 17.0 | 66.0 |
| | | (345, 529) | 4,125 | 3631 | -12.0% | 17.0 | 66.0 |
| | | (529, 343) | 4,125 | 3628 | -12.1% | 17.0 | 66.0 |
| | | (343, 341) | 4,125 | 3624 | -12.2% | 17.0 | 66.0 |
| | | (341, 532) | 4,125 | 3620 | -12.3% | 17.0 | 66.0 |
| | | (532, 536) | 4,125 | 3616 | -12.3% | 16.9 | 66.0 |
| | | (536, 540) | 4,125 | 3614 | -12.4% | 16.9 | 65.9 |
| | | (540, 551) | 4,125 | 3612 | -12.4% | 16.9 | 65.9 |
| | | (551, 568) | 4,125 | 3609 | -12.5% | 16.9 | 65.9 |
| | | (568, 561) | 4,125 | 3607 | -12.6% | 16.9 | 66.0 |
| | | (561, 573) | 4,125 | 3601 | -12.7% | 16.9 | 65.9 |
| SB Egress Ramp | North of Moccasin Wallow Rd | (573, 579) | 5,496 | 4929 | -10.3% | 19.6 | 62.2 |
| | | (579, 590) | 5,496 | 4921 | -10.5% | 23.6 | 64.5 |
| | | (590, 591) | 5,496 | 4912 | -10.6% | 23.4 | 64.9 |
| | | (591, 595) | 5,496 | 4904 | -10.8% | 23.3 | 65.1 |

Table 7-16 I-75 Northbound GUL Build (2045) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| North of Moccasin Wallow Rd | NB EL Ingress Ramp | (598, 594) | 5,289 | 5186 | -2.0% | 24.5 | 67.6 |
| | | (594, 588) | 5,289 | 5187 | -1.9% | 24.7 | 66.4 |
| | | (588, 586) | 5,289 | 5189 | -1.9% | 24.9 | 66.0 |
| | | (586, 582) | 5,289 | 5189 | -1.9% | 25.3 | 64.8 |
| | | (582, 576) | 5,289 | 5190 | -1.9% | 23.7 | 63.2 |
| NB EL Ingress Ramp | NB EL Egress Ramp | (576, 564) | 3,948 | 3894 | -1.4% | 18.6 | 66.4 |
| | | (564, 569) | 3,948 | 3896 | -1.3% | 18.5 | 66.7 |
| | | (569, 566) | 3,948 | 3896 | -1.3% | 18.5 | 66.6 |
| | | (566, 549) | 3,948 | 3896 | -1.3% | 18.5 | 66.5 |
| | | (549, 544) | 3,948 | 3897 | -1.3% | 18.6 | 66.5 |
| | | (544, 539) | 3,948 | 3897 | -1.3% | 18.6 | 66.4 |
| | | (539, 535) | 3,948 | 3897 | -1.3% | 18.6 | 66.4 |
| | | (535, 80) | 3,948 | 3898 | -1.3% | 18.6 | 66.4 |
| | | (80, 79) | 3,948 | 3899 | -1.2% | 18.6 | 66.3 |
| NB EL Egress Ramp | NB Off Ramp to SR 674 | (79, 531) | 3,948 | 3899 | -1.2% | 18.6 | 66.3 |
| | | (531, 522) | 4,086 | 4031 | -1.3% | 14.8 | 66.1 |
| | | (522, 523) | 4,086 | 4031 | -1.3% | 19.3 | 66.0 |
| | | (523, 390) | 4,086 | 4032 | -1.3% | 19.3 | 66.1 |
| | | (390, 64) | 4,086 | 4032 | -1.3% | 19.3 | 66.1 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (64, 395) | 4,086 | 4033 | -1.3% | 19.3 | 66.0 |
| | | (395, 84) | 4,086 | 4034 | -1.3% | 19.4 | 66.0 |
| | | (84, 399) | 4,086 | 4036 | -1.2% | 19.4 | 65.9 |
| | | (399, 402) | 4,086 | 4037 | -1.2% | 19.4 | 65.9 |
| | | (402, 406) | 4,086 | 4038 | -1.2% | 19.4 | 65.9 |
| | | (406, 83) | 4,086 | 4037 | -1.2% | 19.4 | 65.8 |
| | | (83, 407) | 4,086 | 4039 | -1.1% | 19.4 | 65.8 |
| | | (407, 82) | 4,086 | 4040 | -1.1% | 19.4 | 65.8 |
| | | (82, 81) | 4,086 | 4041 | -1.1% | 19.5 | 65.8 |
| | | (81, 63) | 4,086 | 4041 | -1.1% | 19.5 | 65.8 |
| | | (63, 62) | 4,086 | 4043 | -1.1% | 19.5 | 65.8 |
| | | (62, 411) | 4,086 | 4043 | -1.0% | 19.5 | 65.8 |
| | | (411, 415) | 4,086 | 4042 | -1.1% | 19.5 | 65.8 |
| | | (421, 425) | 4,086 | 4047 | -0.9% | 19.5 | 65.7 |
| | | (425, 169) | 4,086 | 4047 | -1.0% | 19.5 | 65.7 |
| | | (169, 168) | 4,086 | 4,048 | -0.9% | 19.5 | 65.7 |
| | | (168, 167) | 4,086 | 4,049 | -0.9% | 19.5 | 65.7 |
| | | (167, 426) | 4,086 | 4,050 | -0.9% | 19.6 | 65.5 |
| | | (426, 166) | 4,086 | 4,050 | -0.9% | 17.0 | 64.6 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 | (166, 164) | 3,610 | 3,562 | -1.3% | 17.0 | 66.2 |
| | | (164, 162) | 3,610 | 3,563 | -1.3% | 17.0 | 66.3 |
| | | (162, 160) | 3,610 | 3,565 | -1.2% | 17.0 | 66.2 |
| | | (160, 158) | 3,610 | 3,566 | -1.2% | 17.1 | 66.2 |
| | | (158, 157) | 3,610 | 3,566 | -1.2% | 17.1 | 66.2 |
| NB On Ramp from SR 674 | NB Off Ramp to Big Bend Road | (157, 156) | 5,814 | 5,706 | -1.9% | 17.2 | 64.4 |
| | | (156, 60) | 5,814 | 5,705 | -1.9% | 20.6 | 65.8 |
| | | (60, 155) | 5,814 | 5,702 | -1.9% | 20.5 | 66.1 |
| | | (155, 442) | 5,814 | 5,700 | -2.0% | 20.5 | 66.0 |
| | | (442, 154) | 5,814 | 5,699 | -2.0% | 20.5 | 66.0 |
| | | (154, 153) | 5,814 | 5,699 | -2.0% | 20.5 | 66.0 |
| | | (153, 152) | 5,814 | 5,698 | -2.0% | 20.9 | 64.9 |
| | | (152, 171) | 5,814 | 5,695 | -2.0% | 22.7 | 59.5 |
| | | (171, 151) | 4,412 | 4,069 | -7.8% | 16.4 | 65.0 |
| | | (151, 150) | 4,412 | 4,066 | -7.8% | 19.5 | 66.0 |
| | | (150, 172) | 4,412 | 4,063 | -7.9% | 19.5 | 66.1 |
| | | (172, 149) | 4,412 | 4,060 | -8.0% | 19.5 | 66.1 |
| | | (149, 148) | 4,412 | 4,058 | -8.0% | 19.5 | 66.1 |
| | | (148, 147) | 4,412 | 4,054 | -8.1% | 19.5 | 66.0 |
| | | (147, 146) | 4,608 | 4,324 | -6.2% | 15.8 | 65.6 |
| | | (146, 144) | 4,608 | 4,319 | -6.3% | 20.9 | 65.5 |
| | | (144, 142) | 4,608 | 4,315 | -6.4% | 20.5 | 63.5 |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (142, 140) | 4,060 | 3,708 | -8.7% | 17.8 | 66.0 |
| | | (140, 138) | 4,060 | 3,702 | -8.8% | 17.6 | 66.5 |
| | | (138, 136) | 4,060 | 3,694 | -9.0% | 18.2 | 64.3 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|---------------------------------|---------------------------------|--------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (136, 134) | 6,774 | 6,344 | -6.3% | 28.6 | 47.9 |
| | | (134, 132) | 6,774 | 6,341 | -6.4% | 32.2 | 57.4 |
| | | (132, 131) | 6,774 | 6,335 | -6.5% | 31.7 | 63.4 |
| | | (131, 130) | 6,774 | 6,333 | -6.5% | 31.4 | 63.9 |
| | | (130, 129) | 6,774 | 6,331 | -6.5% | 31.4 | 63.9 |
| | | (129, 128) | 6,774 | 6,326 | -6.6% | 31.3 | 64.0 |
| | | (128, 127) | 6,774 | 6,322 | -6.7% | 31.3 | 64.0 |
| | | (127, 126) | 6,774 | 6,320 | -6.7% | 31.3 | 63.9 |
| | | (126, 124) | 6,774 | 6,316 | -6.8% | 31.3 | 63.9 |
| NB Off Ramp to Gibsonton Dr | NB On Ramp from Gibsonton Dr EB | (122, 120) | 6,317 | 5,796 | -8.2% | 28.8 | 63.7 |
| | | (120, 118) | 6,931 | 6,426 | -7.3% | 25.0 | 61.0 |
| | | (118, 117) | 6,931 | 6,421 | -7.4% | 33.9 | 60.1 |
| | | (117, 5000) | 6,931 | 6,420 | -7.4% | 33.0 | 61.6 |
| NB On Ramp from Gibsonton Dr EB | NB On Ramp from Gibsonton Dr WB | (5000, 116) | 7,857 | 7,044 | -10.3% | 26.3 | 63.7 |
| | | (116, 5002) | 7,857 | 7,041 | -10.4% | 25.7 | 65.1 |
| NB On Ramp from Gibsonton Dr WB | NB Off Ramp to US 301 | (5002, 114) | 9,271 | 8,556 | -7.7% | 20.9 | 64.9 |
| | | (114, 112) | 9,271 | 8,552 | -7.8% | 27.2 | 61.4 |
| | | (112, 110) | 9,271 | 8,540 | -7.9% | 31.8 | 63.8 |
| | | (110, 108) | 9,271 | 8,540 | -7.9% | 31.8 | 63.8 |
| | | (108, 106) | 9,271 | 8,536 | -7.9% | 30.8 | 62.2 |
| | | (106, 104) | 8,681 | 7,959 | -8.3% | 26.6 | 64.6 |
| | | (104, 102) | 8,681 | 7,955 | -8.4% | 23.0 | 65.7 |
| | | (102, 100) | 8,681 | 7,948 | -8.4% | 23.3 | 64.9 |

Table 7-17 I-75 Southbound GUL Build (2045) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from US 301 | SB Off Ramp to Gibsonton Dr | (382, 302) | 10,359 | 8,631 | -16.7% | 96.4 | 21.3 |
| | | (302, 304) | 10,359 | 8,645 | -16.5% | 113.7 | 15.0 |
| | | (304, 306) | 10,359 | 8,631 | -16.7% | 96.4 | 21.3 |
| | | (306, 308) | 10,359 | 8,603 | -16.9% | 96.2 | 20.4 |
| | | (308, 309) | 9,515 | 7,930 | -16.7% | 111.8 | 16.9 |
| | | (309, 310) | 9,515 | 7,894 | -17.0% | 114.6 | 16.4 |
| | | (310, 312) | 9,515 | 7,853 | -17.5% | 116.1 | 16.1 |
| | | (312, 314) | 10,703 | 8,714 | -18.6% | 91.6 | 18.6 |
| | | (314, 316) | 10,703 | 8,714 | -18.6% | 70.2 | 29.5 |
| | | (316, 318) | 10,703 | 8,714 | -18.6% | 46.4 | 44.6 |
| SB Off Ramp to Gibsonton Dr | | (318, 320) | 7,471 | 6,064 | -18.8% | 32.7 | 58.6 |
| | | (320, 321) | 7,471 | 6,063 | -18.8% | 30.8 | 62.4 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | SB On Ramp from Gibsonton Dr | (321, 322) | 7,471 | 6,062 | -18.9% | 30.5 | 63.0 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (322, 324) | 8,103 | 6,613 | -18.4% | 28.6 | 60.4 |
| | | (324, 326) | 8,103 | 6,614 | -18.4% | 33.5 | 62.5 |
| | | (326, 327) | 8,103 | 6,616 | -18.3% | 33.0 | 63.4 |
| | | (327, 328) | 8,103 | 6,615 | -18.4% | 32.9 | 63.6 |
| | | (328, 329) | 8,103 | 6,617 | -18.3% | 32.9 | 63.7 |
| | | (329, 330) | 8,103 | 6,617 | -18.3% | 32.9 | 63.7 |
| | | (330, 331) | 8,103 | 6,617 | -18.3% | 32.9 | 63.7 |
| | | (331, 332) | 8,103 | 6,617 | -18.3% | 32.9 | 63.7 |
| | | (332, 333) | 8,103 | 6,617 | -18.3% | 32.9 | 63.6 |
| | | (333, 334) | 8,103 | 6,615 | -18.4% | 25.8 | 63.9 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (334, 336) | 8,103 | 6,614 | -18.4% | 28.3 | 55.5 |
| | | (336, 338) | 4,355 | 3,542 | -18.7% | 17.0 | 65.8 |
| | | (338, 340) | 4,355 | 3,541 | -18.7% | 16.8 | 66.9 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 | (340, 342) | 4,355 | 3,541 | -18.7% | 18.0 | 62.5 |
| | | (342, 344) | 5,112 | 4,303 | -15.8% | 19.0 | 63.3 |
| | | (344, 346) | 5,112 | 4,302 | -15.8% | 20.6 | 66.2 |
| | | (346, 347) | 5,112 | 4,303 | -15.8% | 20.6 | 66.0 |
| | | (347, 462) | 5,112 | 4,302 | -15.8% | 20.6 | 66.0 |
| | | (462, 348) | 5,112 | 4,302 | -15.8% | 20.7 | 65.9 |
| | | (348, 349) | 5,112 | 4,302 | -15.8% | 20.7 | 65.8 |
| | | (349, 372) | 5,112 | 4,302 | -15.8% | 20.7 | 65.8 |
| | | (372, 350) | 5,112 | 4,302 | -15.8% | 20.7 | 65.7 |
| | | (350, 115) | 5,112 | 4,300 | -15.9% | 21.3 | 61.2 |
| | | (115, 351) | 4,899 | 4,105 | -16.2% | 21.2 | 61.5 |
| | | (351, 371) | 4,899 | 4,104 | -16.2% | 20.2 | 64.4 |
| | | (371, 352) | 4,899 | 4,102 | -16.3% | 19.6 | 66.3 |
| | | (352, 353) | 4,899 | 4,099 | -16.3% | 19.7 | 65.8 |
| | | (353, 354) | 4,899 | 4,097 | -16.4% | 19.8 | 65.7 |
| | | (354, 355) | 4,899 | 4,091 | -16.5% | 19.7 | 65.8 |
| (355, 356) | 6,404 | 5,593 | -12.7% | 23.3 | 57.4 | | |
| (356, 357) | 6,404 | 5,587 | -12.8% | 29.4 | 60.3 | | |
| (357, 358) | 6,404 | 5,577 | -12.9% | 23.2 | 58.7 | | |
| SB Off Ramp to SR 674 | SB On Ramp from SR 674 | (358, 360) | 3,361 | 2,525 | -24.9% | 12.1 | 65.9 |
| | | (360, 362) | 3,361 | 2,522 | -25.0% | 11.8 | 67.8 |
| | | (362, 135) | 3,361 | 2,520 | -25.0% | 11.8 | 67.7 |
| | | (135, 364) | 3,361 | 2,518 | -25.1% | 11.8 | 67.6 |
| SB On Ramp from SR 674 | Ingress Ramp | (364, 366) | 4,019 | 3,159 | -21.4% | 13.5 | 64.5 |
| | | (366, 367) | 4,019 | 3,159 | -21.4% | 14.9 | 67.0 |
| | | (367, 325) | 4,019 | 2,961 | -26.3% | 23.4 | 60.2 |
| | | (325, 422) | 4,019 | 4,047 | 0.7% | 19.5 | 65.7 |
| | | (422, 417) | 4,019 | 3148 | -21.7% | 14.9 | 67.0 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (417, 419) | 4,019 | 3142 | -21.8% | 14.9 | 66.9 |
| | | (419, 414) | 4,019 | 3140 | -21.9% | 14.9 | 66.9 |
| | | (414, 339) | 4,019 | 3138 | -21.9% | 14.9 | 66.8 |
| | | (339, 137) | 4,019 | 3136 | -22.0% | 14.9 | 66.8 |
| | | (137, 408) | 4,019 | 3134 | -22.0% | 14.9 | 66.8 |
| | | (408, 139) | 4,019 | 3132 | -22.1% | 14.9 | 66.8 |
| | | (139, 528) | 4,019 | 3130 | -22.1% | 14.9 | 66.7 |
| | | (528, 404) | 4,019 | 3126 | -22.2% | 13.8 | 66.6 |
| NB Ingress Ramp | SB Egress Ramp | (404, 141) | 3,846 | 2982 | -22.5% | 14.1 | 66.9 |
| | | (141, 400) | 3,846 | 2979 | -22.5% | 14.1 | 66.9 |
| | | (400, 143) | 3,846 | 2975 | -22.6% | 14.1 | 66.9 |
| | | (143, 606) | 3,846 | 2972 | -22.7% | 14.1 | 66.8 |
| | | (606, 396) | 3,846 | 2968 | -22.8% | 14.1 | 66.8 |
| | | (396, 392) | 3,846 | 2965 | -22.9% | 14.1 | 66.8 |
| | | (392, 145) | 3,846 | 2963 | -22.9% | 14.1 | 66.8 |
| | | (145, 388) | 3,846 | 2962 | -23.0% | 14.0 | 66.8 |
| | | (388, 524) | 3,846 | 2961 | -23.0% | 14.0 | 66.8 |
| | | (524, 345) | 3,846 | 2960 | -23.0% | 14.0 | 66.8 |
| | | (345, 529) | 3,846 | 2958 | -23.1% | 14.0 | 66.8 |
| | | (529, 343) | 3,846 | 2956 | -23.1% | 14.0 | 66.8 |
| | | (343, 341) | 3,846 | 2954 | -23.2% | 14.0 | 66.8 |
| | | (341, 532) | 3,846 | 2951 | -23.3% | 14.0 | 66.8 |
| | | (532, 536) | 3,846 | 2949 | -23.3% | 14.0 | 66.8 |
| | | (536, 540) | 3,846 | 2948 | -23.4% | 14.0 | 66.8 |
| | | (540, 551) | 3,846 | 2946 | -23.4% | 14.0 | 66.8 |
| | | (551, 568) | 3,846 | 2944 | -23.5% | 14.0 | 66.8 |
| (568, 561) | 3,846 | 2942 | -23.5% | 14.0 | 66.8 | | |
| (561, 573) | 3,846 | 2939 | -23.6% | 13.9 | 66.8 | | |
| SB Egress Ramp | North of Moccasin Wallow Rd | (573, 579) | 5,496 | 4419 | -19.6% | 17.7 | 62.9 |
| | | (579, 590) | 5,496 | 4413 | -19.7% | 21.4 | 65.3 |
| | | (590, 591) | 5,496 | 4406 | -19.8% | 21.3 | 65.6 |
| | | (591, 595) | 5,496 | 4396 | -20.0% | 21.2 | 65.7 |

Table 7-18 I-75 Northbound EL Build (2045) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|--------------------------------|-----------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (597, 593) | 396 | 401 | 1.2% | 2.9 | 64.9 |
| | | (593, 587) | 396 | 401 | 1.2% | 2.9 | 64.9 |
| | | (587, 585) | 396 | 401 | 1.2% | 2.9 | 64.8 |
| | | (585, 581) | 396 | 401 | 1.2% | 2.9 | 64.7 |
| | | (581, 577) | 396 | 401 | 1.1% | 2.9 | 64.7 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------|------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (577, 565) | 1,422 | 1,341 | -5.7% | 21.4 | 58.2 |
| | | (565, 563) | 1,422 | 1,458 | 2.6% | 10.6 | 63.5 |
| | | (563, 545) | 1,422 | 1,458 | 2.5% | 10.6 | 63.5 |
| | | (545, 543) | 1,422 | 1,458 | 2.5% | 10.6 | 63.5 |
| | | (543, 538) | 1,422 | 1,458 | 2.5% | 10.6 | 63.5 |
| | | (538, 534) | 1,422 | 1,458 | 2.6% | 10.6 | 63.5 |
| | | (534, 93) | 1,422 | 1,458 | 2.5% | 10.7 | 63.4 |
| | | (93, 92) | 1,422 | 1,457 | 2.5% | 9.3 | 63.4 |
| | | (92, 521) | 1,285 | 1,325 | 3.1% | 9.7 | 63.6 |
| | | (521, 520) | 1,285 | 1,324 | 3.1% | 9.7 | 63.6 |
| | | (520, 88) | 1,285 | 1,324 | 3.1% | 9.7 | 63.5 |
| | | (88, 85) | 1,285 | 1,324 | 3.1% | 9.7 | 63.5 |
| | | (85, 391) | 1,285 | 1,324 | 3.0% | 9.7 | 63.5 |
| | | (597, 593) | 1,285 | 1,324 | 3.1% | 9.7 | 63.5 |
| | | (391, 86) | 1,285 | 1,324 | 3.0% | 9.7 | 63.4 |
| | | (86, 394) | 1,285 | 1,324 | 3.0% | 9.7 | 63.4 |
| | | (394, 87) | 1,285 | 1,323 | 3.0% | 9.7 | 63.3 |
| | | (87, 398) | 1,285 | 1,323 | 3.0% | 9.7 | 63.3 |
| | | (398, 403) | 1,285 | 1,323 | 2.9% | 9.7 | 63.2 |
| | | (403, 77) | 1,285 | 1,323 | 3.0% | 9.7 | 63.2 |
| | | (77, 89) | 1,285 | 1,322 | 2.9% | 9.7 | 63.2 |
| | | (89, 90) | 1,285 | 1,322 | 2.9% | 9.7 | 63.2 |
| | | (90, 91) | 1,285 | 1,323 | 2.9% | 9.7 | 63.2 |
| | | (91, 527) | 1,285 | 1,322 | 2.9% | 9.7 | 63.1 |
| | | (527, 76) | 1,285 | 1,322 | 2.9% | 9.7 | 63.1 |
| | | (76, 75) | 1,285 | 1,323 | 2.9% | 9.7 | 63.1 |
| | | (75, 412) | 1,285 | 1,323 | 3.0% | 9.7 | 63.1 |
| | | (412, 416) | 1,285 | 1,323 | 3.0% | 9.7 | 63.1 |
| | | (416, 526) | 1,285 | 1,323 | 3.0% | 9.7 | 63.0 |
| | | (526, 74) | 1,285 | 1,323 | 2.9% | 9.7 | 63.1 |
| | | (74, 420) | 1,285 | 1,322 | 2.9% | 9.7 | 63.0 |
| | | (420, 73) | 1,285 | 1,322 | 2.9% | 9.7 | 63.0 |
| | | (391, 86) | 1,285 | 1,322 | 2.9% | 9.7 | 63.0 |
| | | (73, 72) | 1,285 | 1,321 | 2.8% | 9.7 | 63.0 |
| | | (72, 71) | 1,285 | 1,321 | 2.8% | 9.7 | 63.0 |
| | | (71, 70) | 1,285 | 1,321 | 2.8% | 9.7 | 63.0 |
| | | (70, 69) | 1,285 | 1,321 | 2.8% | 9.7 | 63.0 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 | (69, 68) | 1,285 | 1,321 | 2.8% | 9.7 | 63.0 |
| | | (68, 67) | 1,285 | 1,321 | 2.8% | 9.7 | 63.0 |
| | | (67, 66) | 1,285 | 1,321 | 2.8% | 9.7 | 63.0 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|----------|----|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (66, 58) | 1,285 | 1,321 | 2.8% | 9.7 | 63.0 |
| | | (58, 560) | 1,285 | 1,320 | 2.8% | 9.7 | 63.0 |
| | | (560, 558) | 1,285 | 1,320 | 2.7% | 9.7 | 63.0 |
| | | (558, 557) | 1,285 | 1,320 | 2.7% | 9.7 | 63.0 |
| | | (557, 556) | 1,285 | 1,319 | 2.7% | 9.7 | 62.9 |
| | | (556, 555) | 1,285 | 1,319 | 2.6% | 9.7 | 63.0 |
| | | (555, 554) | 1,285 | 1,318 | 2.5% | 9.7 | 63.0 |
| | | (554, 445) | 1,285 | 1,317 | 2.5% | 9.7 | 62.9 |
| | | (445, 446) | 1,285 | 1,316 | 2.4% | 9.7 | 62.9 |
| | | (446, 447) | 1,285 | 1,316 | 2.4% | 9.7 | 63.0 |
| | | (447, 552) | 1,285 | 1,315 | 2.4% | 9.7 | 62.9 |
| | | (552, 571) | 3,192 | 1,314 | 2.3% | 9.7 | 62.9 |
| | | (571, 603) | 3,192 | 1,314 | 2.2% | 9.7 | 62.9 |
| | | (603, 600) | 3,192 | 3,570 | 11.8% | 19.9 | 58.9 |
| | | (600, 650) | 3,192 | 3,567 | 11.8% | 27.2 | 60.8 |
| | | (650, 457) | 3,192 | 3,564 | 11.7% | 27.1 | 61.0 |
| | | (457, 458) | 3,192 | 3,561 | 11.6% | 27.1 | 61.0 |
| | | (458, 459) | 2,981 | 3,558 | 11.5% | 27.2 | 60.7 |
| | | (459, 460) | 2,981 | 3,555 | 11.4% | 23.6 | 60.5 |
| | | (460, 547) | 2,981 | 3,169 | 6.3% | 23.9 | 61.4 |
| | | (547, 546) | 2,981 | 3,165 | 6.2% | 24.0 | 61.2 |
| | | (546, 470) | 2,981 | 3,161 | 6.0% | 24.0 | 61.0 |
| | | (470, 542) | 2,981 | 3,159 | 6.0% | 24.0 | 61.0 |
| | | (542, 159) | 2,981 | 3,133 | 5.1% | 24.0 | 60.5 |
| | | (159, 161) | 2,981 | 3,148 | 5.6% | 24.0 | 60.7 |
| | | (161, 163) | 2,981 | 3,146 | 5.5% | 23.3 | 62.6 |
| | | (163, 502) | 2,981 | 3,143 | 5.4% | 23.5 | 61.9 |
| | | (502, 165) | 2,981 | 3,141 | 5.4% | 24.1 | 60.4 |
| | | (165, 173) | 2,981 | 3,136 | 5.2% | 24.1 | 60.4 |
| | | (173, 174) | 2,981 | 3,133 | 5.1% | 24.0 | 60.5 |
| | | (174, 175) | 2,981 | 3,129 | 5.0% | 24.0 | 60.5 |
| | | (175, 177) | 2,981 | 3,127 | 4.9% | 24.0 | 60.4 |
| | | (177, 184) | 2,981 | 3,122 | 4.7% | 24.0 | 60.4 |
| | | (184, 185) | 2,981 | 3,118 | 4.6% | 24.0 | 60.3 |
| | | (185, 186) | 2,981 | 3,113 | 4.4% | 23.9 | 60.3 |
| | | (186, 187) | 2,981 | 3,109 | 4.3% | 23.9 | 60.3 |
| | | (187, 188) | 2,981 | 3,105 | 4.2% | 23.9 | 60.2 |
| | | (188, 189) | 2,981 | 3,101 | 4.0% | 23.9 | 60.2 |
| | | (189, 190) | 2,669 | 3,097 | 3.9% | 24.1 | 59.6 |
| | | (190, 191) | 2,669 | 3,096 | 3.8% | 17.3 | 60.0 |
| | | (191, 192) | 2,669 | 2,767 | 3.7% | 21.1 | 60.8 |
| | | (192, 193) | 2,669 | 2,764 | 3.6% | 21.0 | 61.1 |
| | | (193, 194) | 2,669 | 2,760 | 3.4% | 21.0 | 61.0 |
| | | (194, 195) | 2,669 | 2,753 | 3.1% | 21.0 | 60.8 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|----|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB On Ramp from Gibsonton Dr | | (195, 196) | 2,669 | 2,746 | 2.9% | 21.0 | 60.7 |
| | | (196, 197) | 2,669 | 2,743 | 2.8% | 21.0 | 60.7 |
| | | (197, 198) | 2,669 | 2,739 | 2.6% | 21.0 | 60.6 |
| | | (198, 199) | 3,351 | 2,734 | 2.4% | 20.9 | 60.5 |
| | | (199, 37) | 3,351 | 2,728 | 2.2% | 20.9 | 60.5 |
| | | (37, 206) | 3,351 | 3,423 | 2.2% | 18.4 | 58.5 |
| | | (206, 47) | 396 | 3,421 | 2.1% | 26.9 | 58.9 |
| | | (47, 44) | 396 | 3,416 | 2.0% | 26.4 | 59.9 |

Table 7-19 I-75 Southbound EL Build (2045) – AM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from US 301 | SB Off Ramp to Gibsonton Dr | (296, 516) | 2,820 | 2,856 | 1.3% | 21.2 | 62.5 |
| | | (516, 295) | 2,820 | 2,856 | 1.3% | 21.3 | 62.1 |
| | | (295, 294) | 2,820 | 2,856 | 1.3% | 21.4 | 61.9 |
| | | (294, 293) | 2,820 | 2,855 | 1.2% | 21.5 | 61.6 |
| | | (293, 291) | 3,552 | 3,469 | -2.3% | 17.9 | 60.4 |
| | | (291, 290) | 3,552 | 3,469 | -2.3% | 26.6 | 60.5 |
| | | (290, 289) | 3,552 | 3,468 | -2.4% | 24.9 | 59.8 |
| | | (289, 288) | 2,440 | 2,617 | 7.2% | 19.6 | 61.8 |
| | | (288, 287) | 2,440 | 2,616 | 7.2% | 19.7 | 61.6 |
| | | (287, 286) | 2,440 | 2,616 | 7.2% | 19.7 | 61.5 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (285, 284) | 2,440 | 2,615 | 7.2% | 19.8 | 61.3 |
| | | (284, 283) | 2,440 | 2,615 | 7.2% | 19.8 | 61.2 |
| | | (283, 282) | 2,440 | 2,614 | 7.1% | 19.8 | 61.2 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (282, 281) | 2,440 | 2,615 | 7.2% | 19.8 | 61.1 |
| | | (281, 280) | 2,440 | 2,613 | 7.1% | 19.8 | 61.1 |
| | | (280, 279) | 2,440 | 2,612 | 7.1% | 19.8 | 61.0 |
| | | (279, 278) | 2,440 | 2,613 | 7.1% | 19.9 | 61.0 |
| | | (278, 277) | 2,440 | 2,613 | 7.1% | 19.9 | 60.9 |
| | | (277, 276) | 2,440 | 2,612 | 7.0% | 19.9 | 60.8 |
| | | (276, 275) | 2,440 | 2,611 | 7.0% | 19.9 | 60.8 |
| | | (275, 274) | 2,440 | 2,612 | 7.0% | 19.9 | 60.8 |
| | | (274, 273) | 2,440 | 2,611 | 7.0% | 19.9 | 60.7 |
| | | (273, 272) | 2,440 | 2,609 | 6.9% | 19.9 | 60.7 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (272, 256) | 2,440 | 2,610 | 7.0% | 19.9 | 60.7 |
| | | (256, 255) | 2,440 | 2,612 | 7.0% | 20.0 | 60.6 |
| | | (255, 254) | 2,440 | 2,611 | 7.0% | 20.0 | 60.6 |
| | | (254, 253) | 2,440 | 2,611 | 7.0% | 20.0 | 60.6 |
| | | (253, 252) | 2,440 | 2,608 | 6.9% | 20.0 | 60.6 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-----------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (252, 251) | 2,440 | 2,608 | 6.9% | 20.0 | 60.5 |
| | | (251, 250) | 2,440 | 2,609 | 6.9% | 20.0 | 60.6 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 | (250, 249) | 2,440 | 2,608 | 6.9% | 20.0 | 60.5 |
| | | (249, 248) | 2,440 | 2,607 | 6.9% | 20.0 | 60.5 |
| | | (248, 247) | 2,440 | 2,607 | 6.8% | 20.0 | 60.5 |
| | | (247, 246) | 2,440 | 2,608 | 6.9% | 20.0 | 60.5 |
| | | (246, 245) | 2,659 | 2,608 | -1.9% | 20.0 | 60.4 |
| | | (245, 244) | 2,659 | 2,607 | -1.9% | 20.0 | 60.4 |
| | | (244, 243) | 2,659 | 2,607 | -1.9% | 20.0 | 60.4 |
| | | (243, 123) | 2,659 | 2,606 | -2.0% | 20.0 | 60.4 |
| | | (123, 119) | 2,659 | 2,605 | -2.0% | 20.0 | 60.4 |
| | | (119, 109) | 2,659 | 2,804 | 5.5% | 14.9 | 59.8 |
| | | (109, 107) | 2,659 | 2,802 | 5.4% | 21.7 | 59.9 |
| | | (107, 105) | 2,659 | 2,799 | 5.3% | 21.5 | 60.2 |
| | | (105, 103) | 2,659 | 2,797 | 5.2% | 21.5 | 60.3 |
| | | (103, 101) | 2,659 | 2,795 | 5.1% | 21.5 | 60.3 |
| | | (101, 125) | 2,659 | 2,728 | 2.6% | 20.9 | 60.5 |
| | | | | (125, 99) | 1,448 | 1,491 | 2.9% |
| | | (99, 98) | 1,448 | 1,489 | 2.9% | 11.0 | 62.8 |
| | | (98, 97) | 1,448 | 1,488 | 2.8% | 11.0 | 62.8 |
| | | (97, 96) | 1,448 | 1,486 | 2.6% | 11.0 | 62.7 |
| SB Off Ramp to SR 674 | SB On Ramp from SR 674 | (96, 95) | 1,448 | 1,484 | 2.5% | 11.0 | 62.6 |
| | | (95, 94) | 1,448 | 1,483 | 2.4% | 11.0 | 62.5 |
| | | (94, 305) | 1,448 | 1,482 | 2.3% | 11.0 | 62.5 |
| | | (305, 307) | 1,448 | 1,480 | 2.2% | 11.0 | 62.5 |
| | | (307, 313) | 1,448 | 1,479 | 2.2% | 11.0 | 62.5 |
| | | (313, 317) | 1,448 | 1,478 | 2.1% | 11.0 | 62.5 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (317, 319) | 1,448 | 1,477 | 2.0% | 11.0 | 62.4 |
| | | (319, 323) | 1,448 | 1,475 | 1.9% | 11.0 | 62.4 |
| | | (323, 368) | 1,448 | 1,472 | 1.6% | 10.9 | 62.4 |
| | | (368, 335) | 1,448 | 1,470 | 1.5% | 10.9 | 62.4 |
| | | (335, 337) | 1,448 | 1,466 | 1.3% | 10.9 | 62.3 |
| | | (337, 418) | 1,448 | 1,465 | 1.2% | 10.9 | 62.3 |
| | | (418, 413) | 1,448 | 1,463 | 1.0% | 10.9 | 62.3 |
| | | (413, 359) | 1,448 | 1,462 | 0.9% | 10.9 | 62.3 |
| | | (359, 410) | 1,448 | 1,460 | 0.8% | 10.9 | 62.3 |
| | | (410, 361) | 1,448 | 1,459 | 0.7% | 10.9 | 62.3 |
| | | (361, 409) | 1,448 | 1,457 | 0.6% | 10.9 | 62.2 |
| | | (409, 363) | 1,448 | 1,456 | 0.5% | 10.8 | 62.2 |
| | | (363, 405) | 1,448 | 1,455 | 0.5% | 10.8 | 62.2 |
| | | (405, 365) | 1,448 | 1,454 | 0.4% | 10.8 | 62.2 |
| | | (365, 401) | 1,448 | 1,620 | -0.8% | 8.8 | 62.1 |
| | | (401, 605) | 1,634 | 1,615 | -1.2% | 12.1 | 62.2 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|----------|----|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (605, 370) | 1,634 | 1,612 | -1.4% | 12.0 | 62.2 |
| | | (370, 397) | 1,634 | 1,610 | -1.5% | 12.0 | 62.1 |
| | | (397, 393) | 1,634 | 1,608 | -1.6% | 12.0 | 62.1 |
| | | (393, 373) | 1,634 | 1,606 | -1.7% | 12.0 | 62.1 |
| | | (373, 389) | 1,634 | 1,605 | -1.8% | 12.0 | 62.1 |
| | | (389, 525) | 1,634 | 1,604 | -1.8% | 12.0 | 62.1 |
| | | (525, 375) | 1,634 | 1,603 | -1.9% | 12.0 | 62.0 |
| | | (375, 530) | 1,634 | 1,600 | -2.1% | 12.0 | 62.0 |
| | | (530, 377) | 1,634 | 1,599 | -2.1% | 12.0 | 62.0 |
| | | (377, 379) | 1,634 | 1,598 | -2.2% | 11.9 | 62.0 |
| | | (379, 533) | 1,634 | 1,597 | -2.3% | 11.9 | 62.0 |
| | | (533, 537) | 1,634 | 1,595 | -2.4% | 11.9 | 62.0 |
| | | (537, 541) | 1,634 | 1,594 | -2.4% | 11.9 | 62.0 |
| | | (541, 550) | 1,634 | 1,593 | -2.5% | 11.9 | 62.0 |
| | | (550, 567) | 1,634 | 1,592 | -2.6% | 11.9 | 62.0 |
| | | (567, 562) | 1,634 | 1,591 | -2.6% | 12.4 | 59.5 |
| | | (562, 572) | 1,634 | 1,589 | -2.8% | 12.0 | 55.2 |
| | | (572, 574) | 1,634 | 247 | -6.1% | 1.8 | 63.5 |
| | | (574, 580) | 263 | 247 | -6.1% | 1.8 | 64.2 |
| | | (580, 584) | 263 | 246 | -6.3% | 1.8 | 64.4 |
| | | (584, 589) | 263 | 246 | -6.5% | 1.8 | 64.4 |
| | | (589, 592) | 263 | 245 | -6.7% | 1.8 | 64.4 |
| | | (592, 596) | 263 | 245 | -7.0% | 1.8 | 64.5 |

Table 7-20 I-75 Northbound EL Build (2045) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|--------------------------------|-----------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| NB North of Moccasin Wallow Rd | NB Off Ramp to SR 674 | (597, 593) | 470 | 461 | -2.0% | 3.4 | 64.9 |
| | | (593, 587) | 470 | 461 | -2.0% | 3.4 | 64.9 |
| | | (587, 585) | 470 | 461 | -1.9% | 3.4 | 64.7 |
| | | (585, 581) | 470 | 461 | -1.9% | 3.4 | 64.6 |
| | | (581, 577) | 470 | 461 | -1.9% | 3.4 | 64.6 |
| | | (577, 565) | 1,811 | 1,758 | -2.9% | 9.1 | 62.6 |
| | | (565, 563) | 1,811 | 1,759 | -2.9% | 13.2 | 63.1 |
| | | (563, 545) | 1,811 | 1,759 | -2.9% | 13.2 | 63.1 |
| | | (545, 543) | 1,811 | 1,759 | -2.9% | 13.2 | 63.1 |
| | | (543, 538) | 1,811 | 1,636 | -9.7% | 12.4 | 62.5 |
| | | (538, 534) | 1,811 | 1,636 | -9.7% | 12.4 | 62.5 |
| | | (534, 93) | 1,811 | 1,634 | -9.8% | 12.4 | 62.6 |
| | | (93, 92) | 1,811 | 1,760 | -2.8% | 13.3 | 63.0 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (92, 521) | 1,673 | 1,759 | 5.1% | 13.2 | 63.1 |
| | | (521, 520) | 1,673 | 1,630 | -2.6% | 12.3 | 63.1 |
| | | (520, 88) | 1,673 | 1,630 | -2.6% | 12.3 | 63.0 |
| | | (88, 85) | 1,673 | 1,759 | 5.1% | 13.2 | 63.1 |
| | | (85, 391) | 1,673 | 1,635 | -2.2% | 12.4 | 62.5 |
| | | (391, 86) | 1,673 | 1,634 | -2.4% | 12.4 | 62.6 |
| | | (86, 394) | 1,673 | 1,759 | 5.2% | 11.6 | 62.9 |
| | | (394, 87) | 1,673 | 1,631 | -2.5% | 12.3 | 62.9 |
| | | (87, 398) | 1,673 | 1,630 | -2.6% | 12.3 | 63.0 |
| | | (398, 403) | 1,673 | 1,633 | -2.4% | 12.4 | 62.7 |
| | | (403, 77) | 1,673 | 1,632 | -2.5% | 12.4 | 62.7 |
| | | (77, 89) | 1,673 | 1,759 | 5.1% | 13.2 | 63.1 |
| | | (89, 90) | 1,673 | 1,633 | -2.4% | 12.4 | 62.6 |
| | | (90, 91) | 1,673 | 1,634 | -2.3% | 12.4 | 62.6 |
| | | (91, 527) | 1,673 | 1,633 | -2.4% | 12.4 | 62.6 |
| | | (527, 76) | 1,673 | 1,635 | -2.3% | 12.4 | 62.5 |
| | | (76, 75) | 1,673 | 1,758 | 5.1% | 13.2 | 63.1 |
| | | (75, 412) | 1,673 | 1,634 | -2.3% | 12.4 | 62.6 |
| | | (412, 416) | 1,673 | 1,635 | -2.2% | 12.4 | 62.5 |
| | | (416, 526) | 1,673 | 1,636 | -2.2% | 12.4 | 62.5 |
| | | (526, 74) | 1,673 | 1,631 | -2.5% | 12.3 | 62.8 |
| | | (74, 420) | 1,673 | 1,637 | -2.2% | 12.5 | 62.4 |
| | | (420, 424) | 1,673 | 1,637 | -2.2% | 12.5 | 62.4 |
| | | (424, 72) | 1,673 | 1,637 | -2.2% | 12.5 | 62.4 |
| | | (72, 71) | 1,673 | 1,636 | -2.2% | 12.5 | 62.4 |
| | | (71, 70) | 1,673 | 1,637 | -2.1% | 12.5 | 62.4 |
| | | (70, 69) | 1,673 | 1,638 | -2.1% | 12.5 | 62.4 |
| | | (69, 68) | 1,673 | 1,638 | -2.1% | 12.5 | 62.3 |
| | | (68, 67) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (67, 66) | 1,673 | 1,638 | -2.1% | 12.5 | 62.3 |
| | | (66, 58) | 1,673 | 1,638 | -2.1% | 12.5 | 62.3 |
| | | (58, 560) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (560, 558) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (558, 557) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (557, 556) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (556, 555) | 1,673 | 1,637 | -2.2% | 12.5 | 62.3 |
| | | (555, 554) | 1,673 | 1,620 | -3.2% | 27.4 | 56.1 |
| | | (554, 445) | 1,673 | 1,634 | -2.3% | 12.5 | 62.2 |
| | | (445, 446) | 1,673 | 1,637 | -2.2% | 12.5 | 62.4 |
| | | (446, 447) | 1,673 | 1,632 | -2.5% | 12.5 | 62.2 |
| | | (447, 552) | 1,673 | 1,630 | -2.6% | 12.5 | 62.2 |
| NB Off Ramp to SR 674 | NB On Ramp from SR 674 | (69, 68) | 1,673 | 1,638 | -2.1% | 12.5 | 62.3 |
| | | (68, 67) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (67, 66) | 1,673 | 1,638 | -2.1% | 12.5 | 62.3 |
| | | (66, 58) | 1,673 | 1,638 | -2.1% | 12.5 | 62.3 |
| | | (58, 560) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (560, 558) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (558, 557) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (557, 556) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (556, 555) | 1,673 | 1,637 | -2.2% | 12.5 | 62.3 |
| | | (555, 554) | 1,673 | 1,620 | -3.2% | 27.4 | 56.1 |
| | | (554, 445) | 1,673 | 1,634 | -2.3% | 12.5 | 62.2 |
| | | (445, 446) | 1,673 | 1,637 | -2.2% | 12.5 | 62.4 |
| | | (446, 447) | 1,673 | 1,632 | -2.5% | 12.5 | 62.2 |
| | | (447, 552) | 1,673 | 1,630 | -2.6% | 12.5 | 62.2 |
| NB On Ramp from SR 674 | NB Off Ramp to Big Bend Road | (557, 556) | 1,673 | 1,637 | -2.1% | 12.5 | 62.3 |
| | | (556, 555) | 1,673 | 1,637 | -2.2% | 12.5 | 62.3 |
| | | (555, 554) | 1,673 | 1,620 | -3.2% | 27.4 | 56.1 |
| | | (554, 445) | 1,673 | 1,634 | -2.3% | 12.5 | 62.2 |
| | | (445, 446) | 1,673 | 1,637 | -2.2% | 12.5 | 62.4 |
| | | (446, 447) | 1,673 | 1,632 | -2.5% | 12.5 | 62.2 |
| | | (447, 552) | 1,673 | 1,630 | -2.6% | 12.5 | 62.2 |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|-------------------------------|-------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (552, 571) | 1,673 | 1,629 | -2.6% | 12.4 | 62.2 |
| | | (571, 603) | 1,673 | 1,628 | -2.7% | 12.4 | 62.2 |
| | | (603, 600) | 3,075 | 3,244 | 5.5% | 18.4 | 59.3 |
| | | (600, 650) | 3,075 | 3,241 | 5.4% | 25.4 | 60.5 |
| | | (650, 457) | 3,075 | 3,238 | 5.3% | 25.3 | 60.8 |
| | | (457, 458) | 3,075 | 3,236 | 5.2% | 25.3 | 60.8 |
| | | (458, 459) | 3,075 | 3,235 | 5.2% | 25.3 | 60.7 |
| | | (459, 460) | 3,075 | 3,232 | 5.1% | 22.5 | 60.6 |
| | | (460, 547) | 2,879 | 2,955 | 2.6% | 22.9 | 61.2 |
| | | (547, 546) | 2,879 | 2,953 | 2.6% | 23.0 | 61.1 |
| | | (546, 470) | 2,879 | 2,951 | 2.5% | 23.0 | 60.9 |
| | | (470, 542) | 2,879 | 2,948 | 2.4% | 23.0 | 60.8 |
| NB Off Ramp to Big Bend Road | NB On Ramp from Big Bend Road | (542, 59) | 2,879 | 2,945 | 2.3% | 23.0 | 60.8 |
| | | (59, 159) | 2,879 | 2,943 | 2.2% | 23.0 | 60.7 |
| | | (159, 161) | 2,879 | 2,941 | 2.2% | 23.1 | 60.6 |
| | | (161, 163) | 2,879 | 2,939 | 2.1% | 23.0 | 60.6 |
| | | (163, 502) | 2,879 | 2,936 | 2.0% | 23.0 | 60.6 |
| | | (502, 165) | 2,879 | 2,933 | 1.9% | 23.0 | 60.5 |
| NB On Ramp from Big Bend Road | NB Off Ramp to Gibsonton Dr | (165, 173) | 2,879 | 2,929 | 1.7% | 23.0 | 60.5 |
| | | (173, 174) | 2,879 | 2,927 | 1.7% | 23.0 | 60.4 |
| | | (174, 175) | 2,879 | 2,926 | 1.6% | 23.0 | 60.4 |
| | | (175, 177) | 2,879 | 2,922 | 1.5% | 23.0 | 60.4 |
| | | (177, 184) | 2,879 | 2,920 | 1.4% | 23.0 | 60.4 |
| | | (184, 185) | 2,879 | 2,916 | 1.3% | 23.0 | 60.4 |
| | | (185, 186) | 2,879 | 2,911 | 1.1% | 22.9 | 60.3 |
| | | (186, 187) | 2,879 | 2,906 | 0.9% | 22.9 | 60.3 |
| | | (187, 188) | 2,879 | 2,903 | 0.8% | 22.9 | 60.3 |
| | | (188, 189) | 2,879 | 2,898 | 0.7% | 22.9 | 60.3 |
| NB Off Ramp to Gibsonton Dr | NB on Ramp from Gibsonton Dr | (189, 190) | 2,879 | 2,894 | 0.5% | 22.8 | 60.3 |
| | | (190, 191) | 2,879 | 2,888 | 0.3% | 16.9 | 59.6 |
| | | (191, 192) | 2,265 | 2,250 | -0.7% | 17.4 | 61.3 |
| | | (192, 193) | 2,265 | 2,248 | -0.7% | 17.3 | 61.9 |
| | | (193, 194) | 2,265 | 2,247 | -0.8% | 17.3 | 61.7 |
| NB On Ramp from Gibsonton Dr | NB off Ramp to US 301 | (194, 195) | 2,265 | 2,242 | -1.0% | 17.3 | 61.5 |
| | | (195, 196) | 2,265 | 2,239 | -1.2% | 17.4 | 61.3 |
| | | (196, 197) | 2,265 | 2,235 | -1.3% | 17.3 | 61.3 |
| | | (197, 198) | 2,265 | 2,233 | -1.4% | 17.3 | 61.2 |
| | | (198, 199) | 2,265 | 2,230 | -1.5% | 17.3 | 61.2 |
| | | (199, 38) | 2,265 | 2,227 | -1.7% | 17.3 | 61.1 |
| | | (38, 37) | 2,265 | 2,224 | -1.8% | 17.3 | 61.1 |
| | | (37, 206) | 2,855 | 2,787 | -2.4% | 15.2 | 59.9 |
| (206, 47) | 2,855 | 2,786 | -2.4% | 22.0 | 60.2 | | |
| (47, 44) | 2,855 | 2,782 | -2.6% | 21.8 | 60.6 | | |

Table 7-21 I-75 Southbound EL Build (2045) – PM Peak Period

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------------|------------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| SB On Ramp from US 301 | SB Off Ramp to Gibsonton Dr | (296, 516) | 3,266 | 3,203 | -1.9% | 24.5 | 62.1 |
| | | (516, 295) | 3,266 | 3,203 | -1.9% | 24.7 | 61.6 |
| | | (295, 294) | 3,266 | 3,204 | -1.9% | 24.8 | 61.3 |
| | | (294, 293) | 3,266 | 3,205 | -1.9% | 24.9 | 61.1 |
| | | (293, 291) | 4,110 | 3,818 | -7.1% | 22.0 | 59.3 |
| | | (291, 290) | 4,110 | 3,819 | -7.1% | 30.4 | 59.7 |
| | | (290, 289) | 4,110 | 3,821 | -7.0% | 28.0 | 58.8 |
| | | (289, 288) | 2,922 | 2,955 | 1.1% | 22.9 | 61.4 |
| | | (288, 287) | 2,922 | 2,956 | 1.2% | 22.9 | 61.2 |
| | | (287, 286) | 2,922 | 2,956 | 1.2% | 23.0 | 61.0 |
| SB Off Ramp to Gibsonton Dr | SB On Ramp from Gibsonton Dr | (286, 285) | 2,922 | 2,957 | 1.2% | 23.1 | 60.8 |
| | | (285, 284) | 2,922 | 2,957 | 1.2% | 23.1 | 60.7 |
| SB On Ramp from Gibsonton Dr | SB Off Ramp to Big Bend Rd | (284, 283) | 2,922 | 2,957 | 1.2% | 23.2 | 60.6 |
| | | (283, 282) | 2,922 | 2,958 | 1.2% | 23.2 | 60.6 |
| | | (282, 281) | 2,922 | 2,958 | 1.2% | 23.2 | 60.5 |
| | | (281, 280) | 2,922 | 2,959 | 1.3% | 23.3 | 60.4 |
| | | (280, 279) | 2,922 | 2,960 | 1.3% | 23.3 | 60.3 |
| | | (279, 278) | 2,922 | 2,959 | 1.3% | 23.3 | 60.3 |
| | | (278, 277) | 2,922 | 2,961 | 1.3% | 23.4 | 60.2 |
| | | (277, 276) | 2,922 | 2,963 | 1.4% | 23.4 | 60.2 |
| | | (276, 275) | 2,922 | 2,963 | 1.4% | 23.4 | 60.1 |
| | | (275, 274) | 2,922 | 2,963 | 1.4% | 23.4 | 60.1 |
| SB Off Ramp to Big Bend Rd | SB On Ramp from Big Bend Rd | (274, 273) | 2,922 | 2,963 | 1.4% | 23.4 | 60.0 |
| | | (273, 272) | 2,922 | 2,965 | 1.5% | 23.5 | 60.0 |
| | | (272, 256) | 2,922 | 2,966 | 1.5% | 23.5 | 60.0 |
| | | (256, 255) | 2,922 | 2,965 | 1.5% | 23.5 | 59.9 |
| | | (255, 254) | 2,922 | 2,966 | 1.5% | 23.5 | 60.0 |
| | | (254, 253) | 2,922 | 2,965 | 1.5% | 23.5 | 59.9 |
| SB On Ramp from Big Bend Rd | SB Off Ramp to SR 674 | (253, 252) | 2,922 | 2,968 | 1.6% | 23.5 | 59.9 |
| | | (252, 251) | 2,922 | 2,969 | 1.6% | 23.6 | 59.9 |
| | | (251, 250) | 2,922 | 2,971 | 1.7% | 23.6 | 59.9 |
| | | (250, 249) | 2,922 | 2,971 | 1.7% | 23.6 | 59.8 |
| | | (249, 248) | 2,922 | 2,972 | 1.7% | 23.6 | 59.8 |
| | | (248, 247) | 2,922 | 2,972 | 1.7% | 23.6 | 59.8 |
| | | (247, 246) | 2,922 | 2,971 | 1.7% | 23.6 | 59.8 |
| | | (246, 245) | 2,922 | 2,969 | 1.6% | 23.6 | 59.8 |
| (245, 244) | 2,922 | 2,968 | 1.6% | 23.6 | 59.7 | | |
| (244, 243) | 2,922 | 2,967 | 1.5% | 23.6 | 59.6 | | |
| (243, 123) | 2,922 | 2,966 | 1.5% | 23.6 | 59.6 | | |
| (123, 119) | 2,922 | 2,963 | 1.4% | 23.6 | 59.6 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|------------------------|-----------------------------|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (119, 109) | 3,135 | 3,149 | 0.5% | 17.6 | 58.8 |
| | | (109, 107) | 3,135 | 3,148 | 0.4% | 25.4 | 58.9 |
| | | (107, 105) | 3,135 | 3,146 | 0.4% | 25.2 | 59.3 |
| | | (105, 103) | 3,135 | 3,143 | 0.3% | 25.1 | 59.5 |
| | | (103, 101) | 3,135 | 3,141 | 0.2% | 25.0 | 59.6 |
| | | (101, 125) | 3,135 | 3,141 | 0.2% | 25.0 | 59.6 |
| | | (125, 99) | 1,630 | 1,624 | -0.4% | 12.4 | 62.2 |
| | | (99, 98) | 1,630 | 1,623 | -0.4% | 12.3 | 62.7 |
| | | (98, 97) | 1,630 | 1,622 | -0.5% | 12.3 | 62.6 |
| | | (97, 96) | 1,630 | 1,620 | -0.6% | 12.3 | 62.6 |
| SB Off Ramp to SR 674 | SB On Ramp from SR 674 | (96, 95) | 1,630 | 1,618 | -0.7% | 12.3 | 62.5 |
| | | (95, 94) | 1,630 | 1,615 | -0.9% | 12.3 | 62.4 |
| | | (94, 305) | 1,630 | 1,614 | -1.0% | 12.3 | 62.4 |
| | | (305, 307) | 1,630 | 1,613 | -1.0% | 12.3 | 62.3 |
| | | (307, 313) | 1,630 | 1,611 | -1.1% | 12.3 | 62.3 |
| SB On Ramp from SR 674 | North of Moccasin Wallow Rd | (313, 317) | 1,630 | 1,609 | -1.3% | 12.3 | 62.3 |
| | | (317, 319) | 1,630 | 1,608 | -1.4% | 12.3 | 62.2 |
| | | (319, 323) | 1,630 | 1,606 | -1.4% | 12.3 | 62.2 |
| | | (323, 368) | 1,630 | 1,605 | -1.5% | 12.3 | 62.2 |
| | | (368, 335) | 1,630 | 1,599 | -1.9% | 12.2 | 62.1 |
| | | (335, 337) | 1,630 | 1,715 | 5.2% | 13.2 | 61.8 |
| | | (337, 418) | 1,630 | 1,708 | 4.8% | 13.2 | 61.7 |
| | | (418, 413) | 1,630 | 1,585 | -2.8% | 12.2 | 61.9 |
| | | (413, 359) | 1,630 | 1,593 | -2.3% | 12.2 | 62.0 |
| | | (359, 410) | 1,630 | 1,720 | 5.6% | 9.7 | 61.8 |
| | | (410, 361) | 1,630 | 1,590 | -2.5% | 12.2 | 62.0 |
| | | (361, 409) | 1,630 | 1,585 | -2.7% | 12.2 | 61.9 |
| | | (409, 363) | 1,630 | 1,589 | -2.5% | 12.2 | 61.9 |
| | | (363, 405) | 1,630 | 1,590 | -2.5% | 12.2 | 62.0 |
| | | (405, 365) | 1,630 | 1,587 | -2.6% | 12.2 | 61.9 |
| | | (365, 401) | 1,803 | 1,710 | -5.1% | 13.2 | 61.8 |
| | | (401, 605) | 1,803 | 1,690 | -6.3% | 14.1 | 51.2 |
| | | (605, 370) | 1,803 | 1,591 | -11.8% | 12.2 | 62.0 |
| | | (370, 397) | 1,803 | 1,707 | -5.3% | 13.1 | 61.7 |
| | | (397, 393) | 1,803 | 1,593 | -11.6% | 12.2 | 62.0 |
| | | (393, 373) | 1,803 | 1,596 | -11.5% | 12.2 | 62.1 |
| | | (373, 389) | 1,803 | 1,595 | -11.5% | 12.2 | 62.0 |
| | | (389, 525) | 1,803 | 1,706 | -5.4% | 13.1 | 61.7 |
| | | (525, 375) | 1,803 | 1,695 | -6.0% | 13.1 | 61.6 |
| (375, 530) | 1,803 | 1,694 | -6.0% | 13.1 | 61.6 | | |
| (530, 377) | 1,803 | 1,692 | -6.1% | 13.9 | 57.8 | | |
| (377, 379) | 1,803 | 1,699 | -5.8% | 13.1 | 61.7 | | |
| (379, 533) | 1,803 | 1,698 | -5.8% | 13.1 | 61.7 | | |
| (533, 537) | 1,803 | 1,700 | -5.7% | 13.1 | 61.7 | | |

| Location | | Link ID | Demand (vph) | Processed (vph) | % Served | Density (pc/mi/ln) | Speed (mph) |
|----------|----|-------------|--------------|-----------------|----------|--------------------|-------------|
| From | To | | | | | | |
| | | (537, 541) | 1,803 | 1,696 | -5.9% | 13.1 | 61.6 |
| | | (541, 550) | 1,803 | 1,695 | -6.0% | 13.1 | 61.6 |
| | | (550, 567) | 1,803 | 1,694 | -6.0% | 13.1 | 61.6 |
| | | (567, 562) | 1,803 | 1,692 | -6.1% | 13.9 | 57.8 |
| | | (562, 572) | 1,803 | 1,690 | -6.3% | 14.1 | 51.2 |
| | | (572, 574) | 224 | 199 | -11.2% | 1.5 | 63.1 |
| | | (574, 580) | 224 | 199 | -11.2% | 1.5 | 64.2 |
| | | (580, 584) | 224 | 199 | -11.3% | 1.5 | 64.5 |
| | | (584, 589) | 224 | 199 | -11.4% | 1.5 | 64.5 |
| | | (589, 592) | 224 | 198 | -11.5% | 1.5 | 64.6 |
| | | (592, 596) | 224 | 198 | -11.7% | 1.5 | 64.6 |

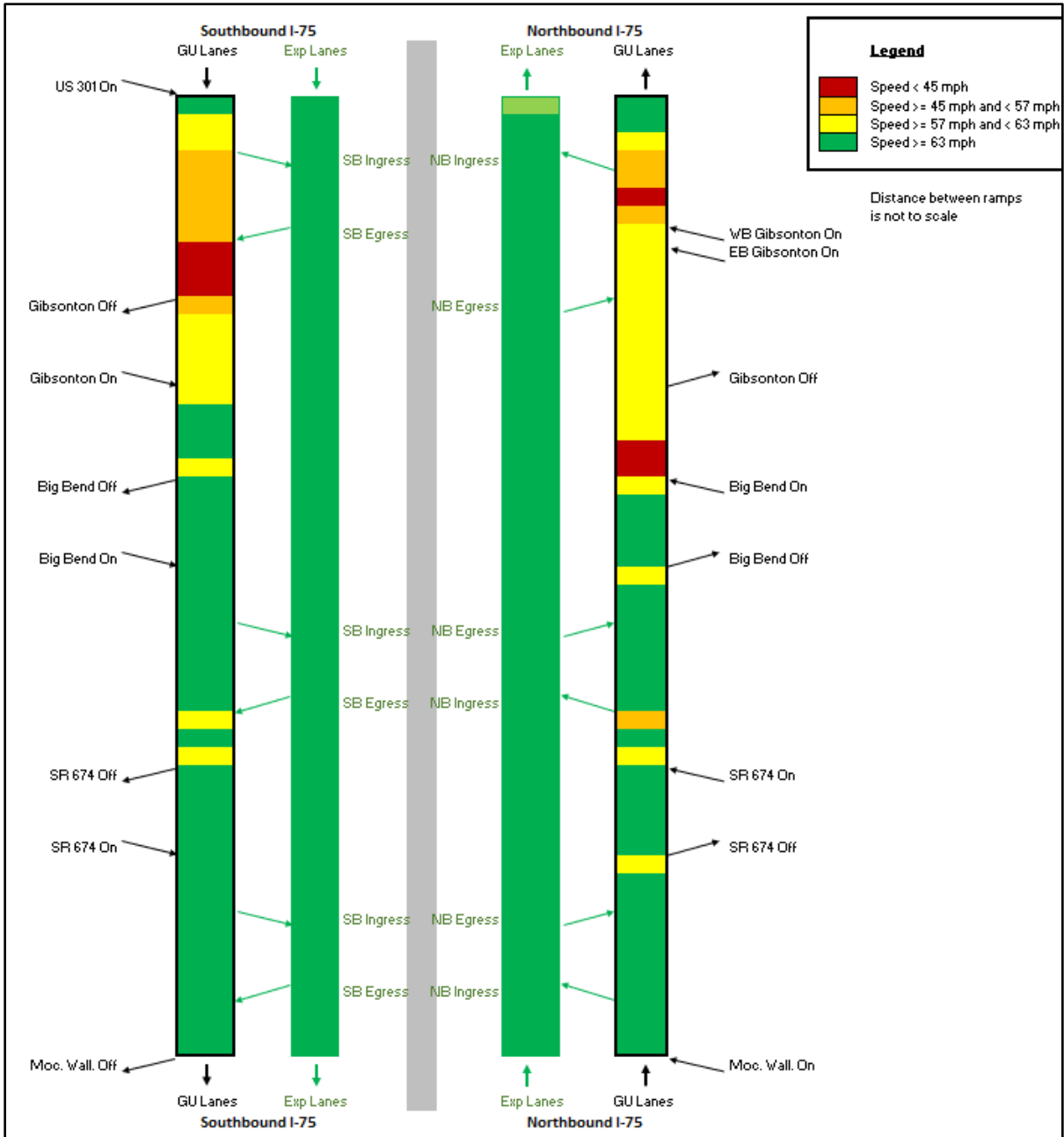


Figure 7-3 Speed Temperature Chart Build (2045) – AM Peak Period

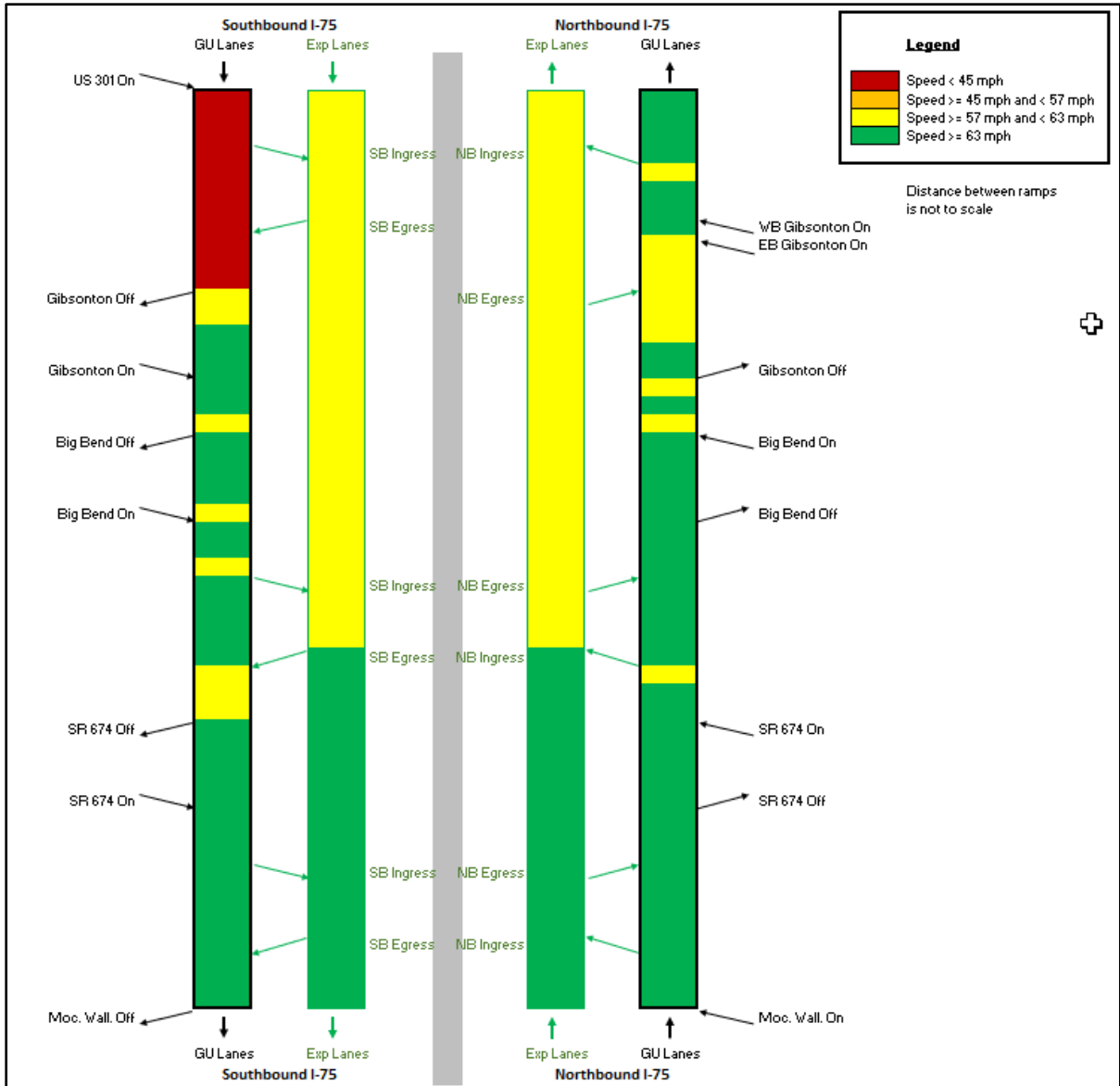


Figure 7-4 Speed Temperature Chart Build (2045) – PM Peak Period

Ramp analysis for the Build condition in design year (2045) was conducted at all mainline on-ramp and off-ramp segments for the interchanges of SR 674, Big Bend Road and Gibsonton Drive. The weighted average speeds for the interchange ramps were calculated based on segment link length and the analysis included all links coded as a ramp links in the CORSIM model (Freesim and Netsim links). Weighted average speed for the interchange ramps in design year (2045) are summarized in **Table 7-22** and **Table 7-23**. A detail analysis of all ramp link segments speeds is provided in **Appendix H**.

Table 7-22 Ramp Weighted Average Speed Build (2045) – AM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|---------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 33.4 |
| | I-75 NB On Ramp from SR 674 | 45 | 34.6 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 37.0 |
| | I-75 NB On Ramp from Big Bend Rd. | 45 | 28.4 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 50 | 40.5 |
| | I-75 NB On Ramp from Gibsonton Dr. EB | 50 | 31.3 |
| | I-75 NB On Ramp from Gibsonton Dr. WB | 45 | 43.8 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 33.6 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 32.7 |
| | I-75 SB Off Ramp to Big Bend Rd. | 45 | 35.4 |
| | I-75 SB On Ramp from Big Bend Rd. | 45 | 38.8 |
| | I-75 SB Off Ramp to SR 674 | 45 | 34.2 |
| | I-75 SB On Ramp from SR 674 | 45 | 36.3 |

Table 7-23 Ramp Weighted Average Speed Build (2045) – PM Peak Period

| Direction | Location | Free Flow Speed (MPH) | Weighted Average Speed (MPH) |
|-----------|---------------------------------------|-----------------------|------------------------------|
| NB | I-75 NB Off Ramp to SR 674 | 45 | 32.4 |
| | I-75 NB On Ramp from SR 674 | 45 | 35.0 |
| | I-75 NB Off Ramp to Big Bend Rd. | 45 | 36.5 |
| | I-75 NB On Ramp from Big Bend Rd. | 45 | 36.3 |
| | I-75 NB Off Ramp to Gibsonton Dr. | 50 | 38.8 |
| | I-75 NB On Ramp from Gibsonton Dr. EB | 50 | 34.5 |
| | I-75 NB On Ramp from Gibsonton Dr. WB | 45 | 42.0 |
| SB | I-75 SB Off Ramp to Gibsonton Dr. | 45 | 31.5 |
| | I-75 SB On Ramp from Gibsonton Dr. | 45 | 30.1 |
| | I-75 SB Off Ramp to Big Bend Rd. | 45 | 35.6 |
| | I-75 SB On Ramp from Big Bend Rd. | 45 | 38.2 |
| | I-75 SB Off Ramp to SR 674 | 45 | 29.1 |
| | I-75 SB On Ramp from SR 674 | 45 | 34.8 |

The ramp terminal intersections at the arterials were evaluated for the design year (2045) build condition at the SR 674 and Gibsonton Drive interchanges and are shown in **Table 7-24** and **Table 7-25**. The output MOEs results from the CORSIM evaluation were compared to the Highway Capacity Manual (HCM) LOS criteria to determine LOS. The overall intersection delay and LOS is a weighted average calculation based on all the movements at the intersection.

Table 7-24 Ramp Terminal Intersection LOS at SR 674 –Build (2045)

| I-75 Intersections @ SR 674 | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|-----------------------------|-------------|---|------------|-----------|------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | 27.6 (C) | 41.1 (D) | 6.4 (A) | -- | 24.0 (C) |
| | PM | 37.6 (D) | 32.3 (D) | 6.3 (A) | -- | 24.7 (C) |
| Northbound Ramps | AM | 14.0 (B) | 44.1 (D) | 8.2 (A) | -- | 13.9 (B) |
| | PM | 11.2 (B) | 48.9 (D) | 6.0 (A) | -- | 11.3 (B) |

Table 7-25 Ramp Terminal Intersection LOS at Gibsonton Dr –Build (2045)

| I-75 Intersections @ Gibsonton | Time Period | Intersection Approach Vehicle Delay (sec/veh) and LOS | | | | Overall Intersection |
|--------------------------------|-------------|---|------------|-----------|------------|----------------------|
| | | Eastbound | Northbound | Westbound | Southbound | |
| Southbound Ramps | AM | 17.0 (B) | -- | 13.6 (B) | 33.0 (C) | 14.9 (B) |
| | PM | 22.7 (B) | -- | 18.8 (B) | 25.9 (C) | 17.7 (B) |
| Northbound Ramps | AM | 13.2 (B) | 15.6 (B) | 39.6 (D) | -- | 17.8 (B) |
| | PM | 11.7 (B) | 15.2 (B) | 40.2 (D) | -- | 17.8 (B) |

A queue analysis was completed for the ramp terminal intersections at the arterials for the build scenario for design year (2045) only. Maximum queue distance was averaged from all ten (10) runs and rounded to the highest whole number and then multiplied by 25 feet (average vehicle length). The queue distances (in feet) for the southbound and northbound interchange intersections are shown in **Table 7-26** through **Table 7-29** and do not include deceleration length needed based on design speed.

Table 7-26 Queue Analysis – SR 674 Southbound Ramp Intersection (2045)

| Link | Direction | Time Period | Left | Thru | Right |
|-------------|-----------|-------------|------|------|-------|
| (946, 947) | EB | AM | -- | 575' | -- |
| | | PM | -- | 575' | -- |
| (948, 947) | WB | AM | 375' | 100' | -- |
| | | PM | 375' | 100' | -- |
| (427, 947) | NB | AM | -- | -- | 425' |
| | | PM | -- | -- | 450' |

Table 7-27 Queue Analysis – SR 674 Northbound Ramp Intersection (2045)

| Link | Direction | Time Period | Left | Thru | Right |
|-------------|-----------|-------------|------|------|-------|
| (949, 950) | EB | AM | -- | 400' | -- |
| | | PM | -- | 425' | -- |
| (1, 950) | WB | AM | -- | 250' | -- |
| | | PM | -- | 250' | -- |
| (239, 950) | NB | AM | 325' | -- | -- |
| | | PM | 300' | -- | -- |

Table 7-28 Queue Analysis – Gibsonton Dr Southbound Ramp Intersection (2045)

| Link | Direction | Time Period | Left | Thru | Right |
|------------|-----------|-------------|------|------|-------|
| (907, 908) | EB | AM | -- | 250' | -- |
| | | PM | -- | 250' | -- |
| (33, 908) | WB | AM | -- | 200' | -- |
| | | PM | -- | 275' | -- |
| (479, 478) | SB to WB | AM | -- | -- | 275' |
| | | PM | -- | -- | 275' |
| (479, 17) | SB to EB | AM | 250' | -- | -- |
| | | PM | 250' | -- | -- |

Table 7-29 Queue Analysis – Gibsonton Dr Northbound Ramp Intersection (2045)

| Link | Direction | Time Period | Left | Thru | Right |
|------------|-----------|-------------|------|------|-------|
| (34, 909) | EB | AM | -- | 200' | -- |
| | | PM | -- | 225' | -- |
| (910, 909) | WB | AM | -- | 375' | -- |
| | | PM | -- | 400' | -- |
| (209, 35) | NB to WB | AM | 175' | -- | -- |
| | | PM | 175' | -- | -- |
| (209, 207) | NB to EB | AM | -- | -- | 275' |
| | | PM | -- | -- | 250' |

The systemwide network measures of performance summary results for the Build condition in design year (2045) are shown in **Table 7-30**.

Table 7-30 Systemwide Network Measures of Performance Summary – Build (2045)

| Measure of Effectiveness | Build (2045) | |
|--------------------------|--------------|-----------|
| | AM Peak | PM Peak |
| Total Vehicle Miles | 1,115,568 | 1,068,862 |
| Move Time (veh-hr) | 17,245 | 16,580 |
| Delay Time (veh-hr) | 5,196 | 7,892 |
| Total Time (veh-hr) | 22,440 | 24,473 |
| Average Speed (mph) | 49.72 | 43.68 |
| Move/Total | 0.77 | 0.68 |
| Delay Time | 0.28 | 0.44 |
| Total Time | 1.21 | 1.37 |

SECTION 8 SUMMARY AND RECOMMENDATIONS

Improvements are needed along I-75 mainline, ramp merge/diverge junctions and ramp terminal intersections to accommodate the future traffic growth and improve traffic operations, thereby enhancing safety and capacity within the study area. The express lane improvements to I-75 within the project limits including the improvements at the interchanges at Gibsonton Drive, Big Bend Road (under separate project) and SR 674 have been identified as a result of this PD&E traffic analysis.

The overall performance of the study area (mainline and interchanges) for the No-Build and Build conditions were evaluated in terms of total vehicle miles, move time (vehicle/hour), delay time (vehicle/hour), total time (vehicle/hour) and average speed (in miles per hour). The results for opening year (2025) for the No-Build and Build conditions is shown in **Table 8-1**. The results for design year (2045) for the No-Build and Build conditions is shown in **Table 8-2**. As a result, implementing express lanes and the interchange improvements will improve overall delay, travel time reliability, and safety.

Table 8-1 Opening Year (2025) I-75 Network-Wide Performance Summary

| Measure of Effectiveness | 2025 No-Build Average | | 2025 Build Average | |
|--------------------------|-----------------------|---------|--------------------|---------|
| | AM Peak | PM Peak | AM Peak | PM Peak |
| Total Vehicle Miles | 581,908 | 626,644 | 819,142 | 825,349 |
| Move Time (veh-hr) | 9,020 | 9,752 | 12,618 | 12,735 |
| Delay Time (veh-hr) | 3,345 | 5,306 | 1,819 | 2,359 |
| Total Time (veh-hr) | 12,365 | 15,058 | 14,437 | 15,094 |
| Average Speed (mph) | 47.05 | 41.64 | 56.74 | 54.68 |
| Move/Total | 0.73 | 0.65 | 0.87 | 0.84 |
| Delay Time | 0.35 | 0.51 | 0.13 | 0.17 |
| Total Time | 1.28 | 1.44 | 1.06 | 1.10 |

Table 8-2 Design Year (2045) I-75 Network-Wide Performance Summary

| Measure of Effectiveness | 2045 No-Build Average | | 2045 Build Average | |
|--------------------------|-----------------------|---------|--------------------|-----------|
| | AM Peak | PM Peak | AM Peak | PM Peak |
| Total Vehicle Miles | 552,940 | 654,100 | 1,115,568 | 1,068,862 |
| Move Time (veh-hr) | 8,641 | 10,256 | 17,245 | 16,580 |
| Delay Time (veh-hr) | 13,253 | 14,499 | 5,196 | 7,892 |
| Total Time (veh-hr) | 21,894 | 24,755 | 22,440 | 24,473 |
| Average Speed (mph) | 25.15 | 26.47 | 49.72 | 43.68 |
| Move/Total | 0.39 | 0.42 | 0.77 | 0.68 |
| Delay Time | 1.45 | 1.32 | 0.28 | 0.44 |
| Total Time | 2.39 | 2.27 | 1.21 | 1.37 |

APPENDICES

- Appendix A Traffic Methodology Statement Memorandum
- Appendix B Existing Traffic Development Memorandum
- Appendix C Existing Network Model Calibration Memorandum
- Appendix D Travel Time Study
- Appendix E Existing Year (2017) CORSIM Outputs
- Appendix F Crash Data and Statewide Crash Rates
- Appendix G No-Build Future Year CORSIM Outputs
- Appendix H Build Future Year CORSIM Outputs
- Appendix I Preferred Alternative Concept Roll Plots
- Appendix J Traffic Noise Data Sheets

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Traffic Methodology Statement Memorandum

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Existing Traffic Development Memorandum

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Travel Time Study

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Existing Year (2017) CORSIM Outputs

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Crash Data and Statewide Crash Rates

APPENDIX G

No-Build Future Year CORSIM Outputs

APPENDIX H

Build Future Year CORSIM Outputs

APPENDIX I

Preferred Alternative Concept Roll Plots

APPENDIX J

Traffic Noise Data Sheets