

Table 32: Network Performance Comparison (2036 No-Build and Build)

Time Period	Scenario	Average Delay (seconds)	Average Speed (mph)	Total Delay (hr)	Latent Demand (veh)	Latent Delay (hr)	Vehicles Arrived
AM	No-Build	184	28.2	1,058	14,315	9,624	18,653
	Build	177	28.8	1,018	14,332	9,631	18,627
	Difference	-3%	2%	-4%	0%	0%	0%
PM	No-Build	188	28.0	1,067	19,333	14,400	18,433
	Build	185	28.2	1,041	19,647	14,590	18,252
	Difference	-1%	1%	-2%	1%	1%	-1%

9.2. Travel Time Comparison

As summarized in **Table 33** and **Table 34**, the travel times along I-4 westbound have improved in the Build scenario versus the No-Build scenario. The end-to-end travel time along I-4 westbound are expected to improve by approximately 3 to 6 percent during the future year peak hours. The travel time along I-4 westbound to the end of the AOI along eastbound SR 528 is expected to improve by up to 9 percent with the proposed ramp widening at the I-4 westbound off-ramp to eastbound SR 528 during the future year peak hours. As expected, the travel times along I-4 eastbound are not impacted by improvements proposed as part of this project.

Table 33: Travel Time Comparison (2026 No-Build and Build)

Time Period	Travel Time Measurement	Travel Time NB (min)	Travel Time Build (min)	Difference (Build vs. NB)
AM	I-4 WB	4.6	4.3	-6%
	I-4 EB	5.3	5.3	0%
	I-4 WB to SR 528	4.3	4.2	-2%
	I-4 EB to SR 528	2.4	2.4	0%
PM	I-4 WB	6.5	6.3	-3%
	I-4 EB	3.8	3.7	-2%
	I-4 WB to SR 528	5.0	4.7	-7%
	I-4 EB to SR 528	2.4	2.4	0%

Table 34: Travel Time Comparison (2036 No-Build and Build)

Time Period	Travel Time Measurement	Travel Time NB (min)	Travel Time Build (min)	Difference (Build vs. NB)
AM	I-4 WB	4.7	4.5	-5%
	I-4 EB	5.1	5.1	0%
	I-4 WB to SR 528	4.6	4.2	-9%
	I-4 EB to SR 528	2.4	2.4	0%
PM	I-4 WB	4.8	4.6	-6%
	I-4 EB	4.2	4.2	0%
	I-4 WB to SR 528	4.1	4.0	-1%
	I-4 EB to SR 528	2.4	2.3	-1%