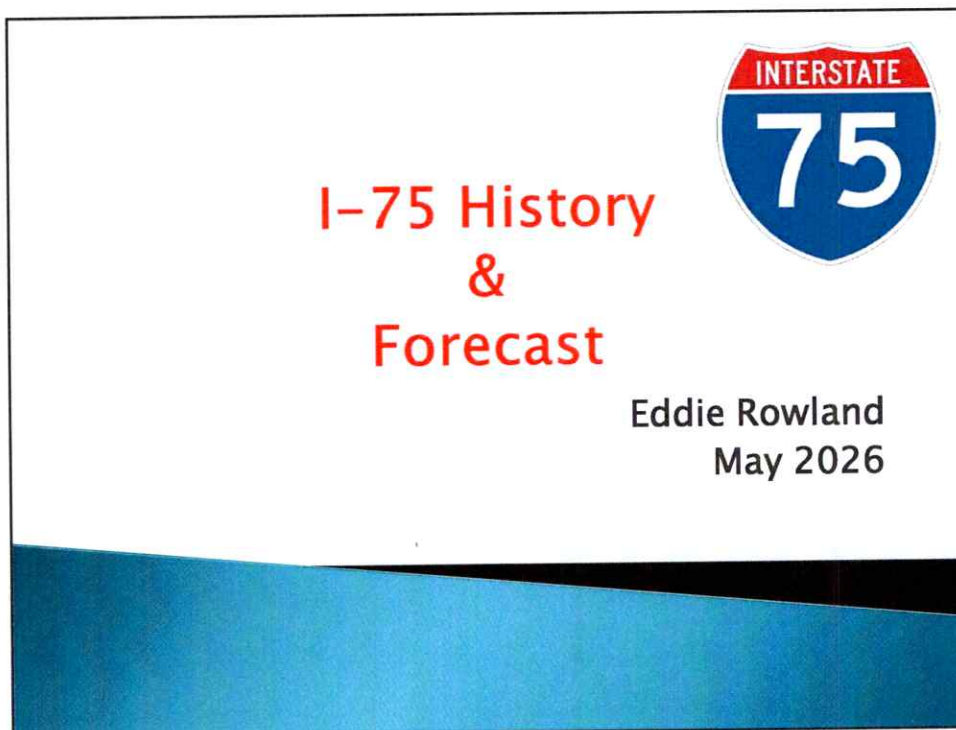




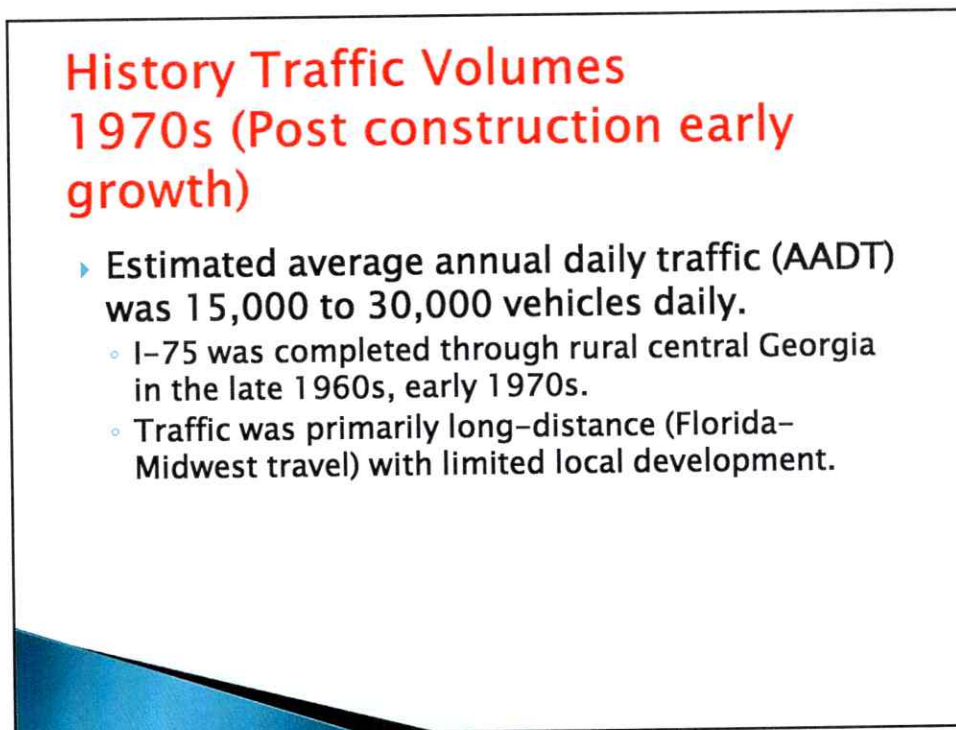
I-75 History
&
Forecast



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This slide features a white background with a blue and black decorative wave at the bottom. The title 'I-75 History & Forecast' is in red. An Interstate 75 shield is in the top right. The presenter's name and date are in the bottom right.

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History Traffic Volumes
1970s (Post construction early
growth)

- ▶ Estimated average annual daily traffic (AADT) was 15,000 to 30,000 vehicles daily.
 - I-75 was completed through rural central Georgia in the late 1960s, early 1970s.
 - Traffic was primarily long-distance (Florida-Midwest travel) with limited local development.

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History Traffic Volumes 1980s (System Expansion & Atlanta Growth)

- ▶ Estimated AADT: 30,000 to 50,000 vehicles per day.
 - Expansion of Atlanta suburb southward
 - Interstate widening projects across the state during this era.
 - Truck traffic begins increasing significantly along the corridor.

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History Traffic Volumes 1990s (Logistics corridor emerges)

- ▶ Estimated AADT: 50,000 to 70,000 vehicles per day.
 - GDOT count programs expanded statewide in this era.
 - Similar nearby corridors (Henry County) were already exceeding 75,000 to 100,000 by the mid 2000s.

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History Traffic Volumes 2010s (Modern baseline data available)

- ▶ Typical AADT range: 80,000 to 95,000 vehicles per day.
 - Henry County segments: 76,900 to 162,000 AADT in 2016.
 - Monroe County is slightly lower due to less suburban density.

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History Traffic Volumes 2020s (Current Conditions)

- ▶ Documented AADT in Monroe County was 97,200 vehicles per day in 2022.
- ▶ Growth was 6.1% increase from 2019 levels
- ▶ Characteristics:
 - Heavy truck percentages representing a key freight route.
 - Increasing congestion despite rural setting

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Long-Term Growth Summary

ERA	ADDIT	Key Trend
1970s	15K-30K	New interstate, rural travel
1980s	30K-50K	Regional growth begins
1990s	50K-70K	Freight corridor expansion
2000s	70K-90K	Rapid traffic growth
2010s	80K-95K	Stabilization at high volumes
2020s	97K+	Continued growth, congestion

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Key Takeaways

- ▶ Traffic on I-75 in Monroe County has roughly **tripled** to **quadrupled** since the 1970s.
- ▶ Growth is driven more by regional/national freight movement than local population.
- ▶ The corridor is now near 100,000 vehicles per day, which is very high for a non-metro county.
- ▶ Continued increase are expected due to:
 - Logistics/distribution expansion
 - Florida travel demand
 - Atlanta metro spillover

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I-75 Monroe County Traffic Forecast

Scenario	Growth Rate	2040 AADT	2050 AADT
Low	1.00%	116,000	128,000
Most Likely (GDOT)	1.27%	123,000	140,000
High	2.00%	134,000	162,000

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Key Planning Insights

- ▶ Monroe County is headed towards urban-level volumes.
 - 140,000 AADT (2050) equals a major metro corridor traffic.
 - That's comparable to parts of suburban Atlanta today.
- ▶ Freight is the primary driver.
 - I-75 is a national logistics spine (Florida to the Midwest).

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Capacity Pressure is Coming!

- ▶ Typical thresholds:
 - 4 lane rural interstate capacity is 70,000 to 90,000 AADT.
 - 6 lane capacity is 110,000 to 130,000 AADT.
- ▶ Monroe County is at or above functional capacity today!
- ▶ Likely over capacity by 2035 to 2045!

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What This Means for Monroe County

- ▶ By 2040–2050 Monroe County should expect:
- ▶ Infrastructure Needs
 - Widening to 6+ lanes (full corridor)
 - Truck climbing lanes or dedicated freight strategies
 - Interchange upgrades, (Forsyth exits especially)
- ▶ Operational Issues
 - Recurring congestion, even outside peak hours
 - Increased crash rates, trucks mix plus volume
 - Travel time unreliability.

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Planning-Ready Forecast

- ▶ Traffic volumes on I-75 in Monroe County are projected to increase from approximately 97,200 vehicles per day in 2022 to between 120,000 and 135,000 vehicles per day by 2040, and between 130,000 and 160,000 vehicles per day by 2050.
- ▶ This growth is driven primarily by regional and national freight movement, and will likely result in the corridor operating at or above capacity without significant infrastructure improvements.