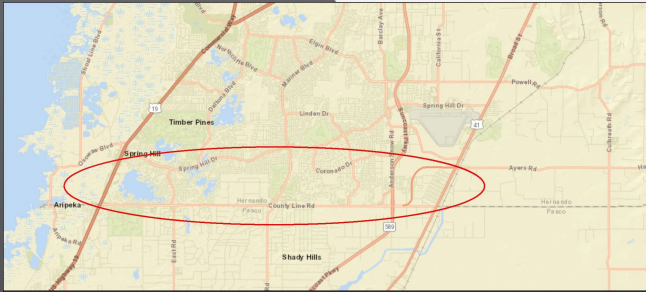
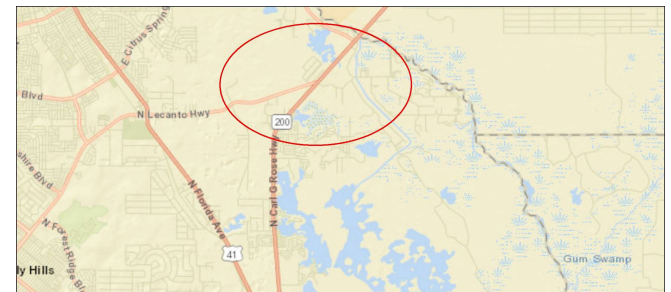


Hernando Citrus MPO

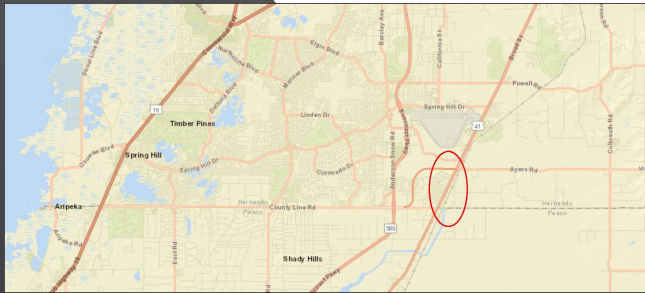
Traffic Segment Studies for County Line Road, US 41, & SR 200



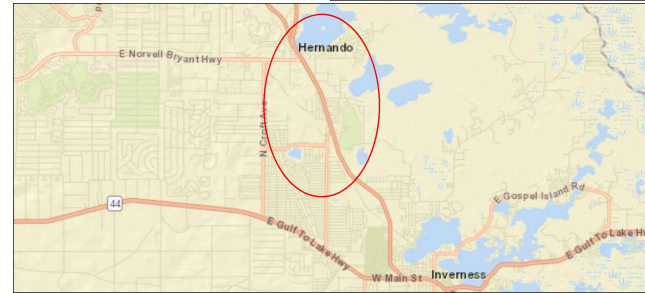
**Corridor 1: County Line Rd
From US 19 to US 41**



**Corridor 4: SR 200
From E Adam St to Marion C.L.**



**Corridor 2: US 41
From County Line Rd to Ayers Rd**



**Corridor 3: US 41
From Arlington St to SR 200**

MPO Board Meeting 6/6/2024

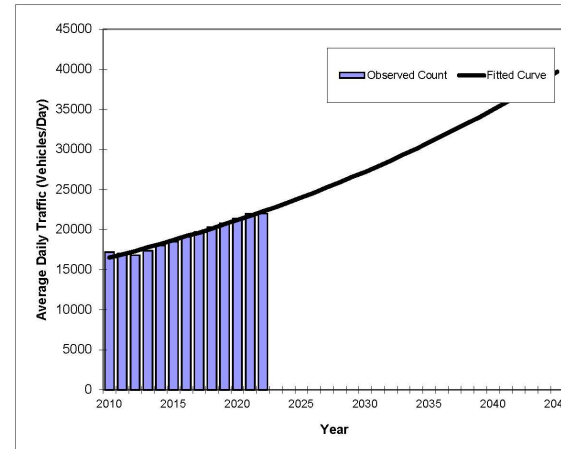
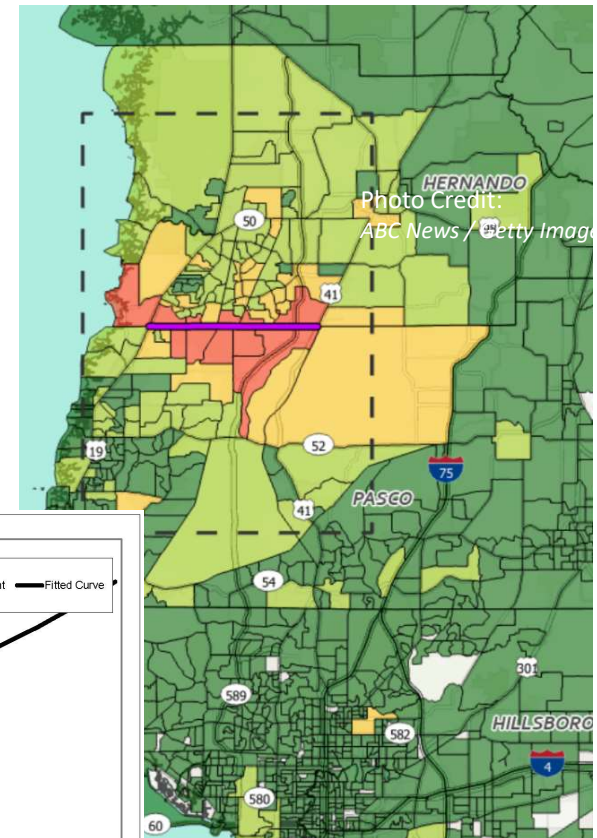


**HERNANDO/CITRUS METROPOLITAN
PLANNING ORGANIZATION**

Review of Study Objectives

For each of the four corridors:

- Assess the existing traffic conditions by determining generalized level of service (LOS).
- Determine the severity of congestion.
- Identify growth trends and travel characteristics.
- Estimate over time when roadways may or will reach a failing condition.



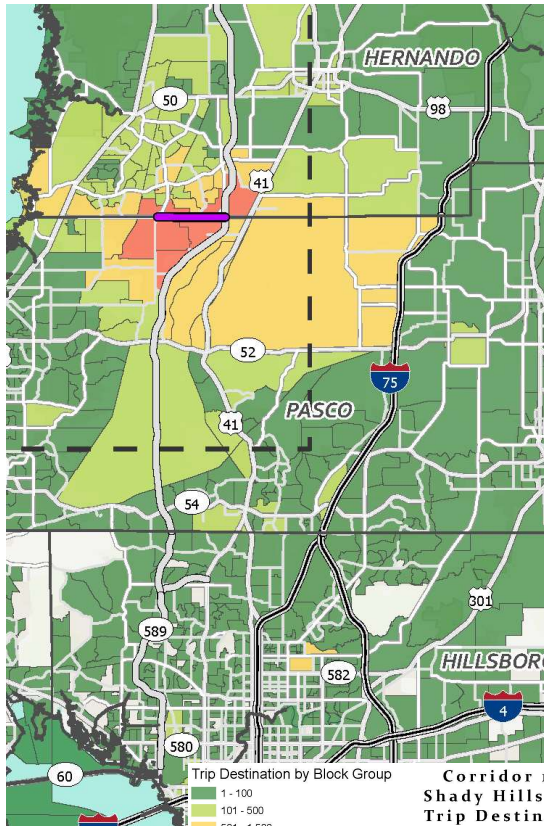
Corridor 1: County Line Road (including Ayers Road Extension), from US 19 to US 41

| County Line Road - Hernando County | Lanes /Type | Posted Speed | LOS Standard | Context Class | Capacity at LOS C | Capacity at LOS D | 2022 AADT | 2023 AADT* | 2023 V/C | 2023 LOS |
|------------------------------------|-------------|--------------|--------------|---------------|-------------------|-------------------|-----------|------------|----------|----------|
| US 19 to Cobblestone | 4LD | 50 | D | C3R | 32,585 | 35,435 | 21,000 | 19,675 | 0.56 | C |
| Cobblestone to Mariner | 2LU | 50 | D | C3R | 17,640 | 20,160 | 20,000 | 22,594 | 1.12 | F |
| Mariner to Suncoast | 2LU | 50 | D | C3R | 17,640 | 20,160 | 22,000 | 21,972 | 1.09 | F |
| Suncoast to US 41 (Ayers Ext.) | 4LD | 45 | D | C3R | 32,585 | 35,435 | N/A | 6,842 | 0.19 | C |

| County Line Road - Hernando County | Lanes /Type | LOS Std. | Context Class | Capacity at LOS C | Capacity at LOS D | 2023 AM PH 2W Vol* | 2023 PM PH 2W Vol* | 2023 AM V/C | 2023 PM V/C | 2023 AM LOS | 2023 PM LOS |
|------------------------------------|-------------|----------|---------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|-------------|-------------|
| US 19 to Cobblestone | 4LD | D | C3R | 2,936 | 3,192 | 1,365 | 1,627 | 0.43 | 0.51 | C | C |
| Cobblestone to Mariner | 2LU | D | C3R | 1,584 | 1,818 | 1,496 | 1,850 | 0.82 | 1.02 | C | F |
| Mariner to Suncoast | 2LU | D | C3R | 1,584 | 1,818 | 1,673 | 1,897 | 0.92 | 1.04 | D | F |
| Suncoast to US 41 (Ayers Ext.) | 4LD | D | C3R | 2,936 | 3,192 | 501 | 584 | 0.16 | 0.18 | C | C |

- Cobblestone to Mariner (2L) currently deficient for daily and PM Peak traffic conditions.
- Mariner to Suncoast (2L) currently deficient for daily and PM Peak traffic conditions.
- Currently, there are no committed and funded capacity improvements for these segments.
- Origin and Destination analysis suggests regional impact for the corridor.

Corridor 1: County Line Road (including Ayers Road Extension), from US 19 to US 41



Corridor 1: County Line Road
Shady Hills Rd to Suncoast Pkwy
Trip Destination by Block Group

Source Data: Replica HQ, Typical
Weekday Spring 2023

| County Line Road - Hernando County | Lanes /Type | LOS Std. | Context Class | Capacity at LOS C | Capacity at LOS D | 2023 AM PH 2W Vol* | 2023 PM PH 2W Vol* | Est. 2028 AM PH 2W Vol* | Est. 2028 PM PH 2W Vol* | Est. 2028 AM LOS | Est. 2028 PM LOS | Trend 3a AGR |
|------------------------------------|-------------|----------|---------------|-------------------|-------------------|--------------------|--------------------|-------------------------|-------------------------|------------------|------------------|--------------|
| US 19 to Cobblestone | 4LD | D | C3R | 2,936 | 3,192 | 1,365 | 1,627 | 1,390 | 1,656 | C | C | 0.36% |
| Cobblestone to Mariner | 2LU | D | C3R | 1,584 | 1,818 | 1,496 | 1,850 | 1,632 | 2,018 | D | F | 1.75% |
| Mariner to Suncoast | 2LU | D | C3R | 1,584 | 1,818 | 1,673 | 1,897 | 1,897 | 2,150 | F | F | 2.54% |
| Suncoast to US 41 (Ayers Ext.) | 4LD | D | C3R | 2,936 | 3,192 | 501 | 584 | 597 | 696 | C | C | 3.57% |

- By 2028, the Mariner to Suncoast segment is also projected to become deficient in the AM peak-hour.
- No capacity improvements such as four-laning are funded at this time with the Cobblestone to Mariner segment showing as becoming four-laned between 2036 and 2045 in the LRTP.

Corridor 2: US 41 in Hernando County, from County Line Road to Ayers Road

| US 41 - Hernando County | Lanes /Type | Posted Speed | LOS Standard | Context Class | Capacity at LOS C | Capacity at LOS D | 2022 AADT | 2023 Est AADT* | 2023 V/C | 2023 LOS |
|--------------------------------|-------------|--------------|--------------|---------------|-------------------|-------------------|-----------|----------------|----------|----------|
| County Line Road to Ayers Road | 2LU | 45 | D | C3R | 19,600 | 22,400 | 16,100 | 16,410 | 0.73 | C |

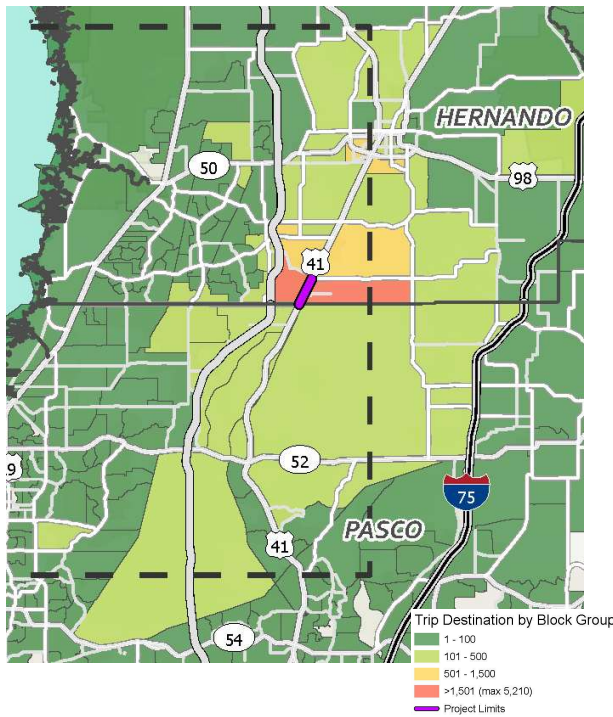
| US 41 - Hernando County | Lanes /Type | LOS Std. | Context Class | Capacity at LOS C | Capacity at LOS D | 2023 AM PH 2W Vol* | 2023 PM PH 2W Vol* | 2023 AM V/C | 2023 PM V/C | 2023 AM LOS | 2023 PM LOS |
|--------------------------------|-------------|----------|---------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|-------------|-------------|
| County Line Road to Ayers Road | 2LU | D | C3R | 1,848 | 2,121 | 1,477 | 1,477 | 0.70 | 0.70 | C | C |

| US 41 - Hernando County | Lanes /Type | Posted Speed | LOS Standard | Context Class | Capacity at LOS C | Capacity at LOS D | 2023 AADT* | Est. 2028 AADT* | Est. 2028 LOS | Trend 3a AGR |
|--------------------------------|-------------|--------------|--------------|---------------|-------------------|-------------------|------------|-----------------|---------------|--------------|
| County Line Road to Ayers Road | 2LU | 45 | D | C3R | 19,600 | 22,400 | 16,410 | 18,057 | C | 1.93% |

| US 41 - Hernando County | Lanes /Type | LOS Std. | Context Class | Capacity at LOS C | Capacity at LOS D | 2023 AM PH 2W Vol* | 2023 PM PH 2W Vol* | 2028 AM PH 2W Vol* | 2028 PM PH 2W Vol* | 2028 AM LOS | 2028 PM LOS | Trend 3a AGR | K Factor |
|--------------------------------|-------------|----------|---------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|-------------|-------------|--------------|----------|
| County Line Road to Ayers Road | 2LU | D | C3R | 1,848 | 2,121 | 1,477 | 1,477 | 1,625 | 1,625 | C | C | 1.93% | 9.0 |

- Corridor is currently within LOS standard for daily and Peak traffic conditions.
- Corridor is projected to remain within LOS standard for daily and peak-hour traffic conditions within the 5-year forecast.
- Currently, there are no committed and funded capacity improvements for these segments.
- Origin and Destination analysis suggests limited regional impact for the corridor.

Corridor 2: US 41 in Hernando County, from County Line Road to Ayers Road



Change in TBRPM Socioeconomic Data 2015 – 2045

| | 2015 | 2015-2035 AGR | 2035 | 2035-2045 AGR | 2045 | 2015-2045 AGR |
|--------------------|-------|------------------|--------|------------------|--------|------------------|
| D.U.s | 3,813 | 4.51% | 9,222 | 2.42% | 11,717 | 3.81% |
| Population | 8,682 | 4.56% | 21,197 | 2.42% | 26,921 | 3.84% |
| Employees | 5,488 | 2.61% | 9,179 | 1.93% | 11,118 | 2.38% |
| K-12 Enrol. | 2,053 | 1.35% | 2,685 | 1.52% | 3,122 | 1.41% |

Note: TAZs of influence selected using Replica O and D analysis
AGR is an annualized (compounding) growth rate.

| US 41 - Hernando County | Posted Speed | LOS Standard | Context Class | 2024 TBRPM Lanes | MSV 2024 | TBRPM 2024 AADT | 2024 V/C | 2045 TBRPM Lanes | MSV 2045 | TBRPM 2045 AADT | 2045 V/C |
|--------------------------------|--------------|--------------|---------------|------------------|----------|-----------------|----------|------------------|----------|-----------------|----------|
| County Line Road to Ayers Road | 45 | D | C3R | 2LU | 22,400 | 22,941 | 1.02 | 4LD | 37,300 | 22,889 | 0.61 |

- Current growth rates for the corridor and future volume estimates from the TBRPM suggest corridor volumes exceeding existing capacity by 2040.
- This corridor is currently listed in the LRTP as being widened from two to four lanes between 2031 and 2035.

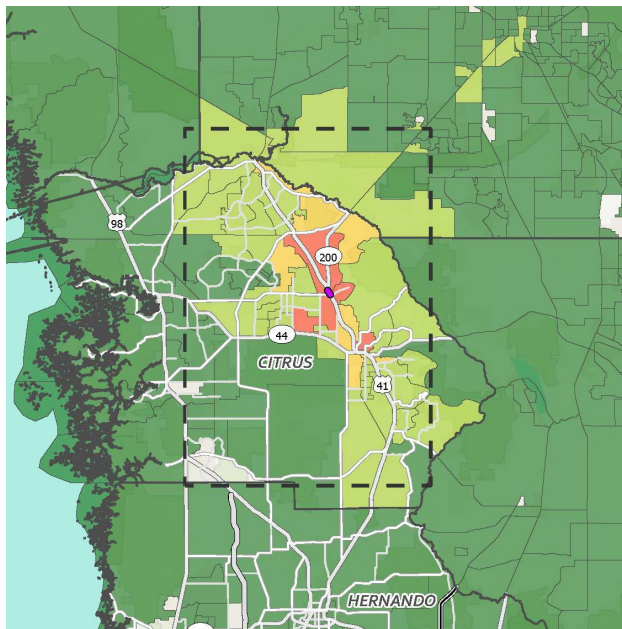
Corridor 3: US 41 in Citrus County, from E Arlington Street to SR 200 (Carl G Rose Hwy)

| US 41 - Citrus County | Lanes /Type | Posted Speed | LOS Standard | Context Class | Capacity at LOS C | Capacity at LOS D | 2022 AADT | 2023 Est AADT* | 2023 V/C | 2023 LOS |
|--------------------------------|-------------|--------------|--------------|---------------|-------------------|-------------------|-----------|----------------|----------|----------|
| E Arlington to Independence | 2LU | 50 | D | C3R | 19,600 | 23,520 | 22,000 | 22,306 | 0.95 | D |
| Independence to Norvell Bryant | 2LU | 50 | D | C3C | 15,300 | 22,785 | 22,000 | 19,798 | 0.87 | D |
| Norvell Bryant to SR 200 | 2LU | 50 | D | C3C | 15,300 | 22,785 | 23,000 | 19,683 | 0.86 | D |

| US 41 - Citrus County | Lanes /Type | Posted Speed | LOS Standard | Context Class | Capacity at LOS C | Capacity at LOS D | 2023 Est AADT* | Est. 2028 AADT* | Est. 2028 LOS | Trend 3a AGR |
|--------------------------------|-------------|--------------|--------------|---------------|-------------------|-------------------|----------------|-----------------|---------------|--------------|
| E Arlington to Independence | 2LU | 50 | D | C3R | 19,600 | 23,520 | 22,306 | 23,900 | F | 1.39% |
| Independence to Norvell Bryant | 2LU | 50 | D | C3C | 15,300 | 22,785 | 19,798 | 21,213 | D | 1.39% |
| Norvell Bryant to SR 200 | 2LU | 50 | D | C3C | 15,300 | 22,785 | 19,683 | 20,924 | D | 1.23% |

- Corridor is currently within LOS standard for daily and peak-hour traffic conditions.
- Portions of the corridor are projected to exceed or be nearing capacity for daily and peak-hour traffic conditions within the 5-year forecast.
- Currently, there are no committed and funded capacity improvements for these segments.
- Origin and Destination analysis suggests limited regional impact for the corridor.

Corridor 3: US 41 in Citrus County, from E Arlington Street to SR 200 (Carl G Rose Hwy)



Trip Destination by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 5,210)
- Project Limits

| US 41 - Citrus County | Lanes /Type | LOS Std. | Context Class | Capacity at LOS C | Capacity at LOS D | 2023 AM PH 2W Vol* | 2023 PM PH 2W Vol* | Est. 2028 AM PH 2W Vol* | Est. 2028 PM PH 2W Vol* | Est. 2028 AM LOS | Est. 2028 PM LOS | Trend 3a AGR |
|--------------------------------|-------------|----------|---------------|-------------------|-------------------|--------------------|--------------------|-------------------------|-------------------------|------------------|------------------|--------------|
| E Arlington to Independence | 2LU | D | C3R | 1,848 | 2,121 | 1,980 | 1,980 | 2,121 | 2,121 | F | F | 1.39% |
| Independence to Norvell Bryant | 2LU | D | C3C | 1,449 | 2,048 | 1,470 | 1,703 | 1,575 | 1,825 | D | D | 1.39% |
| Norvell Bryant to SR200 | 2LU | D | C3C | 1,449 | 2,048 | 1,427 | 1,694 | 1,517 | 1,801 | D | D | 1.23% |

- By 2028, the Arlington to Independence segment, is projected to become deficient for both daily traffic and for peak-hour traffic conditions.
- Growth rates based on historic AADT suggest that the segments between Independence and SR 200 will become deficient between 2030 and 2035.
- The corridor is showing as becoming four-laned between 2031 and 2045 in the LRTP

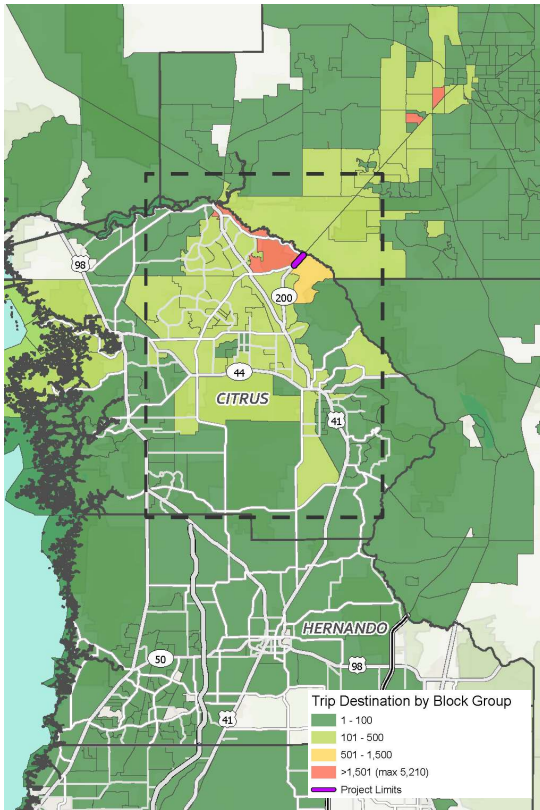
Corridor 4: SR 200/Carl G Rose Highway, from E Adams Street to Marion County Line

| SR 200 - Citrus County | Lanes /Type | Posted Speed | LOS Standard | Context Class | Capacity at LOS C | Capacity at LOS D | 2022 AADT | 2023 Est AADT* | 2023 V/C | 2023 LOS |
|----------------------------|-------------|--------------|--------------|---------------|-------------------|-------------------|-----------|----------------|----------|----------|
| E Adams to N Lecanto Hwy | 2LU | 55 | D | C2T | 13,800 | 18,000 | 11,300 | 11,618 | 0.65 | C |
| N Lecanto Hwy to Marion CL | 2LU | 55 | C | C2 | 8,200 | 14,000 | 16,100 | 14,869 | 1.81 | F |

| SR 200 - Citrus County | Lanes /Type | LOS Std. | Context Class | Capacity at LOS C | Capacity at LOS D | 2023 AM PH 2W Vol* | 2023 PM PH 2W Vol* | 2023 AM V/C | 2023 PM V/C | 2023 AM LOS | 2023 PM LOS |
|----------------------------|-------------|----------|---------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|-------------|-------------|
| E Adams to N Lecanto Hwy | 2LU | D | C2T | 1,310 | 1,710 | 494 | 576 | 0.29 | 0.34 | C | C |
| N Lecanto Hwy to Marion CL | 2LU | C | C2 | 780 | 1,330 | 1,091 | 1,240 | 1.40 | 1.59 | D | D |

- N Lecanto Highway to Marion County Line (2L) is currently deficient for daily and peak-hour traffic conditions.
- Currently, there are no committed and funded capacity improvements for this corridor.
- Origin and Destination analysis suggests regional impact for the corridor.

Corridor 4: SR 200/Carl G Rose Highway, from E Adams Street to Marion County Line



TBRPM 9.3 Future Forecast

| SR 200 - Citrus County | Posted Speed | LOS Standard | Context Class | 2024 TBRPM Lanes | MSV 2024 | TBRPM 2024 AADT | 2024 V/C | 2045 TBRPM Lanes | MSV 2045 | TBRPM 2045 AADT | 2045 V/C |
|----------------------------|--------------|--------------|---------------|------------------|----------|-----------------|----------|------------------|----------|-----------------|----------|
| E Adams to N Lecanto Hwy | 55 | D | C2T | 2LU | 18,000 | 23,350 | 1.30 | 2LU/4LD | 18,000 | 22,504 | 1.25 |
| N Lecanto Hwy to Marion CL | 55 | C | C2 | 2LU | 8,200 | 28,505 | 3.48 | 2LU | 8,200 | 28,494 | 3.47 |

¹ Number of Lanes from TBRPM scenario year. ² MSV is the capacity at the LOS standard for the segment based on the FDOT 2023 QLOS Handbook.

³ Volume has been adjusted to AADT using a MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

- SR 200 from US 41 to Marion County Line is currently listed in the TIP as an unfunded Priority Project.
- SR 200 from North Lecanto Highway to Marion County Line is currently deficient at LOS F under existing daily and peak-hour traffic conditions.
- This corridor is projected to be deficient by 2045, as projected by the TBRPM 9.3 LRTP 2045 Cost Feasible model scenario

Questions?



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