

TRAFFIC SEGMENT STUDIES FOR COUNTY LINE ROAD, US 41, AND SR 200

MAY 2024

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DEFINITIONS

Annual average daily traffic (AADT)	The volume passing a point or segment of a roadway in both directions for one year, divided by the number of days in the year.
Capacity	The maximum sustainable hourly flow rate at which persons or vehicles can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions. (HCM 6th Edition). As typically used in the Q/LOS Handbook, the maximum number of vehicles that can pass a point in one hour under prevailing roadway, traffic and control conditions.
Context classification	A classification assigned to a roadway that broadly identifies the various built environments in Florida, based on existing or future land use characteristics, development patterns, and the roadway connectivity of an area.
K factor	The proportion of AADT that occurs during the peak hour. Standard K values are statewide fixed parameters that depend on the general area types (location) and facility types (roadway characteristics).
Level of service (LOS)	A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with "LOS A" representing the best operating conditions from the traveler's perspective and "LOS F" the worst. (HCM Sixth Edition)
Maximum service volume (MSV)	The highest number of vehicles for a given LOS.
Traffic Analysis Zone (TAZ)	A traffic analysis zone (TAZ) is the unit of geography commonly used in transportation planning or travel demand models. The size of a zone can vary, but generally thresholds on land use intensity/socioeconomic data and trips generated may govern size of the zone. The spatial extent of zones typically varies in models, ranging from very large areas in the undeveloped areas to as small as a city block in central business districts.
Volume-to-capacity ratio (V/C)	Either the ratio of demand volume to capacity or the ratio of service flow volume to capacity, depending on the particular problem situation.

Source: 2023 Q/LOS Handbook, Florida Department of Transportation, 2023; Alfred Benesch & Co., 2024.

PURPOSE AND OBJECTIVES

With the recent, continued, and projected population growth in Hernando County and Citrus County there is an ever-increasing demand on the roadways. It is the responsibility of the Hernando/Citrus MPO to monitor and evaluate the performance of the transportation system, plan, and program roadway improvements to meet the existing and future demand on the area roadways.

The MPO monitors existing traffic through a traffic count program and future travel demand through the Tampa Bay Regional Planning Model (TBRPM). Using those data points and historic traffic count trends, the MPO desires to analyze the existing and future performance on certain vital roadways. This work effort includes conducting traffic studies as described herein for:

- County Line Road (including Ayers Road Extension), from US 19 to US 41.
- US 41 in Hernando County, from County Line Road to Ayers Road
- US 41 in Citrus County, from E Arlington Street to SR 200
- SR 200/Carl G Rose Highway, from E Adams Street to Marion County Line.

The objectives of the study are to assess the existing traffic conditions by determining generalized level of service (LOS) for the roadways and determine the severity of congestion and estimate over time when roadways may or will reach a failing condition. The studies will consider daily and AM and PM peak-hour conditions. The methodology/scope of services for this study can be found in **Appendix A**.

1 COUNTY LINE ROAD/AYERS ROAD, FROM US 19 TO US 41

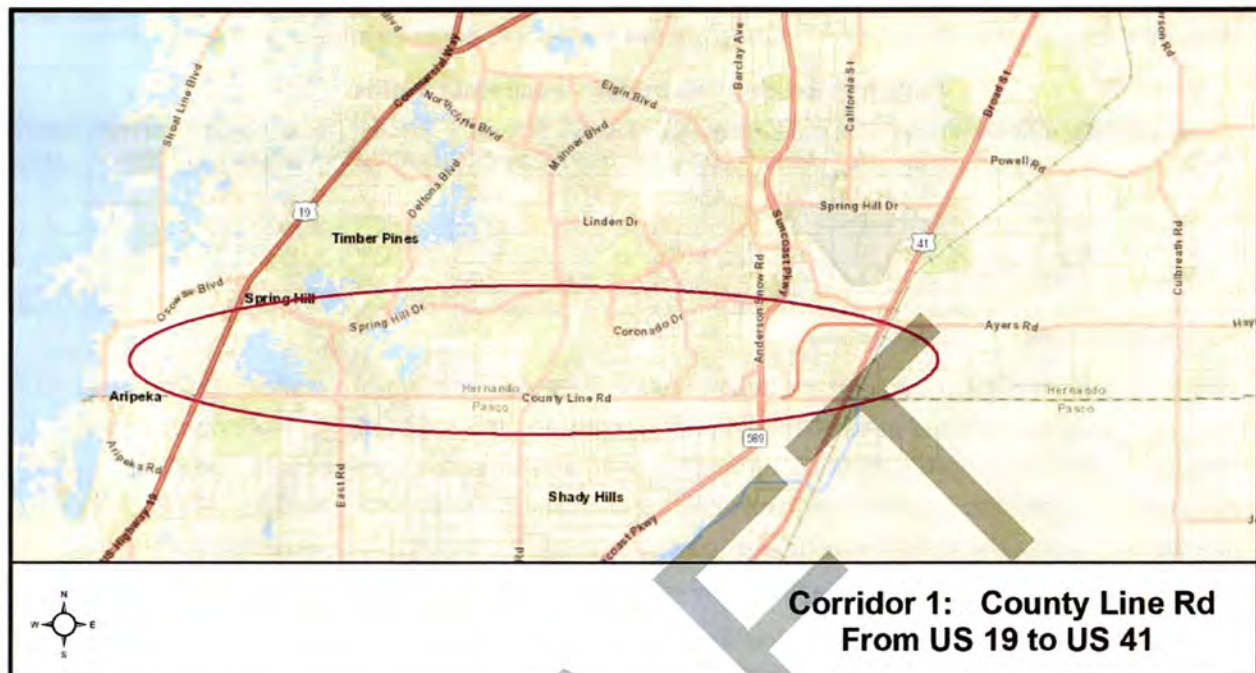
The County Line Road corridor runs east-west along the county line between Pasco County and Hernando County. For the purpose of this analysis, the corridor has been divided into the four following segments:

- US 19 to Cobblestone Drive (Hernando)/East Road (Pasco)
 - Functions as four lanes, divided roadway, 50 mph, C3R context classification.
- Cobblestone Drive/East Road to Mariner Boulevard (Hernando)/Shady Hills Road (Pasco)
 - Functions as two lanes, undivided roadway, 50 mph, C3R context classification.
- Mariner Boulevard/Shady Hills Road to Suncoast Parkway.
 - Functions as two lanes, undivided roadway, 50 mph, C3R context classification.
- Suncoast Parkway to Ayers Road Extension, then Ayers Extension to US 41.
 - Functions as four lanes, divided roadway, 45 mph, C3R context classification.

Note that the above context classification is from the FDOT 2023 Q/LOS Handbook and is being used for analysis purposes for this study. In keeping with the methodology agreement for this study and for consistency with the other corridor analyses within this report, the 2023 Q/LOS context classification-based capacity thresholds are being used for this facility.

Figure 1-1 illustrates the study corridor and its location in south-west Hernando County.

Figure 1-1: Corridor Location



EXISTING CONDITIONS

For the existing conditions analysis, traffic data was collected from both the FDOT and the Hernando/Citrus MPO. Available historic annual average daily traffic (AADT) through 2022 was collected from the FDOT, Florida Traffic Information web site, and 2023 AADT was provided by the Hernando/Citrus MPO traffic counts program. Roadway capacity is based on the FDOT 2023 Q/LOS Handbook and the adopted Level of Service (LOS) for each road segment. Volume to Capacity ratio (V/C) and LOS is based on the 2023 MPO traffic counts. For peak-hour analyses, the actual peak-hour volumes (seasonally adjusted to annual average values) were used, based on the 15-minute incremental traffic counts.

As can be seen in **Table 1-1**, the four-lane divided segments are operating at LOS C and the two-lane segments are operating at LOS F under daily existing traffic conditions.

Table 1-1: Existing Conditions – Daily Traffic

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

Note: Context Classification and capacity is based on 2023 FDOT QLOS for C3R classification (non-State road). This classification has not been adopted by Hernando County.

* 2023 AADT from 2023 Hernando/Citrus MPO counts. 2022 AADT from FDOT, FTI Historic AADT report.

As can be seen in **Table 1-2**, the four-lane divided segments are operating at LOS C during the AM and PM peak-hours and the two-lane segments are operating within adopted standards during the AM peak-hour but are operating at LOS F during the PM peak-hour, under existing traffic conditions.

Table 1-2: Existing Conditions – Peak-Hour Traffic

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

Note: Context Classification and capacity is based on 2023 FDOT QLOS for C3R classification (non-State road). This classification has not been adopted by Hernando County.

* 2023 PH volumes from 2023 Hernando/Citrus MPO counts.

While the segments from Cobblestone Drive to Mariner Boulevard and from Mariner Boulevard to Suncoast Parkway are listed as two-lane undivided roadways, it is worth noting that approaches to the signalized intersections with Cobblestone, Mariner, and Suncoast, along County Line Road have been improved to four lanes with auxiliary turning lanes and restrictive medians. Additional intersections along these segments have also been improved with turn lanes to better maintain the flow of through traffic along County Line Road and overall operation of these intersections.

Corridor 2023 traffic counts and historical AADT reports can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

FIVE YEAR FORECAST

Historical AADT and the Trend v03a tool were used to develop annualized growth rates for the segments along this corridor. These growth rates were applied to the 2023 traffic counts and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period.

As can be seen in **Table 1-3**, the four-lane divided segments are anticipated to continue operating at LOS C and the two-lane segments are anticipated to continue operating at LOS F under future daily traffic conditions in 2028. Corridor Trend v03a worksheets can be seen in **Appendix B**.

Table 1-3: Five Year Forecast – Daily Traffic

County Line Road - 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
US 19 to Cobblestone	4LD	50	D	C3R	32,585	35,435	19,675	20,032	C	0.36%
Cobblestone to Mariner	2LU	50	D	C3R	17,640	20,160	22,594	24,641	F	1.75%
Mariner to Suncoast	2LU	50	D	C3R	17,640	20,160	21,972	24,908	F	2.54%
Suncoast to US 41 (Ayers Ext.)	4LD	45	D	C3R	32,585	35,435	6,842	8,154	C	3.57%

Note: Context Classification and capacity is based on 2023 FDOT QLOS for C3R classification (non-State road). This classification has not been adopted by Hernando County.

* 2023 AADT from 2023 Hernando/Citrus MPO counts. 2028 AADT estimated using Trend v03a. 2022 & historic AADT used for Trend analysis from FDOT, FTI Historic AADT report.

AGR is an annualized (compounding) growth rate.

Under future peak-hour traffic conditions, the four-lane divided segments are projected to continue operating at LOS C during the AM and PM peak-hours and the two-lane Cobblestone to Mariner segment is projected to continue operating within adopted standards during the AM peak-hour. However, the Mariner to Suncoast segment is anticipated to decline from LOS D to LOS F in the AM peak-hour by 2028. Both two-lane segments are projected to continue operating at LOS F during the PM peak-hour, under future 2028 traffic conditions, as can be seen in **Table 1-4**.

Table 1-4: Five Year Forecast – Peak-Hour Traffic

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%

Note: Context Classification and capacity is based on 2023 FDOT QLOS for C3R classification (non-State road). This classification has not been adopted by Hernando County.

* 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03a and FDOT, FTI Historic AADT report. AGR is an annualized growth rate.

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along each segment of the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection for the model socioeconomic data growth analysis. Due to the length of the corridor, each segment was selected individually for O/D analysis in order to show any differences in travel characteristics along the corridor.

The Replica database provides O/D estimates by Census block group for a specific roadway corridor or segment. The number of trips per block group was classified to the following ranges for mapping and analysis purposes: 1-100, 101-500, 501-1500, & >1500. Detailed block Group O/D maps can be seen in **Appendix D** for each segment along the corridor.

For the US 19 to Cobblestone segment, trip O/Ds were primarily limited to block groups local to the segment for trips over 500 per block group. Trip O/Ds between 100 and 500 were limited to Pasco and Hernando Counties, with regional trips notable to block groups below 100 trip O/Ds per block group.

For the Cobblestone to Mariner segment, trip O/Ds were identified for block groups extending from west of US 19 to US 41 and north and south locally into Hernando and Pasco Counties for trips over 500 per block group. Trip O/Ds between 100 and 500 were notable in Pasco and Hernando Counties with incidences into Hillsborough County. Regional trips were also more notable for block groups below 100 trip O/Ds per block group.

For the Mariner to Suncoast segment, trip O/Ds were identified for block groups extending from west of US 19 to I-75 in the east, and north and south locally into Hernando and Pasco Counties for trips over 500 per block group. Trip O/Ds between 100 and 500 were significant within Pasco and Hernando Counties with incidences into Hillsborough County. Regional trips were also significant for block groups below 100 trip O/Ds per block group.

For the Suncoast to US 41 segment, trip O/Ds were primarily limited to block groups local to the segment in Pasco and Hernando Counties for trips over 500 per block group. Trip O/Ds between 100 and 500 were significant within Pasco and Hernando Counties with incidences into Hillsborough County. Regional trips were significant for block groups below 100 trip O/Ds per block group.

In summary, segments closer to the Suncoast parkway tended to have more regional impact in terms of trip origins and destinations per block group.

The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the O/D analysis allowed for the selection of TAZs with trip origins and destinations significant to the corridor. For this selection, TAZs were selected that were made up of block groups with trip O/Ds above 500 trips and contiguous to the corridor. **Figure 1-2** identifies these TAZs that best match these conditions in aggregate for all four roadway segments. The TBRPM provides datasets for population and employment data for the base year of 2015, interim year 2035, and horizon year 2045. The yearly totals for dwelling units, population, employment, and school enrollment land uses for the selected TAZs were summarized and annualized growth rates were calculated for the base to interim, interim to horizon, and base to horizon years. The results of this analysis can be seen in **Table 1-5**, below.

Table 1-5: Change in TBRPM Socioeconomic Data 2015 – 2045

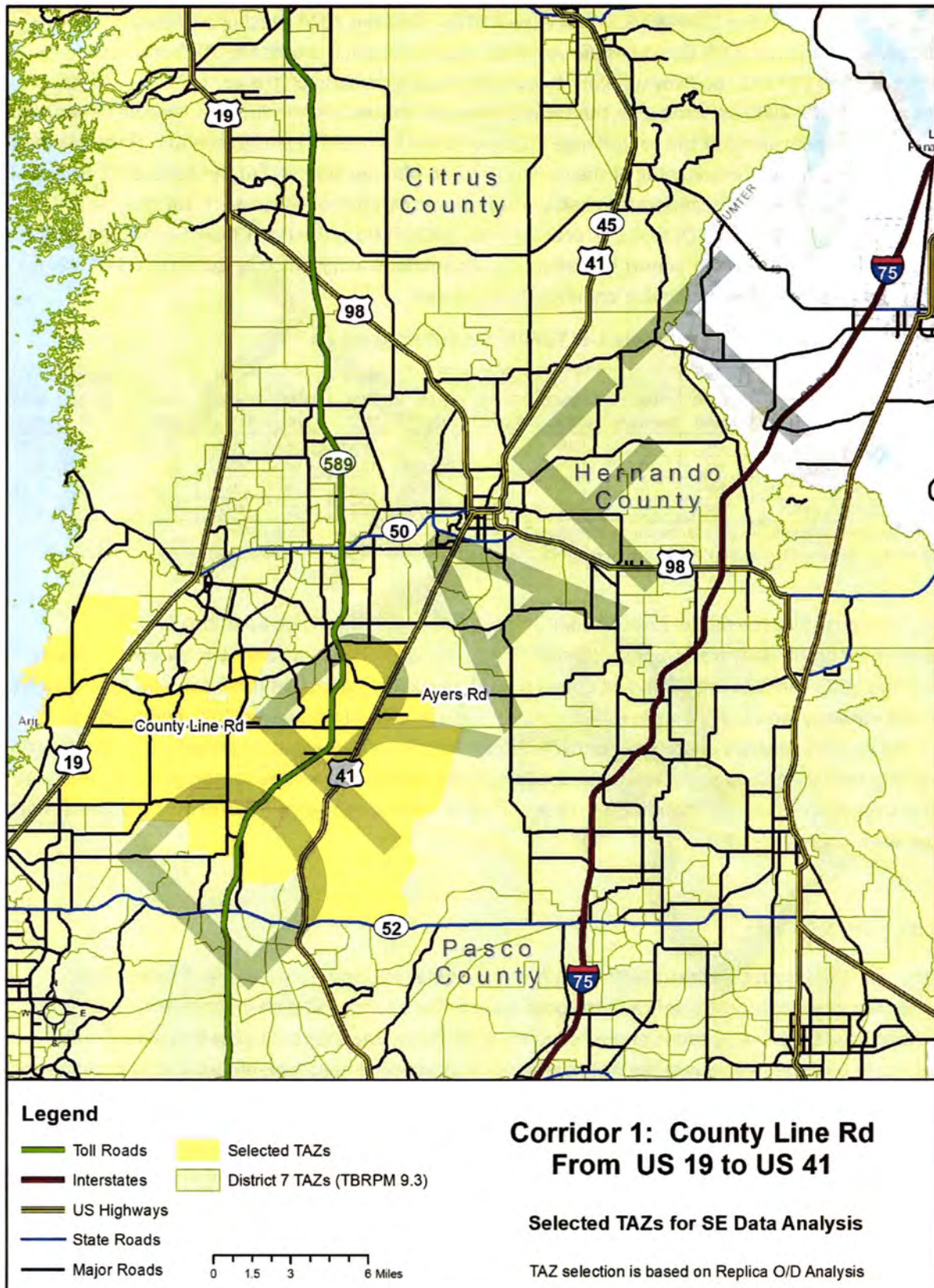
	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
D.U.s	21,923	0.79%	25,681	0.95%	28,217	0.84%
Population	47,127	0.86%	55,938	0.94%	61,451	0.89%
Employees	14,895	1.04%	18,325	1.26%	20,761	1.11%
K-12 Enrol.	4,574	0.69%	5,252	0.19%	5,350	0.52%

Note: TAZs of influence selected using Replica O and D analysis

AGR is an annualized (compounding) growth rate.

The average annual growth rate for the trip generating land uses in **Table 1-5** is approximately 1% per year, which is notably less than the Trend 03a growth rates listed in the section above for corridor traffic. This would reasonably support the Replica O/D based analysis indicating regional background traffic along the corridor.

Figure 1-2: Selected Traffic Analysis Zones from O/D Analysis



TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (LRTP) improvements. These planned improvements include the widening of the Cobblestone to Mariner segment in the 2036-2045 period of the current LRTP. The model generates peak season volume estimates. These were adjusted to AADT using the most recent Model Output Correction Factor (MOCF) from the FDOT Peak Season Correction Factor (PSCF) report. The PSCF report can be seen in **Appendix C** along with the 2023 Q/LOS Handbook tables used for the Maximum Service Volumes (MSV) shown.

Table 1-6: TBRPM 9.3 Future Forecast

County Line Road - 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
US 19 to Cobblestone	50	D	C3R	4LD	35,435	19,819	0.56	4LD	35,435	17,486	0.49
Cobblestone to Mariner	50	D	C3R	2LU	20,160	18,872	0.94	4LD	35,435	18,592	0.52
Mariner to Suncoast	50	D	C3R	2LU	20,160	15,407	0.76	2LU	20,160	12,520	0.62
Suncoast to US 41 (Ayers Ext.)	45	D	C3R	4LD	35,435	18,325	0.52	4LD	35,435	19,617	0.55

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 an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

While it appears that the model forecast indicates that all segments will be operating without deficiency for future daily traffic volumes according to the V/Cs shown in **Table 1-6** above, it is worth noting that 2045 volumes are projected to be lower than current counts on three segments west of the Suncoast Parkway, and that all segments are showing lower volumes than the 2024 model results. Given the current volumes and annual growth rates for traffic, plus the annual growth rates of area trip generating land uses, it appears that these specific model results may not be reasonable and should be used with caution if used for planning on these specific roadway segments. TBRPM model volume plots can be seen in **Appendix E**.

CONCLUSIONS

County Line Road from Cobblestone Drive to Mariner Boulevard, and from Mariner Boulevard to Suncoast Parkway is currently deficient for both daily traffic and for PM peak-hour traffic conditions throughout the two-lane portions of the corridor. 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.

The O/D study suggests regional significance for traffic using the County Line Road corridor as identified in this study.

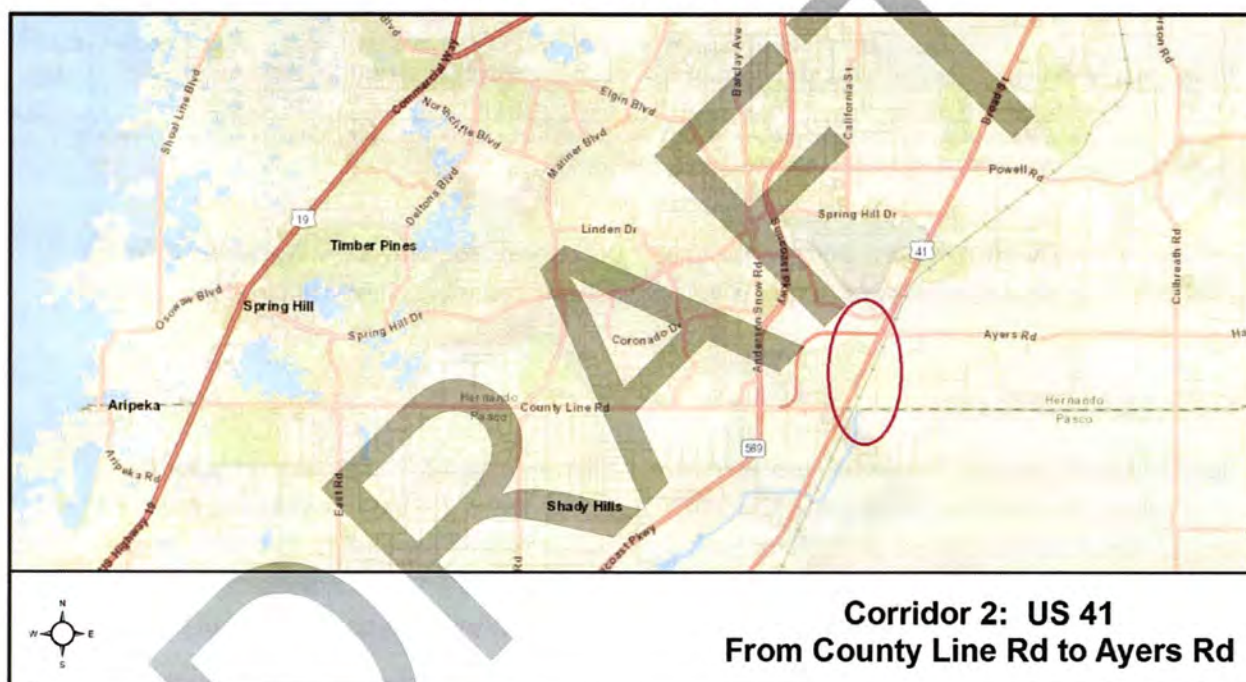
2 US 41 (BROAD ST), FROM COUNTY LINE ROAD TO AYERS ROAD

The US 41 corridor runs north-south, immediately north of the Pasco/Hernando County Line from County Line Road to Ayers Road. For the purpose of this analysis, the corridor is being analyzed as one segment.

This corridor has been identified with a C3R context classification in the 2023 FDOT District 7 LOS Report, and is a two-lane undivided roadway with a posted speed of 45 miles per hour, and an LOS standard of D.

Figure 2-1 illustrates the study corridor and its location in south Hernando County.

Figure 2-1: Corridor Location



EXISTING CONDITIONS

For the existing conditions analysis, traffic data was collected from FDOT. Available historic annual average daily traffic (AADT) through 2022 was collected from the FDOT Florida Traffic Information web site. Since no 2023 AADT was available from the Hernando/Citrus MPO traffic counts program 2023 AADT was estimated using a Trend 03a derived growth rate from historical AADT. Roadway capacity is based on the FDOT 2023 Q/LOS Handbook and the adopted Level of Service (LOS) for the corridor. Volume to Capacity ratio (V/C) and LOS is based on the 2023 estimated AADT. For peak-hour analyses, peak-hour volumes were derived using the standard K factor provided with the most recent AADT report.

As can be seen in **Table 2-1**, the corridor is operating at LOS C with a V/C under 1.0 for daily traffic conditions.

Table 2-1: Existing Conditions – Daily Traffic

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

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * 2023 AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

As can be seen in **Table 2-2**, the corridor operates at LOS C during the AM and PM peak-hours with V/Cs of less than 1.0 under peak hour existing traffic conditions.

Table 2-2: Existing Conditions – Peak Hour Traffic

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

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * Peak hour volume estimated using Trend v03.a and FDOT, FTI Historic AADT report and K factor.

Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

Corridor historical AADT reports and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

FIVE YEAR FORECAST

Historical AADT and the Trend v03a tool were used to develop annualized growth rates for the traffic along this corridor. These growth rates were applied to the 2023 traffic volumes and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period.

As can be seen in **Table 2-3**, the corridor is anticipated to continue operating at LOS C under future daily traffic conditions in 2028.

Table 2-3: Five Year Forecast – Daily Traffic

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%

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

Under future peak-hour traffic conditions, the corridor is projected to continue operating at LOS C during the AM and PM peak-hours by 2028, as can be seen in **Table 2-4**.

Corridor Trend v03a worksheets can be seen in **Appendix B**.

Table 2-4: Five Year Forecast – Peak Hour Traffic

	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
US 41 - Hernando County													
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

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * Peak hour volume estimated using Trend v03.a and FDOT, FTI Historic AADT report and K factor.
Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection for the model socioeconomic data growth analysis.

The Replica database provides O/D estimates by Census block group for a specific roadway corridor or segment. The number of trips per block group was classified to the following ranges for mapping and analysis purposes: 1-100, 101-500, 501-1500, & >1500. Detailed block Group O/D maps can be seen in **Appendix D** for each segment along the corridor.

Corridor trip O/Ds were identified for block groups extending east and west of US 41 and north and south locally into Hernando and Pasco Counties for trips over 500 per block group, including the area of Brooksville-Tampa Bay Regional Airport, just north of the corridor. Trip O/Ds between 100 and 500 were significant within Pasco and Hernando Counties with incidences into Hillsborough County. Regional trips were also significant for block groups below 100 trip O/Ds per block group.

The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the O/D analysis allowed for the selection of TAZs with trip origins and destinations significant to the corridor. For this selection, TAZs were selected that were made up of block groups with trip O/Ds above 500 trips and contiguous to the corridor. **Figure 2-2** identifies these TAZs that best match these conditions. The TBRPM provides datasets for population and employment data for the base year of 2015, interim year 2035, and horizon year 2045. The yearly totals for dwelling units, population, employment, and school enrollment land uses for the selected TAZs were summarized and annualized growth rates were calculated for the base to interim, interim to horizon, and base to horizon years. The results of this analysis can be seen in **Table 2-5**, below.

Figure 2-2: Selected Traffic Analysis Zones from O/D Analysis

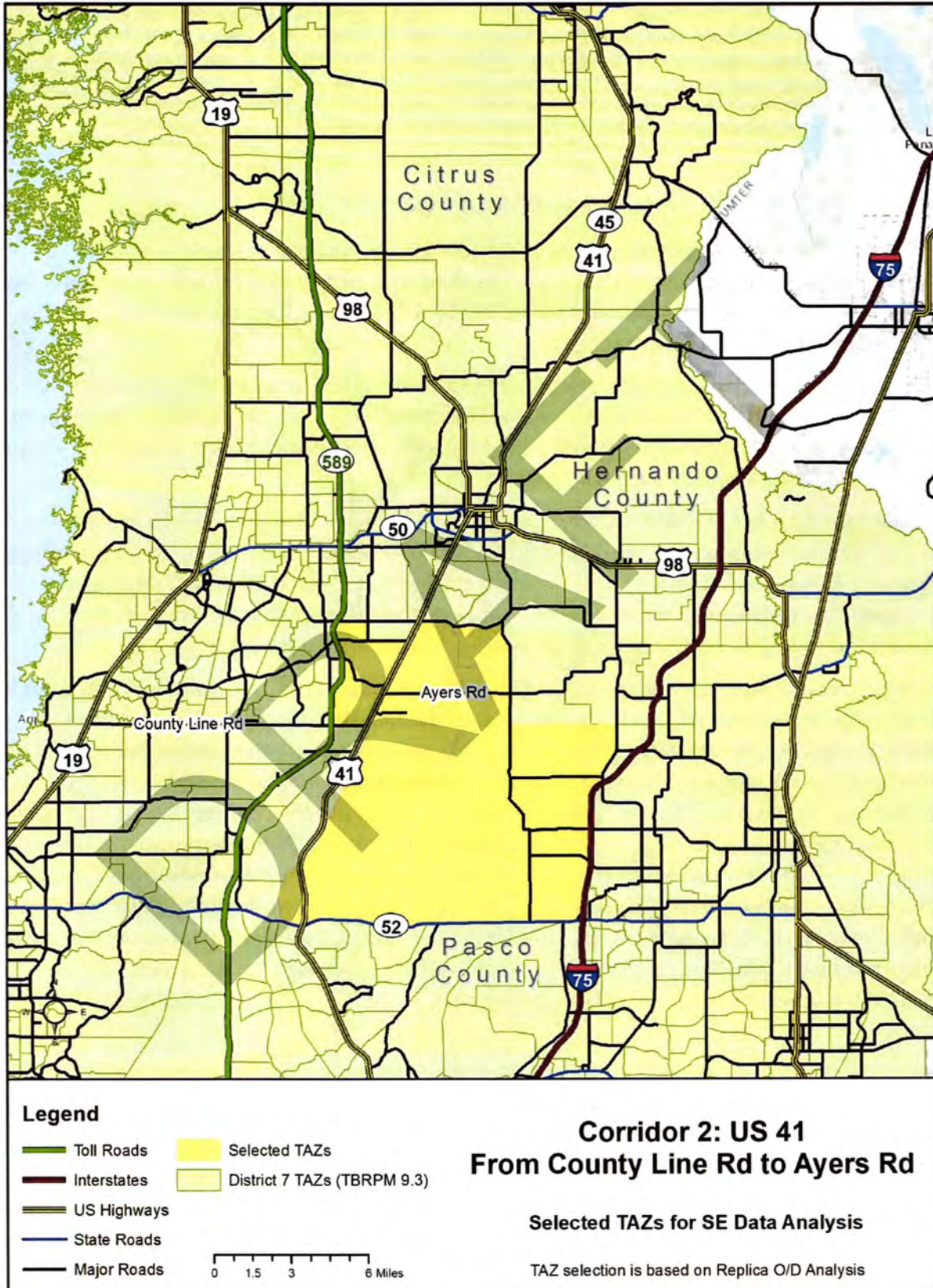


Table 2-5: Change in TBRPM Socioeconomic Data 2015 – 2045

	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.

TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (LRTP) improvements. These planned improvements include the widening of the US 41 corridor from two to four lanes in the 2031-2035 period of the current LRTP. The model generates peak season volume estimates. These were adjusted to AADT using the most recent Model Output Correction Factor (MOCF) from the FDOT Peak Season Correction Factor (PSCF) report. The PSCF report can be seen in **Appendix C** along with the 2023 Q/LOS Handbook tables used for the Maximum Service Volumes (MSV) shown.

Table 2-6: TBRPM 9.3 Future Forecast

	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
US 41 - Hernando County											
County Line Road to Ayers Road	45	D	C3R	2LU	22,400	22,941	1.02	4LD	37,300	22,889	0.61

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 an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

As shown in **Table 2-6** above, the model indicates deficiency under E+C network conditions by 2045. This corresponds with the Trend 03a derived growth rate identified in the section above, projecting volume exceeding existing capacity by 2040 when applied to the estimated 2023 AADT as shown in **Table 2-1** above.

TBRPM model volume plots can be seen in **Appendix E**.

CONCLUSIONS

US 41 from County Line Road to Ayers Road is currently operating within adopted LOS standard at LOS C with V/C of less than 1.0. 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.

3 US 41, FROM E ARLINGTON STREET TO SR 200

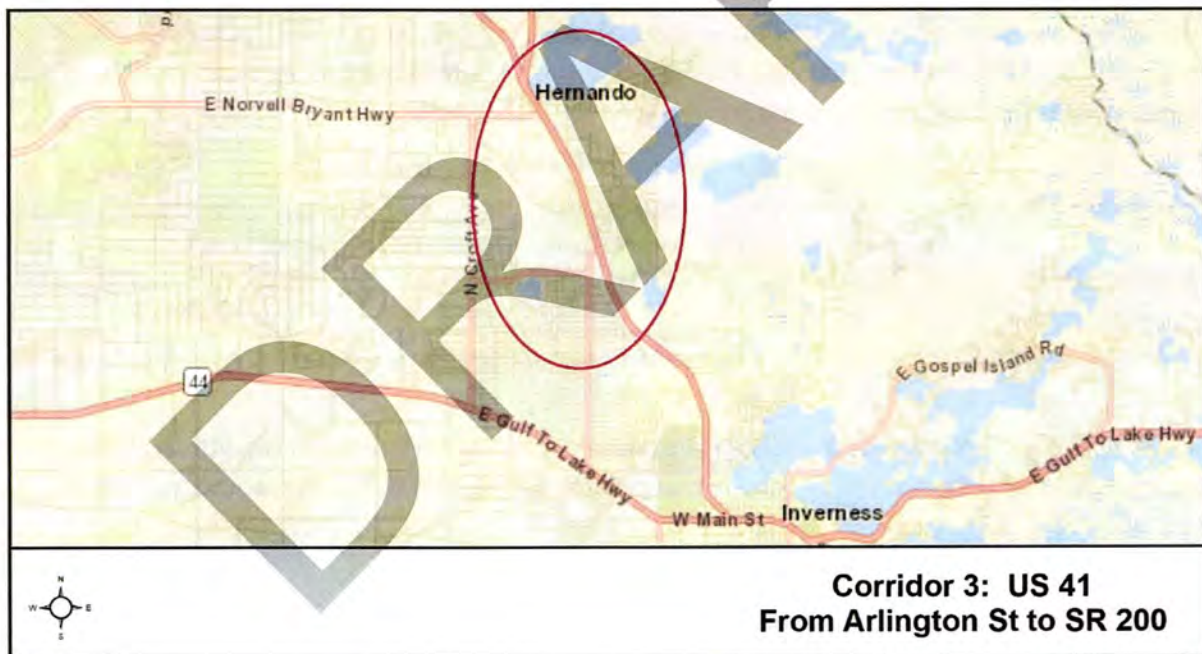
This US 41 corridor runs north-south between SR 44 and SR 200, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the three following segments:

- East Arlington Street to Independence Highway.
 - Functions as two lanes, undivided roadway, 50 mph, C3R context classification.
- Independence Highway to Norvell Bryant Highway/CR 486.
 - Functions as two lanes, undivided roadway, 50 mph, C3C context classification.
- Norvell Bryant Highway/CR 486 to SR 200/Carl G Rose Highway.
 - Functions as two lanes, undivided roadway, 50 mph, C3C context classification.

This corridor has been identified with C3R and C3C context classifications in the 2023 FDOT District 7 LOS Report, and is a two-lane undivided roadway with a posted speed of 50 miles per hour, and an LOS standard of D.

Figure 3-1 illustrates the study corridor and its location in north Citrus County.

Figure 3-1: Corridor Location



EXISTING CONDITIONS

For the existing conditions analysis, traffic data was collected from both the FDOT and the Hernando/Citrus MPO. Available historic annual average daily traffic (AADT) through 2022 was collected from the FDOT, Florida Traffic Information web site, and 2023 AADT was provided by the

Hernando/Citrus MPO traffic counts program. Roadway capacity is based on the FDOT 2023 Q/LOS Handbook and the adopted Level of Service (LOS) for each road segment. Volume to Capacity ratio (V/C) and LOS is based on the 2023 MPO traffic counts. For peak-hour analyses, the actual peak-hour volumes (seasonally adjusted to annual average values) were used, based on the 15-minute incremental traffic counts. For the segment of Arlington to Independence, 2023 AADT was not available from the Hernando/Citrus MPO traffic counts program so 2023 AADT was estimated using a Trend 03a derived growth rate from historical AADT.

As can be seen in **Table 3-1**, the corridor segments are operating at LOS D under daily existing traffic conditions. However, the Arlington to Independence segment is very near capacity.

Table 3-1: Existing Conditions –Daily Traffic

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

Note: Capacity is based on 2023 FDOT QLOS for C3R/C3C classifications. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

*2023 AADT from 2023 Hernando/Citrus MPO counts N of Independence. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

As can be seen in **Table 3-2**, the segments are operating within the adopted LOS standard during the AM and PM peak-hours under existing traffic conditions. As with the daily existing traffic conditions, the Arlington to Independence segment is approaching capacity.

Table 3-2: Existing Conditions – Peak Hour Traffic

US 41 - Citrus County	Lanes /Type	LOS Stan	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 Arlington to Independence	2LU	D	C3R	1,848	2,121	1,980	1,980	0.93	0.93	D	D
Independence to Norvell Bryant	2LU	D	C3C	1,449	2,048	1,470	1,703	0.72	0.83	D	D
Norvell Bryant to SR 200	2LU	D	C3C	1,449	2,048	1,427	1,694	0.70	0.83	C	D

Note: Capacity is based on 2023 FDOT QLOS for C3R/C3C classifications. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

*2023 AADT from 2023 Hernando/Citrus MPO counts N of Independence. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

2023 traffic counts, corridor historical AADT reports, and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

FIVE YEAR FORECAST

Historical AADT and the Trend v03a tool were used to develop annualized growth rates for the segments along this corridor. These growth rates were applied to the 2023 traffic volumes and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period. However, the segment immediately south of Arlington Road is listed as a Priority Project in the TIP with widening from two to four lanes in 2027.

As can be seen in **Table 3-3**, the Arlington to Independence segment is projected to exceed capacity by 2028 under daily future traffic conditions. The two segments from Independence to SR 200 are anticipated to continue operating at LOS D, however they are projected to be nearing capacity under future daily traffic conditions by 2028.

Table 3-3: Five Year Forecast – Daily Traffic

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%

Note: Capacity is based on 2023 FDOT QLOS for C3R/C3C classifications. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

* 2023 AADT from 2023 Hernando/Citrus MPO counts N of Independence. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

AGR is an annualized growth rate.

Under future peak-hour traffic conditions, the Arlington to Independence segment is projected to exceed capacity by 2028 under peak-hour future traffic conditions. As with the projected daily traffic conditions, the two segments from Independence to SR 200 are anticipated to continue operating at LOS D during the PM peak-hour, under future 2028 traffic conditions, as can be seen in **Table 3-4**.

Table 3-4: Five Year Forecast – Peak Hour Traffic

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 SR 200	2LU	D	C3C	1,449	2,048	1,427	1,694	1,517	1,801	D	D	1.23%

Note: Capacity is based on 2023 FDOT QLOS for C3R/C3C classifications. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

* 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03a and FDOT, FTI Historic AADT report. AGR is an annualized growth rate.

Corridor historical AADT reports and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection for the model socioeconomic data growth analysis.

The Replica database provides O/D estimates by Census block group for a specific roadway corridor or segment. The number of trips per block group was classified to the following ranges for mapping and analysis purposes: 1-100, 101-500, 501-1500, & >1500. Detailed block Group O/D maps can be seen in **Appendix D** for each segment along the corridor.

Corridor trip O/Ds were identified for block groups extending east and west of US 41 and north into Marion County for trips over 500 per block group. Trip O/Ds between 100 and 500 were significant within Citrus County, with incidences into Marion County. Regional trips were also significant for block groups below 100 trip O/Ds per block group, most notable in Citrus, Pasco, Hernando, Sumter, Marion, and Levy Counties.

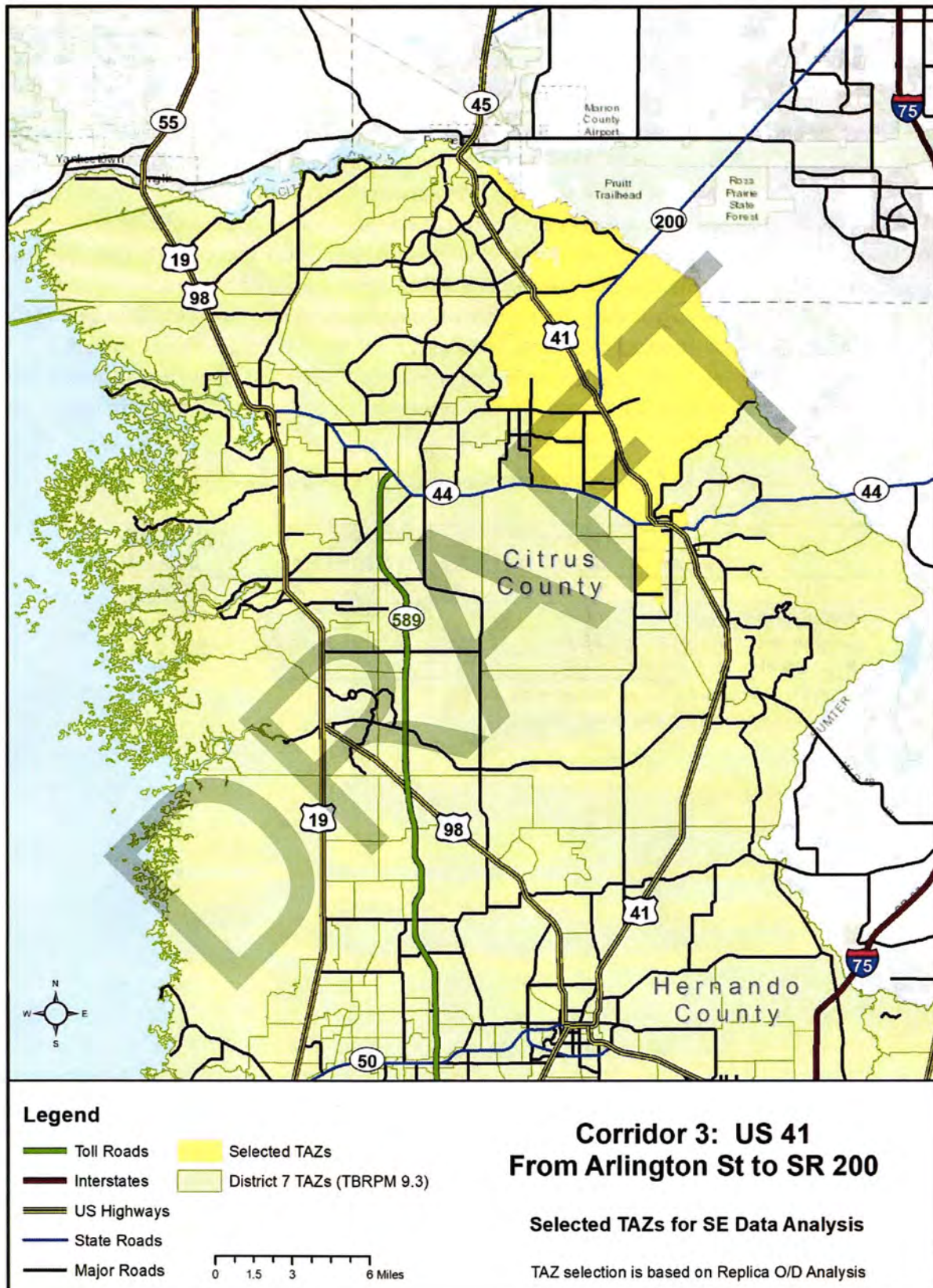
The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the O/D analysis allowed for the selection of TAZs with trip origins and destinations significant to the corridor. For this selection, TAZs were selected that were made up of block groups with trip O/Ds above 500 trips and contiguous to the corridor. **Figure 3-2** identifies these TAZs that best match these conditions. The TBRPM provides datasets for population and employment data for the base year of 2015, interim year 2035, and horizon year 2045. The yearly totals for dwelling units, population, employment, and school enrollment land uses for the selected TAZs were summarized and annualized growth rates were calculated for the base to interim, interim to horizon, and base to horizon years. The results of this analysis can be seen in **Table 3-5**, below.

Table 3-5: Change in TBRPM Socioeconomic Data 2015 – 2045

	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
D.U.s	12,969	1.03%	15,926	0.73%	17,125	0.93%
Population	22,442	1.09%	27,869	0.76%	30,068	0.98%
Employees	10,283	0.90%	12,292	0.73%	13,213	0.84%
K-12 Enrol.	5,594	1.18%	7,075	0.83%	7,682	1.06%

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

Figure 3-2: Selected Traffic Analysis Zones (TAZs) from O/D Analysis



TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (LRTP) improvements. These planned improvements include the widening of US 41 from Arlington to Van Ness in the 2031-2035 period of the current LRTP, and from Van Ness to SR 200 in the 2036-2045 period. The model generates peak season volume estimates. These were adjusted to AADT using the most recent Model Output Correction Factor (MOCF) from the FDOT Peak Season Correction Factor (PSCF) report. The PSCF report can be seen in **Appendix C** along with the 2023 Q/LOS Handbook tables used for the Maximum Service Volumes (MSV) shown.

Table 3-6: TBRPM 9.3 Future Forecast

US 41 - Citrus County	Posted Speed	LOS Standard	Context Class	2024 TBRPM Lanes ¹	MSV 2024 ²	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
E Arlington to Independence	50	D	C3R	2LU	23,520	12,662	0.54	4LD	37,300	18,830	0.50
Independence to Norvell Bryant	50	D	C3C	2LU	22,785	18,269	0.80	4LD	36,600	20,669	0.56
Norvell Bryant to SR 200	50	D	C3C	2LU	22,785	23,350	1.02	4LD	36,600	22,504	0.61

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 an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024 E+C network.

As shown in **Table 3-6** above, the model indicates deficiency under 2024 E+C model network conditions for the Norvell Bryant to SR 200 segment by 2045. However, the projected volumes for the Arlington to Norvell Bryant segments are less than, or near, existing traffic conditions. Given the current volumes and annual growth rates for traffic, plus the annual growth rates of area trip generating land uses, it appears that these specific model results may not be reasonable and should be used with caution if used for planning on these specific roadway segments. Growth rates based on historic AADT suggest that the segments between Independence and SR 200 will become deficient between 2030 and 2035.

TBRPM model volume plots can be seen in **Appendix E**.

CONCLUSIONS

US 41 from E Arlington Street to Independence Highway, is projected to become deficient for both daily traffic and for peak-hour traffic conditions by 2028. While the model appears to be inconsistent with counts and trending growth rates for this specific corridor, growth rates based on historic AADT suggest that the segments between Independence and SR 200 will become deficient between 2030 and 2035. No capacity improvements such as adding lanes are funded at this time although the corridor is showing as becoming four-laned between 2031 and 2045 in the LRTP.

4 SR 200, FROM E ADAM STREET TO MARION COUNTY LINE

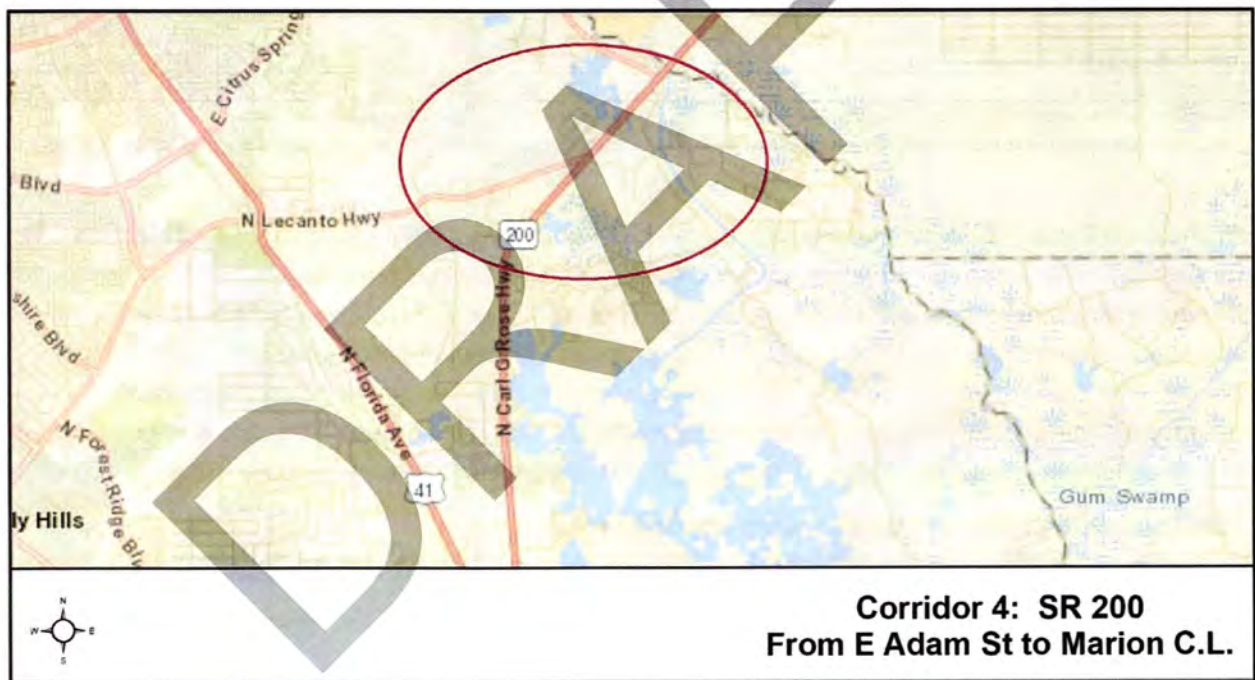
The SR 200 corridor runs north-south between US 41 and the Marion County Line, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the two following segments:

- East Adam Street to N Lecanto Highway/CR491.
 - Functions as two lanes, undivided roadway, 55 mph, C2T context classification.
- N Lecanto Highway/CR491 to Marion County Line.
 - Functions as two lanes, undivided roadway, 55 mph, C2 context classification.

This corridor has been identified with C2T and C2 context classifications in the 2023 FDOT District 7 LOS Report and is a two-lane undivided roadway with a posted speed of 55 miles per hour, and an LOS standard of D for the C2T segment and an LOS standard of C for the C2 segment.

Figure 4-1 illustrates the study corridor and its location in north Citrus County.

Figure 4-1: Corridor Location



EXISTING CONDITIONS

For the existing conditions analysis, traffic data was collected from both the FDOT and the Hernando/Citrus MPO. Available historic annual average daily traffic (AADT) through 2022 was collected from the FDOT, Florida Traffic Information web site, and 2023 AADT was provided by the Hernando/Citrus MPO traffic counts program. Roadway capacity is based on the FDOT 2023 Q/LOS Handbook and the adopted Level of Service (LOS) for each road segment. Volume to Capacity ratio

(V/C) and LOS is based on the 2023 MPO traffic counts. For peak-hour analyses, the actual peak-hour volumes (seasonally adjusted to annual average values) were used, based on the 15-minute incremental traffic counts. For the segment of E Adam to N Lecanto, 2023 AADT was estimated using a Trend 03a derived growth rate from historical AADT.

As can be seen in **Table 4-1**, the E Adam to N Lecanto segment is operating at LOS C under daily existing traffic conditions. However, the N Lecanto to Marion County Line segment is currently deficient at LOS F under daily existing traffic conditions.

Table 4-1: Existing Conditions –Daily Traffic

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

Note: Capacity is based on 2023 FDOT QLOS. Context Classification and LOS Standard taken from FDOT District 7 2023 LOS Report.

*2023 AADT from 2023 Hernando/Citrus MPO counts N of CR 491. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

As can be seen in **Table 4-2**, the E Adam to N Lecanto segment operates at LOS C during the AM and PM peak-hours under existing traffic conditions. As with the daily existing traffic conditions, the N Lecanto to Marion County Line segment is currently deficient, exceeding the LOS C capacity during the AM and PM peak-hours.

Table 4-2: Existing Conditions – Peak Hour Traffic

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

Note: Capacity is based on 2023 FDOT QLOS. Context Classification and LOS Standard taken from FDOT District 7 2023 LOS Report.

* 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03a and FDOT, FTI Historic AADT report.

2023 traffic counts, corridor historical AADT reports, and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

FIVE YEAR FORECAST

Historical AADT and the Trend v03a tool were used to develop annualized growth rates for the segments along this corridor. These growth rates were applied to the 2023 traffic volumes and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period. However, the corridor is listed as an unfunded Priority Project.

As can be seen in **Table 4-3**, the N Lecanto to Marion County Line segment is projected to continue to exceed capacity in 2028 under daily future traffic conditions. The E Adam to N Lecanto segment is

anticipated to continue operating at LOS C, however it is projected to be nearing LOS D under future daily traffic conditions by 2028.

Table 4-3: Five Year Forecast – Daily Traffic

SR 200 - 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 Adams to N Lecanto Hwy	2LU	55	D	C2T	13,800	18,000	11,618	13,344	C	2.81%
N Lecanto Hwy to Marion CL	2LU	55	C	C2	8,200	14,000	14,869	16,296	F	1.85%

Note: Capacity is based on 2023 FDOT QLOS. Context Classification and LOS Standard taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

*2023 AADT from 2023 Hernando/Citrus MPO counts N of CR 491. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

Under future peak-hour traffic conditions, the N Lecanto to Marion County Line segment is projected to continue to exceed capacity in 2028 under peak-hour future traffic conditions. As with the projected daily traffic conditions, the E Adam to N Lecanto segment is anticipated to continue operating at LOS C during the AM and PM peak-hours, under future 2028 traffic conditions, as can be seen in Table 4-4.

Table 4-4: Five Year Forecast – Peak Hour Traffic

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*	Est. 2028 AM PH 2W Vol*	Est. 2028 PM PH 2W Vol*	Est. 2028 AM LOS	Est. 2028 PM LOS	Trend 3a AGR
E Adams to N Lecanto Hwy	2LU	D	C2T	1,310	1,710	494	576	567	662	C	C	2.81%
N Lecanto Hwy to Marion CL	2LU	C	C2	780	1,330	1,091	1,240	1,196	1,359	D	F	1.85%

Note: Capacity is based on 2023 FDOT QLOS. Context Classification and LOS Standard taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

* 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03a and FDOT, FTI Historic AADT report.

Corridor historical AADT reports and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection for the model socioeconomic data growth analysis.

The Replica database provides O/D estimates by Census block group for a specific roadway corridor or segment. The number of trips per block group was classified to the following ranges for mapping and analysis purposes: 1-100, 101-500, 501-1500, & >1500. Detailed block Group O/D maps can be seen in **Appendix D** for each segment along the corridor.

Corridor trip O/Ds were identified for block groups immediately east and west of SR 200 in Citrus County for trips over 500 per block group. Trip O/Ds between 100 and 500 were significant within Citrus County and Marion County. Regional trips were also significant for block groups below 100 trip O/Ds per block group, most notable in Citrus, Pasco, Hernando, and Marion Counties.

The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the O/D analysis allowed for the selection of TAZs with trip origins and destinations significant to the corridor. For this selection, TAZs were selected that were made up of block groups with trip O/Ds above 500 trips and contiguous to the corridor. **Figure 4-2** identifies these TAZs that best match these conditions. The TBRPM provides datasets for population and employment data for the base year of 2015, interim year 2035, and horizon year 2045. The yearly totals for dwelling units, population, employment, and school enrollment land uses for the selected TAZs were summarized and annualized growth rates were calculated for the base to interim, interim to horizon, and base to horizon years. The results of this analysis can be seen in **Table 4-5**, below.

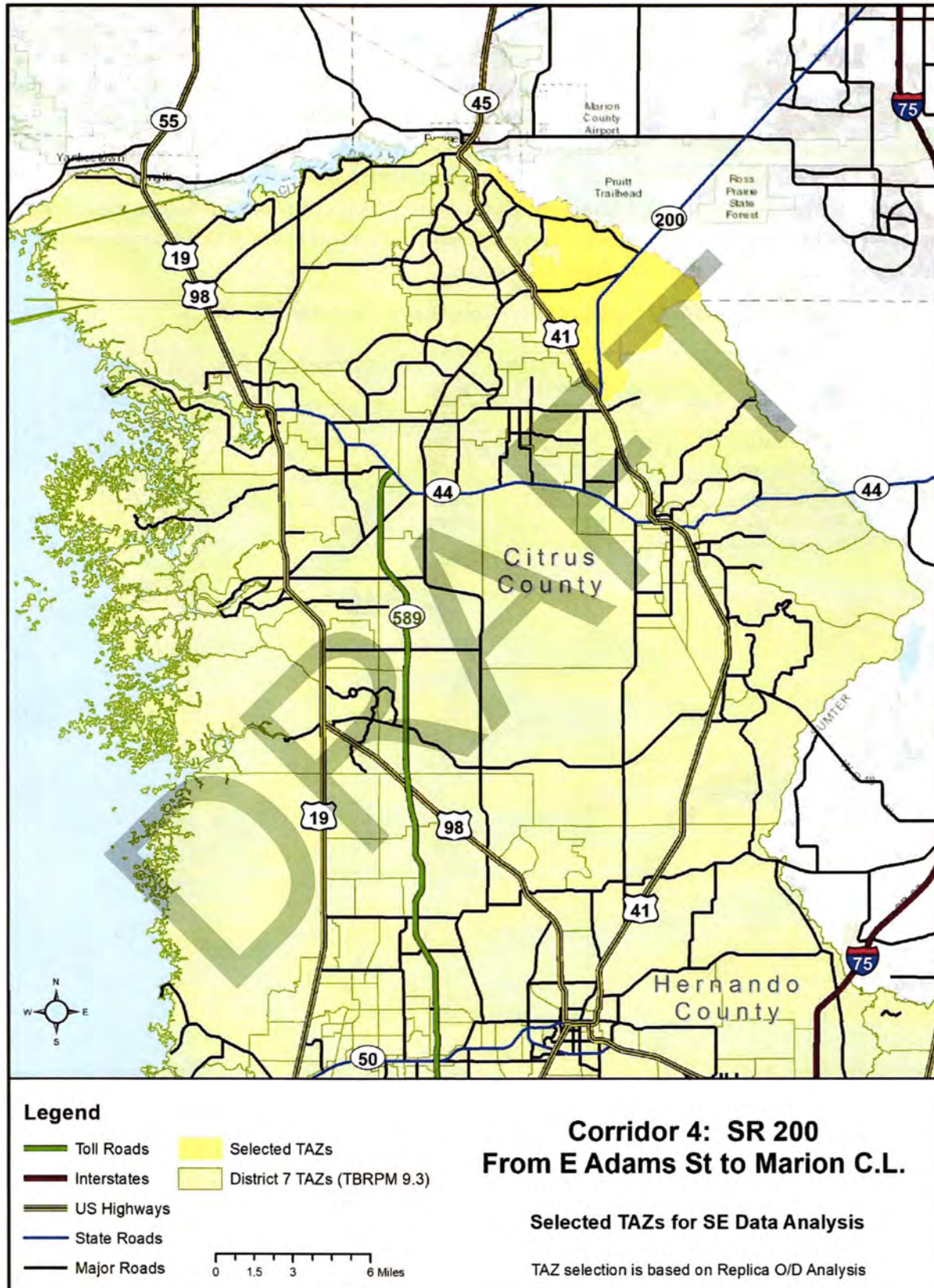
Table 4-5: Change in TBRPM Socioeconomic Data 2015 - 2045

	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
D.U.s	3,279	0.84%	3,876	0.62%	4,123	0.77%
Population	5,024	0.91%	6,026	0.67%	6,441	0.83%
Employees	549	3.31%	1,052	1.93%	1,273	2.84%
K-12 Enrol.	0	0.00%	0	0.00%	0	0.00%

Note: TAZs of influence selected using Replica O and D analysis

AGR is an annualized (compounding) growth rate.

Figure 4-2: Selected Traffic Analysis Zones from O/D Analysis



TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (L RTP) improvements. These planned improvements include the widening of SR 200 from north of E Adam Street to N Lecanto Highway (partially funded) in the 2045 L RTP.

The model generates peak season volume estimates. These were adjusted to AADT using the most recent Model Output Correction Factor (MOCF) from the FDOT Peak Season Correction Factor (PSCF) report. The PSCF report can be seen in **Appendix C** along with the 2023 Q/LOS Handbook tables used for the Maximum Service Volumes (MSV) shown.

Table 4-6: 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 an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

As shown in **Table 4-6** above, the model indicates deficiency under E+C network conditions by 2045. The N Lecanto Highway to Marion County Line segment is currently deficient.

TBRPM model volume plots can be seen in **Appendix E**.

CONCLUSIONS

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. All remaining two-lane sections of this roadway are projected to be deficient by 2045 as estimated by the TBRPM 9.3 L RTP 2045 Cost Feasible model scenario.

This SR 200 corridor has limited regional impact throughout Citrus, Pasco, Hernando, and Marion County, with notable travel between Citrus and Marion Counties, as indicated by the Replica based O/D analysis.

**APPENDIX A:
METHODOLOGY / SCOPE OF SERVICES**

**Hernando/Citrus MPO
Traffic Segment Studies for
County Line Road, US 41, and SR 200**

Scope of Services

December 5, 2023

Purpose and Objectives

With the recent, continued, and projected population growth in Hernando County and Citrus County there is an ever increasing demand on the roadways. It is the responsibility of the Hernando/Citrus MPO to monitor and evaluate the performance of the transportation system, plan, and program roadway improvements to meet the existing and future demand on the area roadways.

The MPO monitors existing traffic through a traffic count program and future travel demand through the Tampa Bay Regional Planning Model. Using those data points and historic traffic count trends, the MPO desires to analyze the existing and future performance on certain vital roadways. This work effort includes conducting traffic studies as described herein for County Line Road (including Ayers Road Extension/County Line Road intersection) and two, one-mile segments of US 41 in Hernando County and US 41 and SR 200 in Citrus County.

The objectives of the study are to assess the existing traffic conditions by determining generalized level of service for the roadways and determine the severity of congestion and estimate over time when roadways may or will reach a failing condition. The studies will consider daily and AM and PM peak conditions.

Tasks and Deliverables

Traffic studies will be completed for the following roadways within the identified limits. Each study will include the tasks described below.

Hernando County Study Corridors

Task 1 - County Line Rd./Ayers Rd. (from US 19 to Ayers Rd./US 41 intersection)

Task 2 – US 41 (from County Line Rd. to Ayers Rd./US 41 intersection)

Citrus County Study Corridors

Task 3 - US 41 (from E of Arlington St. to N Carl G Rose Highway)

Task 4 – SR 200 (from E Adams Street to Marion County Line)

Conducting the Studies

Subtask 1 – Data Gathering and Traffic Inputs

The CONSULTANT will compile the latest available traffic volume count information from the Hernando and Citrus traffic count programs and the Florida Department of Transportation (FDOT). This information will be used to establish the average daily traffic to be used in the existing conditions analysis. It will also be used to establish a reasonable growth rate or trend line for estimating future daily corridor volumes.

The CONSULTANT will refer to the projected volumes from the most recently approved Tampa Bay Regional Planning Model (TBRPM) to ascertain future volumes along the study corridors.

As a primary guide throughout the studies, the CONSULTANT will refer to the latest FDOT Multimodal/Quality Level of Service Handbook dated 06/06/2023.

The CONSULTANT will obtain and review the latest plans and programs of the MPO, FDOT, and the Counties to account for any identified roadway improvements which will be considered in the studies.

Subtask 2 – Traffic Analysis

The CONSULTANT will conduct a planning-level traffic analysis user the procedures and data table in the FDOT Multimodal/Quality Level of Service Handbook dated 06/06/2023. This will determine existing and future levels of service. An analysis of daily peaking conditions will be conducted to determine if operational measures may need to be considered to address conditions during these time periods. If the corridors are not already in a failing level of service condition, forecast future traffic will be analyzed to estimate a year in which the failing conditions will occur.

To better understand the existing traffic, the REPLICA database will be used to determine the origins and destinations of trips along the corridor. This will provide insight into the regional significance of the roadway, the purpose of trips along the corridor, and the modes of travel.

A review of existing and anticipated change in population and employment along the study corridors will be completed using data found within the TBRPM. In conjunction with this, a review of existing land uses along the study corridor will be conducted and compared to the TBRPM data to confirm that planned and potential growth is represented in the TBRPM.

Subtask 3 – Documentation, Deliverables, and Presentation

The CONSULTANT will record all study activities, processes, and results in a single electronic document. The document will include separate, clearly marked sections for each of the four study tasks. The study process and results will be described in text and illustrated using tables, figures, and maps.

The CONSULTANT will prepare and provide a presentation of the study results to the MPO Board and a date and time to be agreed upon by the MPO staff.

Deliverables:

- Draft Traffic Studies Document
- Final Traffic Studies Document
- PowerPoint presentation to be delivered by the CONSULTANT to the MPO Board

Schedule

The draft Traffic Studies documentation will be completed within two (2) months of a notice-to-proceed (NTP) being issued by the MPO.

Full completion of this task work order is dependent on the receipt of review comments on the draft documentation from the MPO staff and the MPO Board schedule.

Fee

The estimated fee to complete all tasks and subtasks of the Traffic Studies described in this scope of services is \$24,933.

DRAFT

APPENDIX B:
TRAFFIC COUNTS, HISTORICAL AADT, & TREND ANALYSES

VOLUME

County Line Rd/CR 578 Bet. US 19/SR 55 & Cobblestone Dr

Day: Tues-Thurs

Date: March 21-23, 2023

Average Annual Daily Traffic

City: Hudson

Project #: FL23_120075_010

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	9,803	9,872	19,675					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			13	13	26	12:00			152	154	306			
00:15			11	10	21	12:15			152	159	311			
00:30			11	10	21	12:30			158	163	321			
00:45			9	44	9	12:45			160	622	168	644	328	1266
01:00			12	6	18	13:00			159	156	315			
01:15			7	8	15	13:15			161	149	310			
01:30			5	6	11	13:30			166	157	323			
01:45			5	29	8	13:45			164	650	156	618	320	1268
02:00			6	6	12	14:00			164	161	325			
02:15			7	4	11	14:15			178	144	322			
02:30			6	5	11	14:30			182	145	327			
02:45			5	24	7	14:45			175	699	160	610	335	1309
03:00			6	7	13	15:00			213	156	369			
03:15			9	8	17	15:15			197	172	369			
03:30			10	10	20	15:30			231	182	413			
03:45			8	33	12	15:45			192	833	171	681	363	1514
04:00			13	17	30	16:00			215	176	391			
04:15			12	16	28	16:15			225	152	377			
04:30			15	34	49	16:30			222	167	389			
04:45			18	58	30	16:45			228	890	172	667	400	1557
05:00			23	37	60	17:00			233	176	409			
05:15			34	47	81	17:15			258	171	429			
05:30			32	75	107	17:30			215	155	370			
05:45			48	137	81	17:45			191	897	141	643	332	1540
06:00			48	100	148	18:00			181	140	321			
06:15			73	117	190	18:15			180	129	309			
06:30			79	142	221	18:30			149	129	278			
06:45			85	285	149	18:45			150	660	115	513	265	1173
07:00			92	153	245	19:00			143	102	245			
07:15			106	193	299	19:15			122	98	220			
07:30			131	236	367	19:30			120	80	200			
07:45			127	456	230	19:45			106	491	82	362	188	853
08:00			120	213	333	20:00			110	64	174			
08:15			118	190	308	20:15			102	78	180			
08:30			121	192	313	20:30			96	63	159			
08:45			130	489	190	20:45			82	390	57	262	139	652
09:00			119	186	305	21:00			75	55	130			
09:15			113	173	286	21:15			78	52	130			
09:30			134	151	285	21:30			67	43	110			
09:45			130	496	158	21:45			60	280	43	193	103	473
10:00			124	145	269	22:00			56	41	97			
10:15			120	155	275	22:15			48	30	78			
10:30			142	170	312	22:30			40	28	68			
10:45			134	520	154	22:45			29	173	22	121	51	294
11:00			129	155	284	23:00			34	18	52			
11:15			127	158	285	23:15			32	17	49			
11:30			139	153	292	23:30			25	17	42			
11:45			140	535	162	23:45			21	112	15	67	36	179
TOTALS			3106	4491	7597	TOTALS			6697	5381	12078			
SPLIT %			40.9%	59.1%	38.6%	SPLIT %			55.4%	44.6%	61.4%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	9,803	9,872	19,675
AM Peak Hour	11:45	07:15	07:30	PM Peak Hour	16:30	15:15	16:30		
AM Pk Volume	602	872	1365	PM Pk Volume	941	701	1627		
Pk Hr Factor	0.953	0.924	0.930	Pk Hr Factor	0.912	0.963	0.948		
7 - 9 Volume	945	1597	2542	4 - 6 Volume	1787	1310	3097		
7 - 9 Peak Hour	07:30	07:15	07:30	4 - 6 Peak Hour	16:30	16:30	16:30		
7 - 9 Pk Volume	496	872	1365	4 - 6 Pk Volume	941	686	1627		
Pk Hr Factor	0.947	0.924	0.930	Pk Hr Factor	0.912	0.974	0.948		

2022 FDOT Seasonal Factor: 0.95

VOLUME

County Line Rd/CR 578 Bet. Cobblestone Dr & Spring Time St

Day: Tues-Thurs

City: Spring Hill

Date: March 21-23, 2023

Average Annual Daily Traffic

Project #: FL23_120075_011

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	11,091	11,503	22,594		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			12	23	35	12:00			162	168	330
0:15			12	17	29	12:15			162	181	343
0:30			9	15	24	12:30			159	176	335
0:45			11	44	25	12:45			168	651	349
				14	69				181	706	1357
1:00			11	11	22	13:00			177	179	356
1:15			6	11	17	13:15			169	188	357
1:30			5	10	15	13:30			173	192	365
1:45			7	29	15	13:45			185	704	362
				8	69				177	736	1440
2:00			6	8	14	14:00			168	183	351
2:15			8	6	14	14:15			191	172	363
2:30			8	7	15	14:30			184	191	375
2:45			8	30	17	14:45			195	738	403
				9	60				208	754	1492
3:00			8	9	17	15:00			227	196	423
3:15			15	8	23	15:15			222	218	440
3:30			15	9	24	15:30			208	253	461
3:45			12	50	25	15:45			203	860	439
				13	89				236	903	1763
4:00			27	11	38	16:00			193	230	423
4:15			27	13	40	16:15			218	214	432
4:30			31	27	58	16:30			210	242	452
4:45			42	127	63	16:45			216	837	441
				21	199				225	911	1748
5:00			57	32	89	17:00			240	258	498
5:15			77	37	114	17:15			230	229	459
5:30			93	60	153	17:30			198	235	433
5:45			116	343	172	17:45			210	878	421
				56	528				211	933	1811
6:00			108	91	199	18:00			168	220	388
6:15			135	85	220	18:15			170	182	352
6:30			140	116	256	18:30			140	170	310
6:45			169	552	284	18:45			144	622	303
				115	959				159	731	1353
7:00			150	127	277	19:00			134	144	278
7:15			179	174	353	19:15			123	132	255
7:30			180	204	384	19:30			116	121	237
7:45			200	709	387	19:45			100	473	214
				692	1401				114	511	984
8:00			182	185	367	20:00			87	109	196
8:15			171	187	358	20:15			111	103	214
8:30			167	215	382	20:30			89	97	186
8:45			181	701	384	20:45			81	368	171
				203	1491				90	399	767
9:00			174	190	364	21:00			68	90	158
9:15			150	170	320	21:15			71	70	141
9:30			159	159	318	21:30			74	65	139
9:45			167	650	333	21:45			56	269	111
				166	1335				55	280	549
10:00			147	164	311	22:00			43	56	99
10:15			143	156	299	22:15			40	48	88
10:30			162	171	333	22:30			36	49	85
10:45			146	598	305	22:45			33	152	66
				159	1248				33	186	338
11:00			155	152	307	23:00			33	40	73
11:15			145	178	323	23:15			27	31	58
11:30			149	171	320	23:30			28	27	55
11:45			150	599	325	23:45			19	107	39
				676	1275				20	118	225
TOTALS			4432	4335	8767	TOTALS			6659	7168	13827
SPLIT %			50.6%	49.4%	38.8%	SPLIT %			48.2%	51.8%	61.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	11,091	11,503	22,594		
AM Peak Hour			7:15	8:15	7:30	PM Peak Hour			16:30	16:30	16:30
AM Pk Volume			741	795	1496	PM Pk Volume			896	954	1850
Pk Hr Factor			0.926	0.924	0.966	Pk Hr Factor			0.933	0.924	0.929
7 - 9 Volume			1410	1482	2892	4 - 6 Volume			1715	1844	3559
7 - 9 Peak Hour			7:15	8:00	7:30	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume			741	790	1496	4 - 6 Pk Volume			896	954	1850
Pk Hr Factor			0.926	0.919	0.966	Pk Hr Factor			0.933	0.924	0.929

2022 FDOT Seasonal Factor: 0.94

VOLUME

County Line Rd/CR 578 Bet. Farnsworth Blvd & Linden Dr

Day: Tues-Thurs

Date: March 21-23, 2023

Average Annual Daily Traffic

City: Spring Hill

Project #: FL23_120075_013

DAILY TOTALS					NB	SB	EB		WB		Total
					0	0	11,027		10,945		21,972
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			11	14	25	12:00			149	147	296
00:15			8	9	17	12:15			157	147	304
00:30			8	11	19	12:30			130	157	287
00:45			9	36	8 42	12:45			145	581	726
01:00			7	9	16	13:00			154	154	308
01:15			7	5	12	13:15			154	171	325
01:30			7	7	14	13:30			157	165	322
01:45			8	29	7 28	13:45			168	633	801
02:00			6	4	10	14:00			155	178	333
02:15			7	8	15	14:15			176	172	348
02:30			9	5	14	14:30			165	195	360
02:45			9	31	8 25	14:45			177	673	850
03:00			10	6	16	15:00			189	213	402
03:15			13	7	20	15:15			236	219	455
03:30			15	6	21	15:30			215	228	443
03:45			19	57	11 30	15:45			221	861	1082
04:00			21	6	27	16:00			196	211	407
04:15			25	14	39	16:15			215	229	444
04:30			37	20	57	16:30			202	253	455
04:45			37	120	20 60	16:45			230	843	1073
05:00			49	22	71	17:00			250	242	492
05:15			69	28	97	17:15			230	249	479
05:30			91	48	139	17:30			209	247	456
05:45			113	322	44 142	17:45			187	876	1063
06:00			150	63	213	18:00			167	205	372
06:15			158	84	242	18:15			151	195	346
06:30			190	110	300	18:30			144	173	317
06:45			196	694	112 369	18:45			123	585	708
07:00			202	158	360	19:00			155	144	299
07:15			218	186	404	19:15			117	127	244
07:30			228	201	429	19:30			94	118	212
07:45			197	845	231 776	19:45			95	461	556
08:00			204	194	398	20:00			97	102	199
08:15			207	211	418	20:15			87	87	174
08:30			214	212	426	20:30			84	77	161
08:45			163	788	199 816	20:45			79	347	426
09:00			174	153	327	21:00			63	80	143
09:15			161	153	314	21:15			59	74	133
09:30			159	164	323	21:30			54	52	106
09:45			153	647	147 617	21:45			42	218	260
10:00			154	128	282	22:00			34	38	72
10:15			152	143	295	22:15			34	33	67
10:30			143	148	291	22:30			25	33	58
10:45			143	592	147 566	22:45			25	118	143
11:00			160	133	293	23:00			25	23	48
11:15			133	155	288	23:15			23	25	48
11:30			146	152	298	23:30			21	21	42
11:45			146	585	161 601	23:45			16	85	101
TOTALS			4746	4072	8818	TOTALS			6281	6873	13154
SPLIT %			53.8%	46.2%	40.1%	SPLIT %			47.7%	52.3%	59.9%

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	11,027	10,945	21,972
AM Peak Hour	07:15	07:45	07:30	PM Peak Hour		16:45	16:30	16:45
AM Pk Volume	847	848	1673	PM Pk Volume		919	984	1897
Pk Hr Factor	0.929	0.918	0.975	Pk Hr Factor		0.919	0.972	0.964
7 - 9 Volume	1633	1592	3225	4 - 6 Volume		1719	1905	3624
7 - 9 Peak Hour	07:15	07:45	07:30	4 - 6 Peak Hour		16:45	16:30	16:45
7 - 9 Pk Volume	847	848	1673	4 - 6 Pk Volume		919	984	1897
Pk Hr Factor	0.929	0.918	0.975	Pk Hr Factor		0.919	0.972	0.964

2022 FDOT Seasonal Factor: 0.94

VOLUME

County Line Rd/CR 578 Bet. Suncoast Pkwy & Broad St/US 41

Day: Tues-Thurs

Date: May 16-18, 2023

Average Annual Daily Traffic

City: Spring Hill

Project #: FL23_120075_016

DAILY TOTALS					NB	SB	EB		WB		Total			
					0	0	3,481	3,361			6,842			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			5	5	10	12:00			50	52	102			
0:15			4	7	11	12:15			44	40	84			
0:30			3	5	8	12:30			48	42	90			
0:45			5	17	4	21	12:45		47	189	46	180	93	369
1:00			5	4	9	13:00			41	43	84			
1:15			4	4	8	13:15			36	40	76			
1:30			4	2	6	13:30			46	43	89			
1:45			3	16	2	12	13:45		43	166	51	177	94	343
2:00			3	2	5	14:00			41	48	89			
2:15			5	4	9	14:15			45	48	93			
2:30			7	3	10	14:30			50	54	104			
2:45			5	20	2	11	14:45		48	184	48	198	96	382
3:00			8	2	10	15:00			51	65	116			
3:15			10	5	15	15:15			58	64	122			
3:30			9	5	14	15:30			63	62	125			
3:45			12	39	4	16	15:45		63	235	63	254	126	489
4:00			11	6	17	16:00			76	71	147			
4:15			17	7	24	16:15			67	79	146			
4:30			13	10	23	16:30			78	70	148			
4:45			16	57	6	29	16:45		75	296	58	278	133	574
5:00			24	5	29	17:00			68	84	152			
5:15			49	14	63	17:15			74	75	149			
5:30			44	15	59	17:30			74	76	150			
5:45			53	170	18	52	17:45		51	267	65	300	116	567
6:00			50	31	81	18:00			52	60	112			
6:15			36	35	71	18:15			55	76	131			
6:30			59	46	105	18:30			47	60	107			
6:45			68	213	43	155	18:45		43	197	55	251	98	448
7:00			66	57	123	19:00			47	43	90			
7:15			68	68	136	19:15			25	42	67			
7:30			58	72	130	19:30			37	36	73			
7:45			58	250	54	251	19:45		33	142	28	149	61	291
8:00			51	52	103	20:00			35	37	72			
8:15			60	54	114	20:15			30	31	61			
8:30			59	60	119	20:30			29	26	55			
8:45			52	222	42	208	20:45		31	125	24	118	55	243
9:00			48	43	91	21:00			25	21	46			
9:15			46	36	82	21:15			20	22	42			
9:30			52	57	109	21:30			20	20	40			
9:45			42	188	42	178	21:45		17	82	16	79	33	161
10:00			44	38	82	22:00			16	25	41			
10:15			40	43	83	22:15			13	15	28			
10:30			35	45	80	22:30			9	13	22			
10:45			36	155	43	169	22:45		12	50	15	68	27	118
11:00			34	32	66	23:00			9	9	18			
11:15			44	49	93	23:15			10	8	18			
11:30			47	41	88	23:30			7	11	18			
11:45			45	170	48	170	23:45		5	31	9	37	14	68
TOTALS			1517	1272	2789	TOTALS			1964	2089	4053			
SPLIT %			54.4%	45.6%	40.8%	SPLIT %			48.5%	51.5%	59.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	3,481	3,361	6,842
AM Peak Hour	6:30	7:00	7:00	PM Peak Hour	16:00	17:00	16:45		
AM Pk Volume	261	251	501	PM Pk Volume	296	300	584		
Pk Hr Factor	0.960	0.872	0.921	Pk Hr Factor	0.949	0.893	0.961		
7 - 9 Volume	472	459	931	4 - 6 Volume	563	578	1141		
7 - 9 Peak Hour	7:00	7:00	7:00	4 - 6 Peak Hour	16:00	17:00	16:45		
7 - 9 Pk Volume	250	251	501	4 - 6 Pk Volume	296	300	584		
Pk Hr Factor	0.919	0.872	0.921	Pk Hr Factor	0.949	0.893	0.961		

2022 FDOT Seasonal Factor: 0.99

VOLUME

US 41/SR 45 Bet. N Sportsmans Point & N Independence Pkwy

Day: Tues-Thurs

City: Inverness

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_045

DAILY TOTALS					NB	SB	EB	WB	Total		
					8,460	8,630	0	0	17,090		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	11	6			17	12:00	137	136			273
00:15	7	6			13	12:15	133	130			263
00:30	6	6			12	12:30	120	142			262
00:45	8	32	6	24	14 56	12:45	122	512	144	552	266 1064
01:00	9	5			14	13:00	128	140			268
01:15	8	4			12	13:15	122	141			263
01:30	4	6			10	13:30	142	136			278
01:45	4	25	3	18	7 43	13:45	136	528	149	566	285 1094
02:00	7	6			13	14:00	134	144			278
02:15	6	7			13	14:15	150	137			287
02:30	7	7			14	14:30	149	149			298
02:45	7	27	7	27	14 54	14:45	175	608	143	573	318 1181
03:00	4	4			8	15:00	210	131			341
03:15	7	8			15	15:15	184	139			323
03:30	5	11			16	15:30	181	159			340
03:45	6	22	11	34	17 56	15:45	156	731	156	585	312 1316
04:00	5	13			18	16:00	182	147			329
04:15	11	15			26	16:15	185	170			355
04:30	18	21			39	16:30	212	138			350
04:45	13	47	29	78	42 125	16:45	196	775	154	609	350 1384
05:00	14	36			50	17:00	218	143			361
05:15	20	41			61	17:15	206	173			379
05:30	30	55			85	17:30	170	148			318
05:45	39	103	73	205	112 308	17:45	165	759	132	596	297 1355
06:00	36	77			113	18:00	151	130			281
06:15	55	105			160	18:15	114	116			230
06:30	70	117			187	18:30	110	101			211
06:45	84	245	153	452	237 697	18:45	117	492	88	435	205 927
07:00	75	184			259	19:00	111	75			186
07:15	120	203			323	19:15	95	70			165
07:30	135	179			314	19:30	91	65			156
07:45	132	462	167	733	299 1195	19:45	88	385	55	265	143 650
08:00	128	155			283	20:00	89	62			151
08:15	122	179			301	20:15	75	53			128
08:30	115	162			277	20:30	73	49			122
08:45	112	477	157	653	269 1130	20:45	61	298	44	208	105 506
09:00	108	162			270	21:00	58	42			100
09:15	121	148			269	21:15	73	46			119
09:30	129	140			269	21:30	48	36			84
09:45	119	477	162	612	281 1089	21:45	42	221	33	157	75 378
10:00	127	146			273	22:00	34	29			63
10:15	128	130			258	22:15	30	22			52
10:30	127	138			265	22:30	27	21			48
10:45	137	519	151	565	288 1084	22:45	24	115	16	88	40 203
11:00	132	125			257	23:00	23	16			39
11:15	130	135			265	23:15	20	12			32
11:30	130	140			270	23:30	18	13			31
11:45	133	525	146	546	279 1071	23:45	14	75	8	49	22 124
TOTALS	2961	3947			6908	TOTALS	5499	4683			10182
SPLIT %	42.9%	57.1%			40.4%	SPLIT %	54.0%	46.0%			59.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,460	8,630	0	0	17,090
AM Peak Hour	11:30	07:00	07:15	PM Peak Hour	16:30	15:30			16:30
AM Pk Volume	533	733	1219	PM Pk Volume	832	632			1440
Pk Hr Factor	0.973	0.903	0.943	Pk Hr Factor	0.954	0.929			0.950
7 - 9 Volume	939	1386	2325	4 - 6 Volume	1534	1205			2739
7 - 9 Peak Hour	07:30	07:00	07:15	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	517	733	1219	4 - 6 Pk Volume	832	618			1440
Pk Hr Factor	0.957	0.903	0.943	Pk Hr Factor	0.954	0.893			0.950

2022 FDOT Seasonal Factor: 0.94

VOLUME

US 41/SR 45 Bet. N Independence Pkwy & E Norvell Bryant Hwy

Day: Tues-Thurs

City: Hernando

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_046

DAILY TOTALS					NB	SB	EB	WB	Total
					9,723	10,075	0	0	19,798

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	12	8			20	12:00	156	152			308
0:15	9	7			16	12:15	152	162			314
0:30	7	9			16	12:30	145	164			309
0:45	10	38	8	32	18 70	12:45	137	590	166	644	303 1234
1:00	8	5			13	13:00	137	169			306
1:15	10	4			14	13:15	140	163			303
1:30	6	7			13	13:30	153	153			306
1:45	5	29	3	19	8 48	13:45	162	592	177	662	339 1254
2:00	7	6			13	14:00	148	155			303
2:15	6	9			15	14:15	170	165			335
2:30	7	10			17	14:30	174	168			342
2:45	7	27	8	33	15 60	14:45	177	669	179	667	356 1336
3:00	6	6			12	15:00	214	160			374
3:15	8	7			15	15:15	220	170			390
3:30	9	12			21	15:30	205	188			393
3:45	8	31	13	38	21 69	15:45	195	834	184	702	379 1536
4:00	7	13			20	16:00	208	179			387
4:15	14	14			28	16:15	207	191			398
4:30	22	23			45	16:30	225	185			410
4:45	23	66	28	78	51 144	16:45	235	875	178	733	413 1608
5:00	21	39			60	17:00	236	183			419
5:15	29	44			73	17:15	244	217			461
5:30	44	64			108	17:30	202	166			368
5:45	56	150	75	222	131 372	17:45	180	862	156	722	336 1584
6:00	54	81			135	18:00	169	162			331
6:15	67	108			175	18:15	138	130			268
6:30	87	133			220	18:30	124	114			238
6:45	101	309	170	492	271 801	18:45	119	550	104	510	223 1060
7:00	115	203			318	19:00	112	96			208
7:15	144	217			361	19:15	106	82			188
7:30	159	236			395	19:30	99	86			185
7:45	160	578	222	878	382 1456	19:45	93	410	74	338	167 748
8:00	137	195			332	20:00	91	67			158
8:15	150	192			342	20:15	93	63			156
8:30	149	182			331	20:30	71	61			132
8:45	140	576	187	756	327 1332	20:45	71	326	57	248	128 574
9:00	133	184			317	21:00	58	50			108
9:15	145	164			309	21:15	71	53			124
9:30	144	162			306	21:30	50	47			97
9:45	139	561	189	699	328 1260	21:45	45	224	37	187	82 411
10:00	144	152			296	22:00	30	29			59
10:15	156	159			315	22:15	36	26			62
10:30	150	153			303	22:30	27	22			49
10:45	152	602	165	629	317 1231	22:45	25	118	19	96	44 214
11:00	162	154			316	23:00	23	18			41
11:15	152	160			312	23:15	23	12			35
11:30	160	156			316	23:30	16	15			31
11:45	154	628	166	636	320 1264	23:45	16	78	9	54	25 132
TOTALS	3595	4512			8107	TOTALS	6128	5563			11691
SPLIT %	44.3%	55.7%			40.9%	SPLIT %	52.4%	47.6%			59.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,723	10,075	0	0	19,798

AM Peak Hour	11:00	7:00	7:15	PM Peak Hour	16:30	16:30	16:30
AM Pk Volume	628	878	1470	PM Pk Volume	940	763	1703
Pk Hr Factor	0.969	0.930	0.930	Pk Hr Factor	0.963	0.879	0.924
7 - 9 Volume	1154	1634	2788	4 - 6 Volume	1737	1455	3192
7 - 9 Peak Hour	7:30	7:00	7:15	4 - 6 Peak Hour	16:30	16:30	16:30
7 - 9 Pk Volume	606	878	1470	4 - 6 Pk Volume	940	763	1703
Pk Hr Factor	0.947	0.930	0.930	Pk Hr Factor	0.963	0.879	0.924

2022 FDOT Seasonal Factor: 0.94

VOLUME

US 41/SR 45 Bet. E Norvell Bryant Hwy & SR 200/N Cari G Rose Hwy

Day: Tues-Thurs

City: Hernando

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_047

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,878	9,805	0	0	19,683		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	11	10			21	12:00	156	141			297
0:15	11	7			18	12:15	156	156			312
0:30	5	9			14	12:30	156	166			322
0:45	8	35	10	36	18	12:45	148	616	162	625	310
1:00	8	6			14	13:00	150	155			305
1:15	10	7			17	13:15	141	155			296
1:30	8	8			16	13:30	165	165			330
1:45	4	30	5	26	9	13:45	174	630	169	644	343
2:00	7	8			15	14:00	157	155			312
2:15	4	9			13	14:15	174	169			343
2:30	6	11			17	14:30	183	170			353
2:45	7	24	9	37	16	14:45	173	687	164	658	337
3:00	8	9			17	15:00	201	166			367
3:15	9	7			16	15:15	217	175			392
3:30	7	11			18	15:30	203	192			395
3:45	13	37	12	39	25	15:45	201	822	176	709	377
4:00	10	10			20	16:00	226	179			405
4:15	16	11			27	16:15	205	190			395
4:30	20	22			42	16:30	235	190			425
4:45	23	69	32	75	55	16:45	229	895	184	743	413
5:00	24	35			59	17:00	228	183			411
5:15	32	42			74	17:15	253	192			445
5:30	47	55			102	17:30	197	171			368
5:45	56	159	74	206	130	17:45	187	865	168	714	355
6:00	61	68			129	18:00	175	151			326
6:15	69	97			166	18:15	149	136			285
6:30	87	119			206	18:30	120	117			237
6:45	114	331	159	443	273	18:45	122	566	107	511	229
7:00	126	186			312	19:00	107	93			200
7:15	156	196			352	19:15	107	91			198
7:30	157	229			386	19:30	97	86			183
7:45	156	595	203	814	359	19:45	97	408	80	350	177
8:00	137	193			330	20:00	95	72			167
8:15	141	170			311	20:15	88	66			154
8:30	133	178			311	20:30	68	62			130
8:45	133	544	173	714	306	20:45	76	327	56	256	132
9:00	149	171			320	21:00	57	49			106
9:15	146	149			295	21:15	66	57			123
9:30	145	163			308	21:30	46	47			93
9:45	148	588	163	646	311	21:45	42	211	36	189	78
10:00	143	135			278	22:00	31	30			61
10:15	160	148			308	22:15	30	28			58
10:30	153	143			296	22:30	29	22			51
10:45	162	618	157	583	319	22:45	24	114	19	99	43
11:00	166	146			312	23:00	24	17			41
11:15	149	159			308	23:15	21	13			34
11:30	149	168			317	23:30	15	16			31
11:45	169	633	159	632	328	23:45	14	74	10	56	24
TOTALS	3663	4251			7914	TOTALS	6215	5554			11769
SPLIT %	46.3%	53.7%			40.2%	SPLIT %	52.8%	47.2%			59.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,878	9,805	0	0	19,683
AM Peak Hour	10:15	7:15			7:15	PM Peak Hour	16:30	16:30	16:30
AM Pk Volume	641	821			1427	PM Pk Volume	945	749	1694
Pk Hr Factor	0.965	0.896			0.924	Pk Hr Factor	0.934	0.975	0.952
7 - 9 Volume	1139	1528			2667	4 - 6 Volume	1760	1457	3217
7 - 9 Peak Hour	7:15	7:15			7:15	4 - 6 Peak Hour	16:30	16:30	16:30
7 - 9 Pk Volume	606	821			1427	4 - 6 Pk Volume	945	749	1694
Pk Hr Factor	0.965	0.896			0.924	Pk Hr Factor	0.934	0.975	0.952

2022 FDOT Seasonal Factor: 0.94

VOLUME

SR 200/Gari G Rose Hwy Bet. E Adams St & CR 491/N Lecanto Hwy

Day: Tues-Thurs

City: Hernando

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_049

DAILY TOTALS					NB	SB	EB		WB		Total	
					3,520	3,366	0		0		6,886	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	5	6			11	12:00	60	44			104	
00:15	4	7			11	12:15	53	46			99	
00:30	3	5			8	12:30	47	60			107	
00:45	3	15	4	22	7	12:45	49	209	50	200	99	409
01:00	2	3			5	13:00	52	56			108	
01:15	3	4			7	13:15	55	52			107	
01:30	3	2			5	13:30	50	53			103	
01:45	4	12	2	11	6	13:45	56	213	61	222	117	435
02:00	3	5			8	14:00	60	53			113	
02:15	2	3			5	14:15	51	62			113	
02:30	2	3			5	14:30	56	61			117	
02:45	3	10	4	15	7	14:45	51	218	64	240	115	458
03:00	4	3			7	15:00	55	63			118	
03:15	5	3			8	15:15	60	71			131	
03:30	5	3			8	15:30	59	71			130	
03:45	11	25	4	13	15	15:45	57	231	81	286	138	517
04:00	5	2			7	16:00	68	83			151	
04:15	12	3			15	16:15	63	81			144	
04:30	10	5			15	16:30	57	81			138	
04:45	15	42	6	16	21	16:45	59	247	84	329	143	576
05:00	14	9			23	17:00	65	86			151	
05:15	24	10			34	17:15	65	76			141	
05:30	31	10			41	17:30	55	85			140	
05:45	37	106	10	39	47	17:45	54	239	85	332	139	571
06:00	46	13			59	18:00	45	66			111	
06:15	54	17			71	18:15	50	52			102	
06:30	56	31			87	18:30	25	56			81	
06:45	68	224	43	104	111	18:45	31	151	45	219	76	370
07:00	77	36			113	19:00	27	47			74	
07:15	85	44			129	19:15	25	42			67	
07:30	75	50			125	19:30	25	39			64	
07:45	71	308	48	178	119	19:45	25	102	29	157	54	259
08:00	79	42			121	20:00	20	36			56	
08:15	65	45			110	20:15	28	34			62	
08:30	67	49			116	20:30	19	29			48	
08:45	56	267	43	179	99	20:45	19	86	22	121	41	207
09:00	57	34			91	21:00	14	31			45	
09:15	60	40			100	21:15	16	25			41	
09:30	69	44			113	21:30	13	18			31	
09:45	57	243	41	159	98	21:45	9	52	15	89	24	141
10:00	60	40			100	22:00	12	16			28	
10:15	68	42			110	22:15	11	14			25	
10:30	65	44			109	22:30	9	14			23	
10:45	53	246	37	163	90	22:45	6	38	8	52	14	90
11:00	51	47			98	23:00	5	8			13	
11:15	50	50			100	23:15	7	7			14	
11:30	52	40			92	23:30	9	11			20	
11:45	56	209	51	188	107	23:45	6	27	6	32	12	59
TOTALS	1707	1087			2794	TOTALS	1813	2279			4092	
SPLIT %	61.1%	38.9%			40.6%	SPLIT %	44.3%	55.7%			59.4%	

DAILY TOTALS					NB	SB	EB		WB		Total
					3,520	3,366	0		0		6,886

DAILY TOTALS					NB	SB	EB	WB	Total
					3,520	3,366	0	0	6,886
AM Peak Hour	07:15	11:45			07:15	15:30	16:15		16:00
AM Pk Volume	310	201			494	247	332		576
Pk Hr Factor	0.912	0.838			0.957	0.908	0.965		0.954
7 - 9 Volume	575	357			932	486	661		1147
7 - 9 Peak Hour	07:15	07:30			07:15	16:00	16:15		16:00
7 - 9 Pk Volume	310	185			494	247	332		576
Pk Hr Factor	0.912	0.925			0.957	0.908	0.965		0.954

2022 FDOT Seasonal Factor: 0.94

VOLUME

SR 200/Gari G Rose Hwy Bet. CR 491/N Lecanto Hwy & Marion County Line

Day: Tues-Thurs

City: Hernando

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_050

DAILY TOTALS					NB	SB	EB	WB	Total		
					7,626	7,243	0	0	14,869		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	8	17			25	12:00	126	91			217
00:15	6	11			17	12:15	113	109			222
00:30	9	9			18	12:30	110	111			221
00:45	7	30	8	45	15 75	12:45	108	457	104	415	212 872
01:00	7	7			14	13:00	108	111			219
01:15	4	8			12	13:15	122	112			234
01:30	4	5			9	13:30	110	115			225
01:45	7	22	7	27	14 49	13:45	110	450	121	459	231 909
02:00	8	8			16	14:00	118	114			232
02:15	6	5			11	14:15	104	134			238
02:30	6	6			12	14:30	118	133			251
02:45	6	26	5	24	11 50	14:45	119	459	137	518	256 977
03:00	9	9			18	15:00	112	137			249
03:15	13	7			20	15:15	117	147			264
03:30	11	9			20	15:30	127	141			268
03:45	22	55	7	32	29 87	15:45	117	473	181	606	298 1079
04:00	27	6			33	16:00	133	166			299
04:15	38	12			50	16:15	137	159			296
04:30	38	12			50	16:30	125	168			293
04:45	38	141	16	46	54 187	16:45	132	527	177	670	309 1197
05:00	48	19			67	17:00	132	178			310
05:15	63	22			85	17:15	140	175			315
05:30	76	27			103	17:30	126	180			306
05:45	87	274	34	102	121 376	17:45	114	512	173	706	287 1218
06:00	107	39			146	18:00	98	145			243
06:15	143	65			208	18:15	101	123			224
06:30	152	74			226	18:30	62	111			173
06:45	153	555	67	245	220 800	18:45	63	324	105	484	168 808
07:00	175	83			258	19:00	60	98			158
07:15	179	96			275	19:15	55	76			131
07:30	177	121			298	19:30	54	71			125
07:45	152	683	108	408	260 1091	19:45	49	218	71	316	120 534
08:00	158	98			256	20:00	37	64			101
08:15	150	102			252	20:15	47	72			119
08:30	129	109			238	20:30	39	66			105
08:45	113	550	103	412	216 962	20:45	35	158	52	254	87 412
09:00	131	83			214	21:00	33	53			86
09:15	128	100			228	21:15	32	58			90
09:30	137	97			234	21:30	28	36			64
09:45	115	511	87	367	202 878	21:45	22	115	34	181	56 296
10:00	127	84			211	22:00	23	33			56
10:15	127	92			219	22:15	16	33			49
10:30	132	94			226	22:30	20	26			46
10:45	125	511	87	357	212 868	22:45	15	74	15	107	30 181
11:00	116	88			204	23:00	13	18			31
11:15	112	102			214	23:15	15	15			30
11:30	107	102			209	23:30	13	21			34
11:45	116	451	101	393	217 844	23:45	9	50	15	69	24 119
TOTALS	3809	2458			6267	TOTALS	3817	4785			8602
SPLIT %	60.8%	39.2%			42.1%	SPLIT %	44.4%	55.6%			57.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					7,626	7,243	0	0	14,869
AM Peak Hour	06:45	07:30	07:00	PM Peak Hour	16:45	16:45			16:45
AM Pk Volume	684	429	1091	PM Pk Volume	530	710			1240
Pk Hr Factor	0.955	0.886	0.915	Pk Hr Factor	0.946	0.986			0.984
7 - 9 Volume	1233	820	2053	4 - 6 Volume	1039	1376			2415
7 - 9 Peak Hour	07:00	07:30	07:00	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	683	429	1091	4 - 6 Pk Volume	530	710			1240
Pk Hr Factor	0.954	0.886	0.915	Pk Hr Factor	0.946	0.986			0.984

2022 FDOT Seasonal Factor: 0.94

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 9601 - CR 578, BETWEEN 'US 19' AND 'WATERFALL DR'

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	21000 C	E 10500	W 10500	9.00	54.50	9.60
1	20500 C	E 10500	W 10000	9.00	54.20	7.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 2015 - COUNTY LINE RD, EAST OF COBBLESTONE DR (HPMS)

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	20000 S	E 10000	W 10000	9.00	54.50	9.60
L	19300 F	E 9700	W 9600	9.00	54.20	7.00
0	18900 C	E 9500	W 9400	9.00	54.30	5.90
9	19500 X	0	0	9.00	54.30	6.90
3	19000 X	0	0	9.00	54.40	6.40
7	18500 X	0	0	9.00	55.60	2.90
5	17500 E	0	0	9.00	54.80	4.70
5	16700 E			9.00	55.00	3.80
4	16600 S	E 8100	W 8500	9.00	56.00	6.80
3	16800 F	E 8200	W 8600	9.00	56.80	6.80
2	17000 C	E 8300	W 8700	9.00	55.00	6.80
L	14800 S	E 7400	W 7400	9.00	55.00	5.50
0	14800 F	E 7400	W 7400	9.74	54.68	5.50
9	15000 C	E 7500	W 7500	9.60	55.47	5.50
3	16800 C	E 8500	W 8300	9.72	54.99	8.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 2030 - COUNTY LINE ROAD, EAST OF MARINER BLVD (HPMS)

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	22000 C	E 11500	W 10500	9.00	54.50	8.00
1	22000 C	E 11000	W 11000	9.00	54.20	8.00
2	16800 S	E 8200	W 8600	9.00	55.00	6.10
1	17000 F	E 8300	W 8700	9.00	55.00	6.10
0	17200 C	E 8400	W 8800	9.74	54.68	6.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 2020 - COUNTY LINE RD, EAST OF SUNCOAST PKWY (HPMS)

	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	16600 S	E	8300	W	8300	9.00	54.50	9.60
1	16000 F	E	8000	W	8000	9.00	54.20	7.00
0	15600 C	E	7800	W	7800	9.00	54.30	5.90
9	12000 X		0		0	9.00	54.30	6.90
3	11500 X		0		0	9.00	54.40	6.40
7	11000 X		0		0	9.00	55.60	2.90
5	10300 E		0		0	9.00	54.80	4.70
5	9800 E					9.00	55.00	3.80
4	9700 S	E	4800	W	4900	9.00	56.00	6.90
3	9900 F	E	4900	W	5000	9.00	56.80	6.90
2	9900 C	E	4900	W	5000	9.00	55.00	6.90
1	10100 S	E	5000	W	5100	9.00	55.00	8.20
0	10100 F	E	5000	W	5100	9.74	54.68	8.20
9	10300 C	E	5100	W	5200	9.60	55.47	8.20
3	9900 C	E	4900	W	5000	9.72	54.99	11.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 0031 - SR 45/US 41/BROAD ST, APPROX 1/2 MILE NORTH OF PASCO COUNTY

	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2	16100 F	N	8000	S	8100	9.00	54.50	12.30	
1	15500 C	N	7700	S	7800	9.00	54.20	12.30	
0	15300 C	N	7700	S	7600	9.00	54.30	5.00	
9	14500 E					9.00	54.30	5.80	
3	14200 S	N	7100	S	7100	9.00	54.40	9.30	
7	13800 F	N	6900	S	6900	9.00	55.60	9.30	
5	13000 C	N	6500	S	6500	9.00	54.80	9.30	
5	13400 F	N	6900	S	6500	9.00	55.00	8.50	
4	12700 C	N	6500	S	6200	9.00	56.00	7.50	
3	11700 C	N	5800	S	5900	9.00	56.80	8.00	
2	10600 C	N	5300	S	5300	9.00	55.00	8.30	
1	10200 C	N	5100	S	5100	9.00	55.00	7.30	
0	11300 C	N	5600	S	5700	9.74	54.68	7.20	
9	12200 C	N	6000	S	6200	9.60	55.47	7.90	
3	12900 C	N	6500	S	6400	9.72	54.99	9.90	
7	12400 C	N	6200	S	6200	9.34	56.51	16.40	

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

3: 0238 - SR 45/US 41/N FLORIDA AVE, SOUTH OF NORVELL BRYANT/PARSON POINT

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	22000 F	N 11000	S 11000	9.00	51.40	7.20
1	21000 C	N 10500	S 10500	9.00	51.10	7.20
0	16600 C	N 8100	S 8500	9.00	53.20	7.30
9	18200 F	N 8900	S 9300	9.00	53.10	7.20
3	18200 C	N 8900	S 9300	9.00	52.90	7.20
7	16100 F	N 7800	S 8300	9.00	53.30	5.80
5	15500 C	N 7500	S 8000	9.00	53.10	5.80
5	17000 C	N 8300	S 8700	9.00	53.20	6.10
4	15800 C	N 7700	S 8100	9.00	53.30	6.30
3	15800 C	N 7600	S 8200	9.00	52.90	5.90
2	16200 C	N 7800	S 8400	9.00	54.60	5.50
L	16000 C	N 7800	S 8200	9.00	52.90	6.20
0	16300 C	N 7900	S 8400	10.10	53.81	6.00
9	16500 C	N 8100	S 8400	9.82	54.59	4.90
3	16600 C	N 8100	S 8500	10.01	53.97	5.80
7	16000 C	N 7900	S 8100	9.88	54.20	6.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

3: 1009 - SR 45/US 41/N FLORIDA AVE, SOUTH OF SR200/CARL G ROSE HWY

	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	23000 F	N	11000	S	12000	9.00	51.40	5.90
1	22000 C	N	10500	S	11500	9.00	51.10	5.90
0	16600 C	N	8300	S	8300	9.00	53.20	8.00
9	18600 F	N	9300	S	9300	9.00	53.10	7.20
8	18600 C	N	9300	S	9300	9.00	52.90	7.20
7	16100 F	N	8000	S	8100	9.00	53.30	5.80
6	15500 C	N	7700	S	7800	9.00	53.10	5.80
5	16800 C	N	8300	S	8500	9.00	53.20	5.90
4	16000 C	N	7900	S	8100	9.00	53.30	5.50
3	15900 C	N	7900	S	8000	9.00	52.90	6.40
2	17700 C	N	8800	S	8900	9.00	54.60	4.80
1	16500 C	N	8200	S	8300	9.00	52.90	5.90
0	16700 C	N	8300	S	8400	10.10	53.81	6.00
9	16800 C	N	8400	S	8400	9.82	54.59	5.00
8	17200 C	N	8600	S	8600	10.01	53.97	6.10
7	17800 C	N	8900	S	8900	9.88	54.20	6.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

3: 8606 - FL 200, CR 491 TO E ADAMS ST

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
	-----	-----	-----	-----	-----	-----
2	7300 F	E 3700	W 3600	9.00	51.40	7.50
1	7100 C	E 3600	W 3500	9.00	51.10	7.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

3: 0200 - SR 200/CARL ROSE HIGHWAY, SOUTH OF CR 39

	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	16100 F	N	8100	S	8000	9.50	51.40	7.10
1	15500 C	N	7800	S	7700	9.50	51.10	7.10
0	12300 C	N	6200	S	6100	9.50	53.20	9.00
3	13500 F	N	6800	S	6700	9.50	53.10	7.30
3	13500 C	N	6800	S	6700	9.50	52.90	7.30
7	12900 F	N	6500	S	6400	9.50	53.30	6.40
5	12500 C	N	6300	S	6200	9.50	53.10	6.40
5	12300 C	N	6200	S	6100	9.50	53.20	7.50
1	11500 C	N	5800	S	5700	9.50	53.30	6.20
3	11100 C	N	5600	S	5500	9.50	52.90	7.10
2	11300 C	N	5700	S	5600	9.50	54.60	6.50
1	11500 F	N	5800	S	5700	9.50	52.90	5.40
0	11500 C	N	5800	S	5700	10.10	53.81	5.40
3	11700 C	N	5900	S	5800	9.82	54.59	6.10
3	11500 C	N	5800	S	5700	10.01	53.97	6.80
7	12000 C	N	6000	S	6000	9.88	54.20	7.90

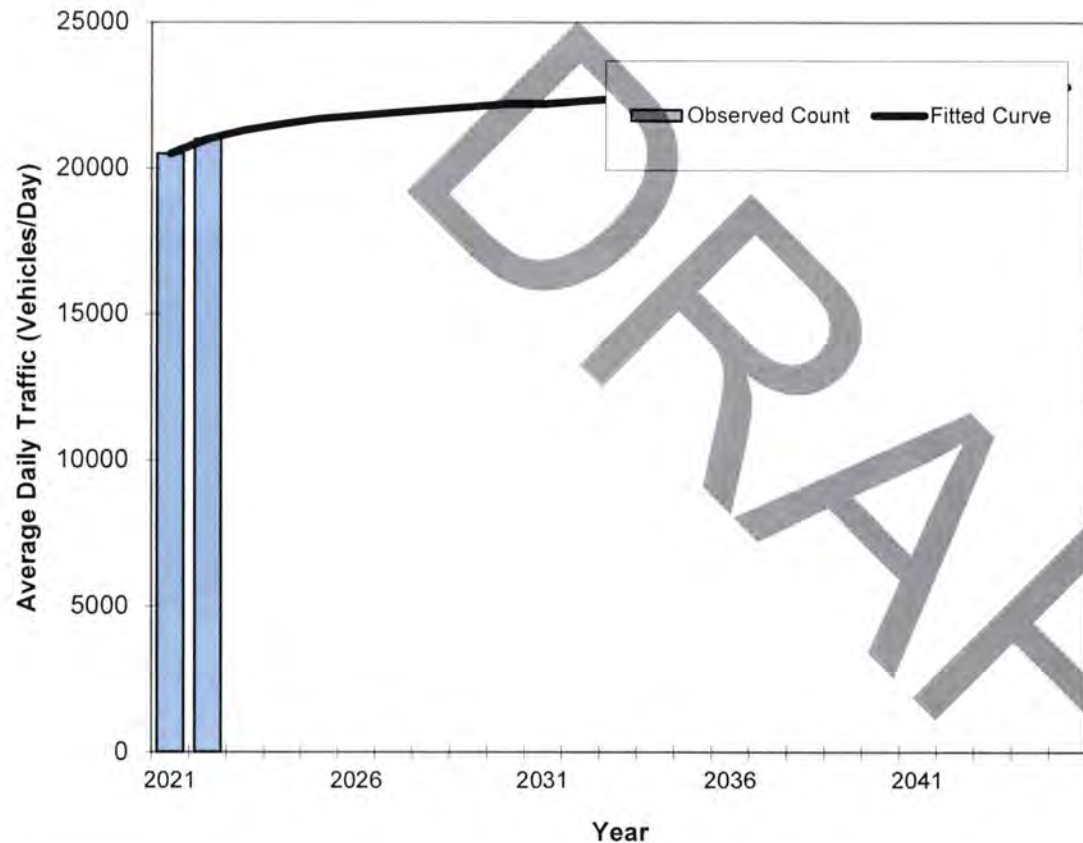
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SITE: 9601 - CR 578, BETWEEN 'US 19' AND 'WATERFALL DR' --

FIN#	1234
Location	1

County:	Hernando (08)
Station #:	0
Highway:	1 - CR 578, BETWEEN 'US 19' AND 'WATERFALL DR'



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	20500	20500
2022	21000	21000
2028 Opening Year Trend		
2028	N/A	22000
2035 Mid-Year Trend		
2035	N/A	22500
2045 Design Year Trend		
2045	N/A	22800
TRANPLAN Forecasts/Trends		

Trend R-squared: 100.00%
 Compounded Annual Historic Growth Rate: 2.44%
 Compounded Growth Rate (2022 to Design Year): 0.36%
 Printed: 25-Mar-24

Decaying Exponential Growth Option

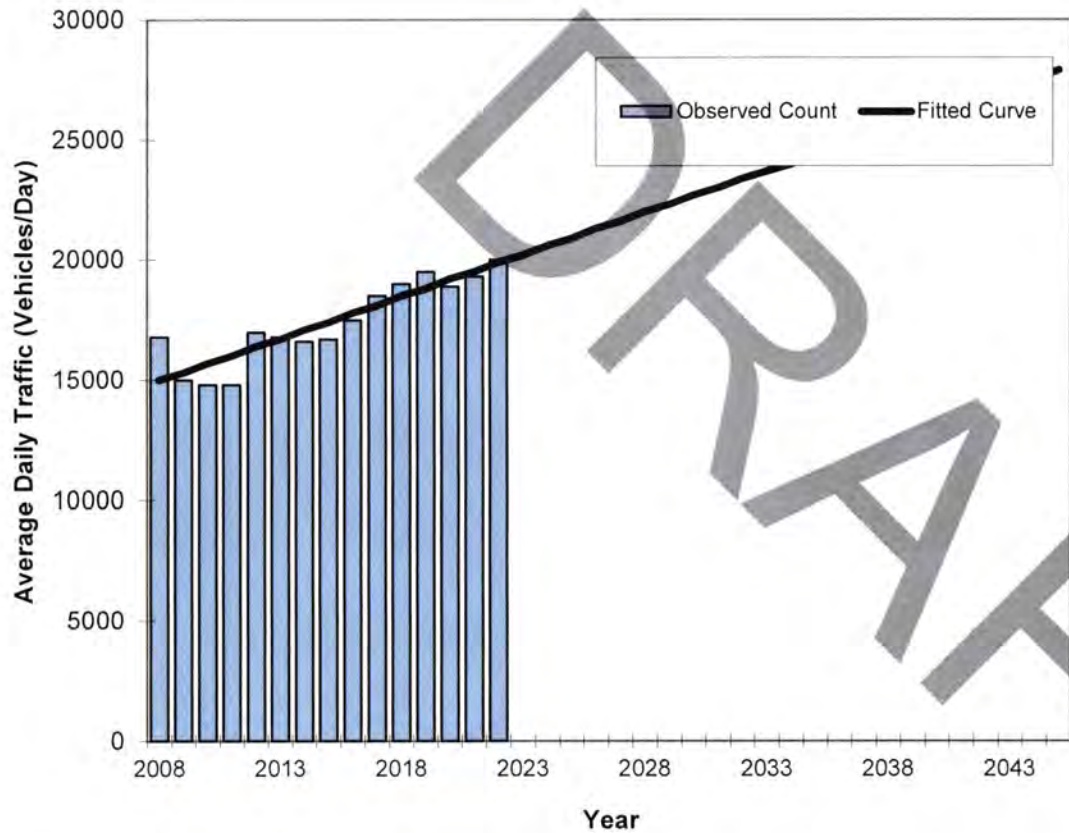
*Axle-Adjusted

Traffic Trends - V03.a

SITE: 2015 - COUNTY LINE RD, EAST OF COBBLESTONE DR (HPMS) --

FIN#	1234
Location	1

County:	Hernando (08)
Station #:	0
Highway:	COUNTY LINE RD, EAST OF COBBLESTON



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	16800	15000
2009	15000	15300
2010	14800	15700
2011	14800	16000
2012	17000	16400
2013	16800	16700
2014	16600	17100
2015	16700	17400
2016	17500	17800
2017	18500	18100
2018	19000	18500
2019	19500	18800
2020	18900	19200
2021	19300	19500
2022	20000	19900

2028 Opening Year Trend

2028	N/A	22000
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2035 Mid-Year Trend

2035	N/A	24400
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2045 Design Year Trend

2045	N/A	27900
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TRANPLAN Forecasts/Trends

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** Annual Trend Increase: 349

Trend R-squared: 81.15%

Trend Annual Historic Growth Rate: 2.33%

Trend Growth Rate (2022 to Design Year): 1.75%

Printed: 25-Mar-24

Straight Line Growth Option

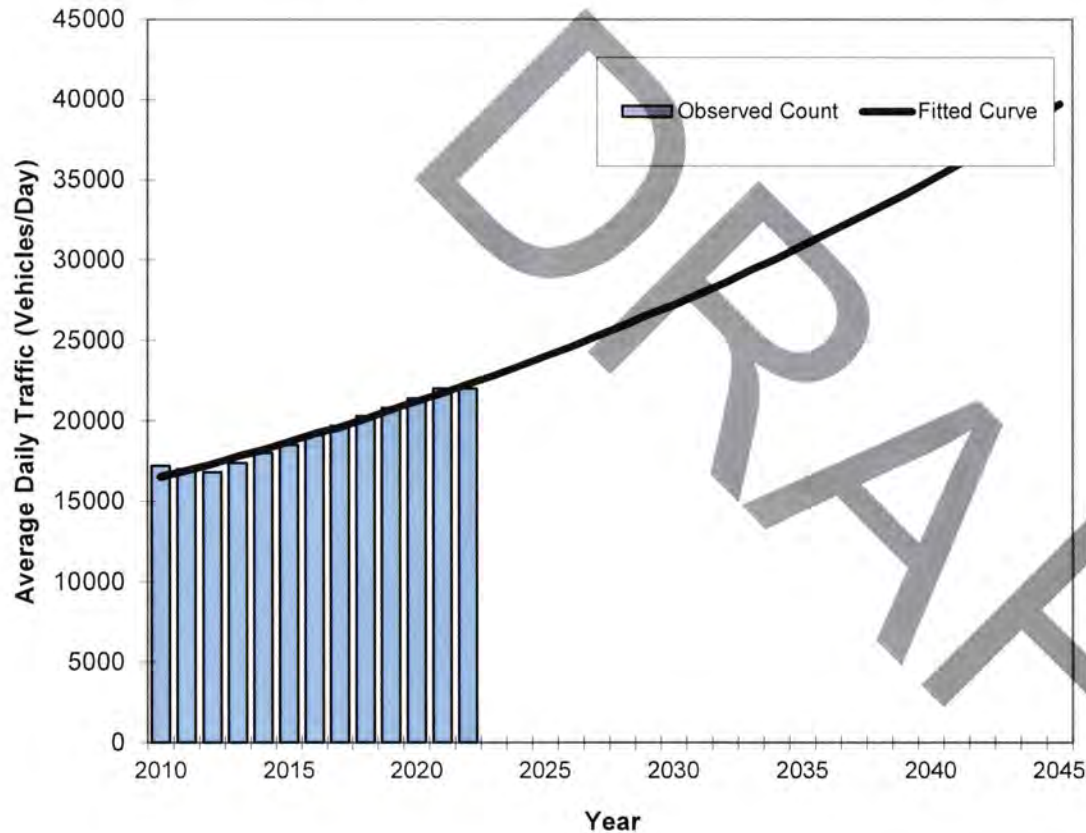
*Axle-Adjusted

Traffic Trends - V03.a

SITE: 2030 - COUNTY LINE ROAD, EAST OF MARINER BLVD (HPMS) --

FIN#	1234
Location	1

County:	Hernando (08)
Station #:	0
Highway:	COUNTY LINE ROAD, EAST OF MARINER



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	17200	16500
2011	17000	16900
2012	16800	17300
2013	17400	17800
2014	18000	18200
2015	18500	18700
2016	19100	19200
2017	19700	19600
2018	20300	20100
2019	20800	20700
2020	21400	21200
2021	22000	21700
2022	22000	22300
2028 Opening Year Trend		
2028	N/A	25900
2035 Mid-Year Trend		
2035	N/A	30900
2045 Design Year Trend		
2045	N/A	39700
TRANPLAN Forecasts/Trends		

Trend R-squared: 96.59%
 Compounded Annual Historic Growth Rate: 2.54%
 Compounded Growth Rate (2022 to Design Year): 2.54%
 Printed: 25-Mar-24

Exponential Growth Option

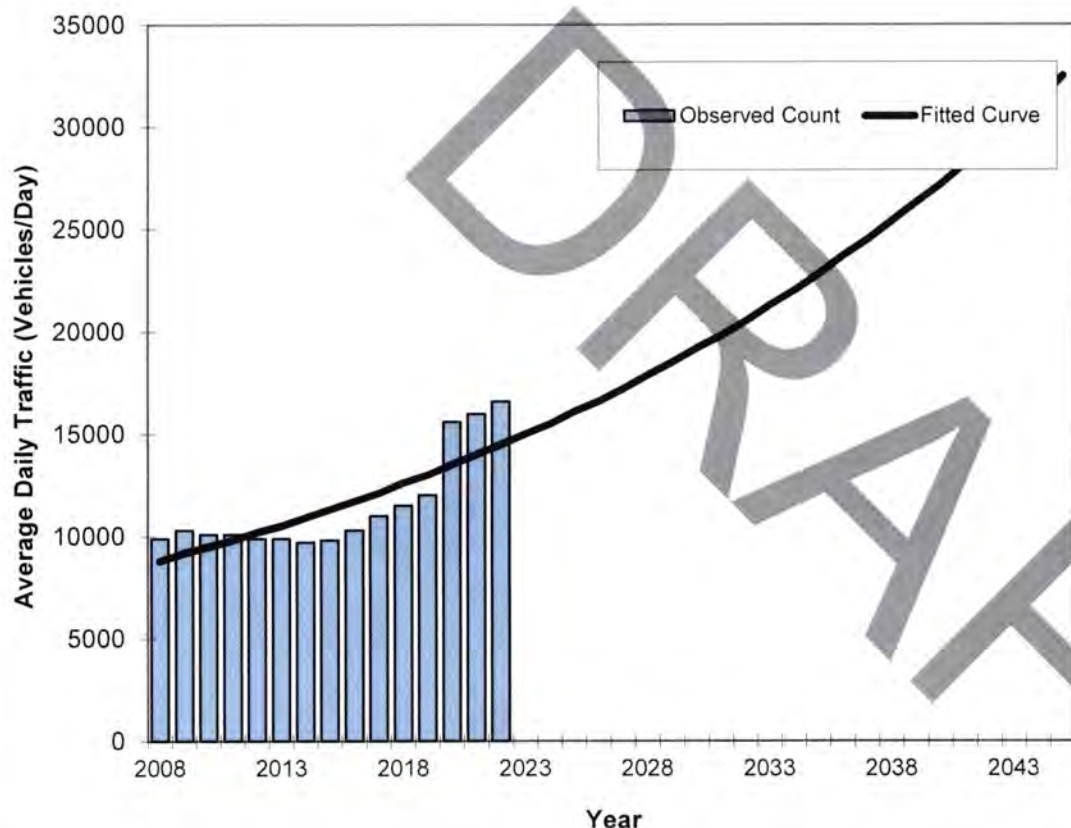
*Axle-Adjusted

Traffic Trends - V03.a

SITE: 2020 - COUNTY LINE RD, EAST OF SUNCOAST PKWY (HPMS) --

FIN#	1234
Location	1

County:	Hernando (08)
Station #:	0
Highway:	COUNTY LINE RD, EAST OF SUNCOAST P



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	9900	8800
2009	10300	9200
2010	10100	9500
2011	10100	9800
2012	9900	10200
2013	9900	10500
2014	9700	10900
2015	9800	11300
2016	10300	11700
2017	11000	12100
2018	11500	12600
2019	12000	13000
2020	15600	13500
2021	16000	14000
2022	16600	14500

2028 Opening Year Trend

2028	N/A	17900
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2035 Mid-Year Trend

2035	N/A	22800
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2045 Design Year Trend

2045	N/A	32500
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TRANPLAN Forecasts/Trends

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Trend R-squared: 67.08%
 Compounded Annual Historic Growth Rate: 3.63%
 Compounded Growth Rate (2022 to Design Year): 3.57%
 Printed: 8-May-24

Exponential Growth Option

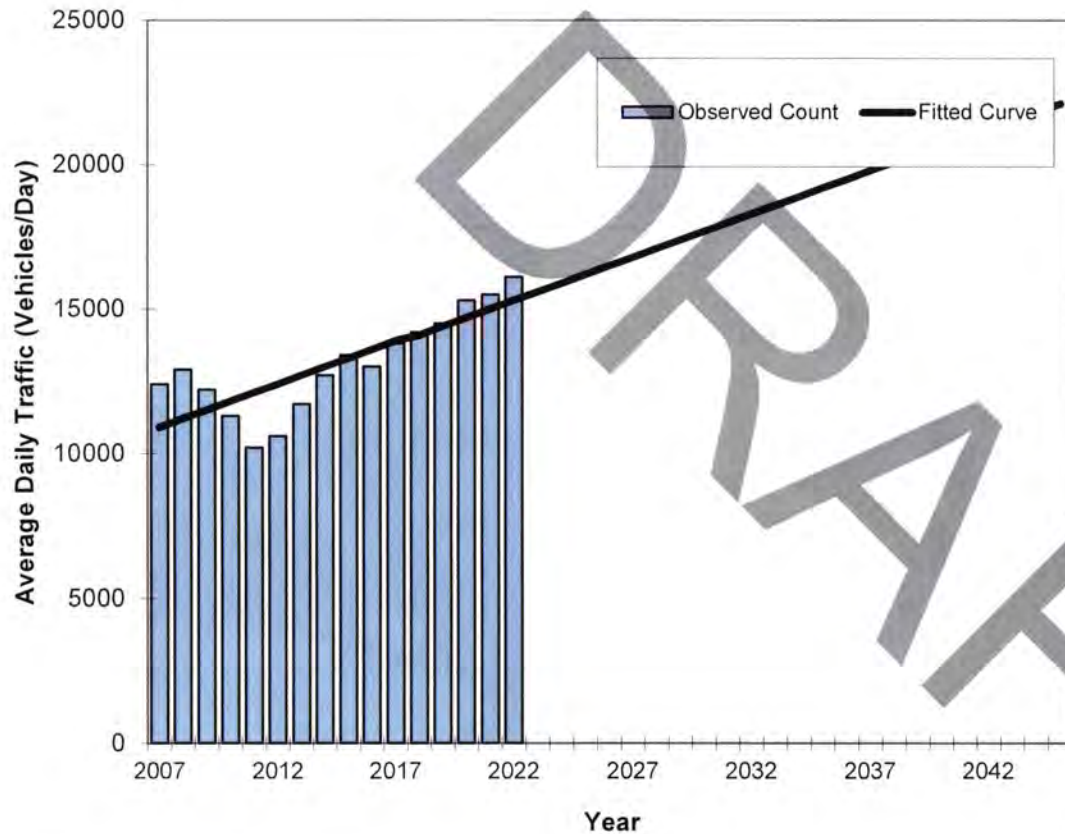
*Axle-Adjusted

Traffic Trends - V03.a

0031 - SR 45/US 41/BROAD ST, APPROX 1/2 MILE NORTH OF PASCO COU

FIN#	1234
Location	1

County:	0
Station #:	0
Highway:	SR 41/BROAD ST, APPROX 1/2 MILE NORTH



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	12400	10900
2008	12900	11200
2009	12200	11500
2010	11300	11800
2011	10200	12100
2012	10600	12400
2013	11700	12700
2014	12700	13000
2015	13400	13300
2016	13000	13600
2017	13800	13900
2018	14200	14100
2019	14500	14400
2020	15300	14700
2021	15500	15000
2022	16100	15300

2028 Opening Year Trend

2028	N/A	17100
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2035 Mid-Year Trend

2035	N/A	19200
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2045 Design Year Trend

2045	N/A	22100
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TRANPLAN Forecasts/Trends

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** Annual Trend Increase: 295

Trend R-squared: 66.30%

Trend Annual Historic Growth Rate: 2.69%

Trend Growth Rate (2022 to Design Year): 1.93%

Printed: 25-Mar-24

Straight Line Growth Option

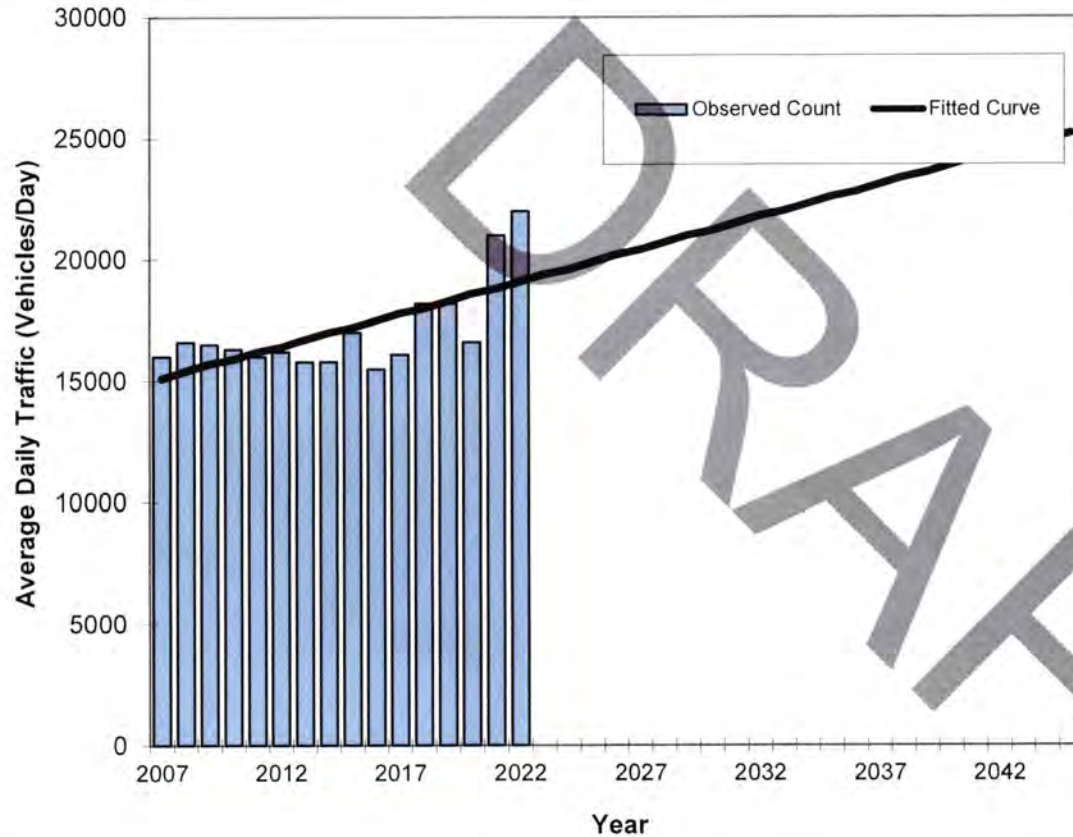
*Axle-Adjusted

Traffic Trends - V03.a

8 - SR 45/US 41/N FLORIDA AVE, SOUTH OF NORVELL BRYANT/PARSON

FIN#	1234
Location	1

County:	Citrus (02)
Station #:	0
Highway:	1/N FLORIDA AVE, SOUTH OF NORVELL B



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	16000	15100
2008	16600	15400
2009	16500	15700
2010	16300	15900
2011	16000	16200
2012	16200	16400
2013	15800	16700
2014	15800	17000
2015	17000	17200
2016	15500	17500
2017	16100	17800
2018	18200	18000
2019	18200	18300
2020	16600	18600
2021	21000	18800
2022	22000	19100
2030 Opening Year Trend		
2030	N/A	21200
2035 Mid-Year Trend		
2035	N/A	22600
2045 Design Year Trend		
2045	N/A	25200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 266
 Trend R-squared: 44.98%
 Trend Annual Historic Growth Rate: 1.77%
 Trend Growth Rate (2022 to Design Year): 1.39%
 Printed: 29-Mar-24

Straight Line Growth Option

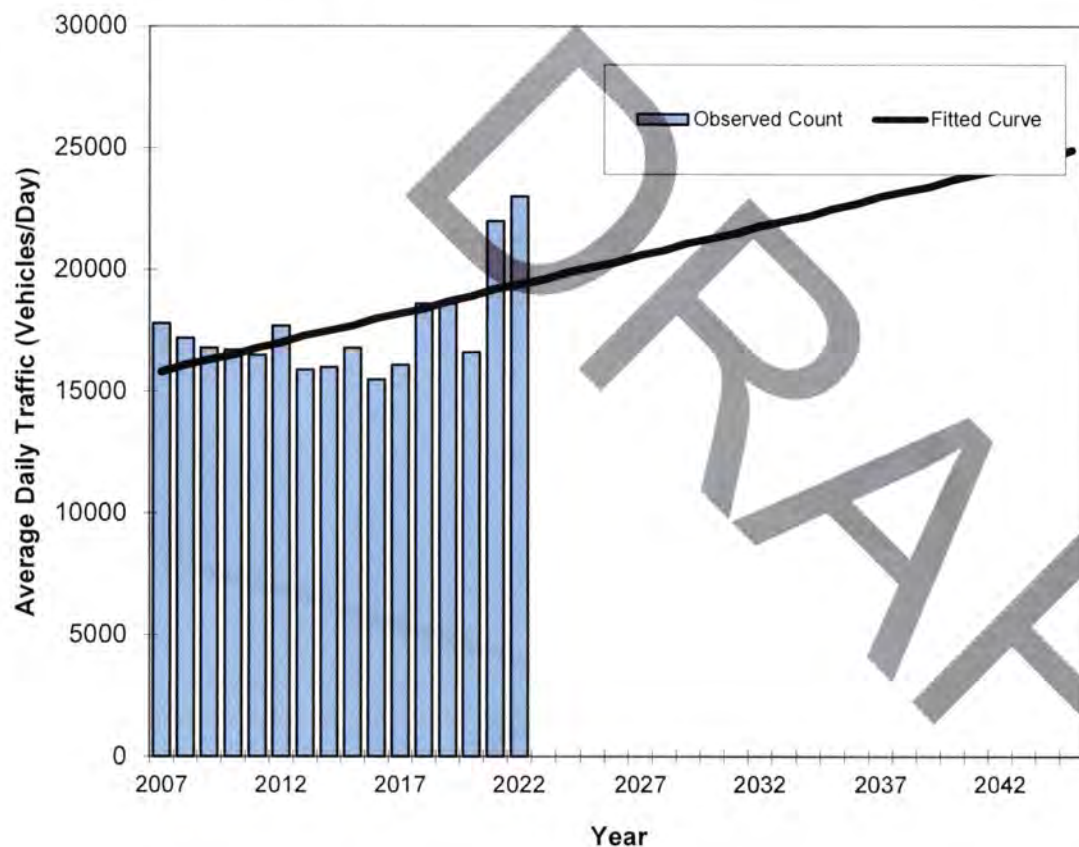
*Axle-Adjusted

Traffic Trends - V03.a

: 1009 - SR 45/US 41/N FLORIDA AVE, SOUTH OF SR200/CARL G ROSE HW

FIN#	1234
Location	1

County:	Citrus (02)
Station #:	0
Highway:	US 41/N FLORIDA AVE, SOUTH OF SR200/



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	17800	15800
2008	17200	16100
2009	16800	16300
2010	16700	16500
2011	16500	16800
2012	17700	17000
2013	15900	17300
2014	16000	17500
2015	16800	17700
2016	15500	18000
2017	16100	18200
2018	18600	18400
2019	18600	18700
2020	16600	18900
2021	22000	19200
2022	23000	19400
2028 Opening Year Trend		
2028	N/A	20800
2035 Mid-Year Trend		
2035	N/A	22500
2045 Design Year Trend		
2045	N/A	24900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 238
 Trend R-squared: 28.60%
 Trend Annual Historic Growth Rate: 1.52%
 Trend Growth Rate (2022 to Design Year): 1.23%
 Printed: 27-Mar-24

Straight Line Growth Option

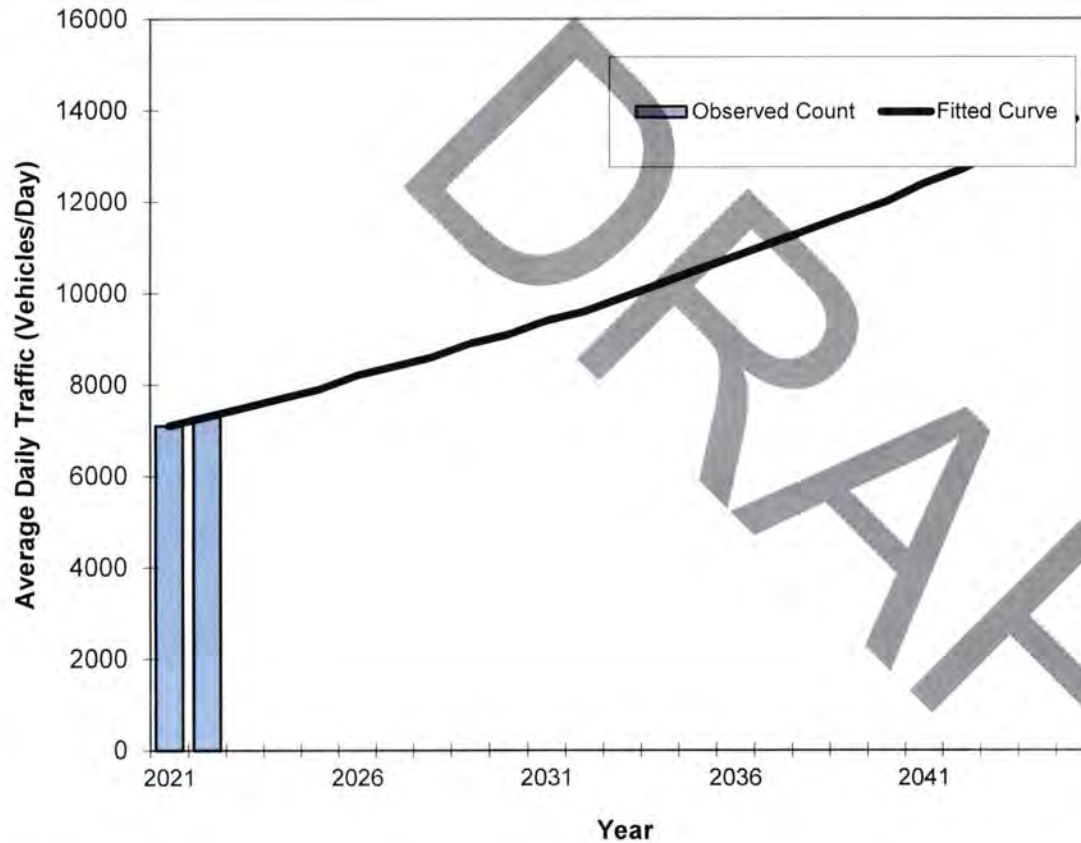
*Axle-Adjusted

Traffic Trends - V03.a

SITE: 8606 - FL 200, CR 491 TO E ADAMS ST --

FIN#	1234
Location	1

County:	Citrus (02)
Station #:	0
Highway:	SITE: 8606 - FL 200, CR 491 TO E ADAMS S



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	7100	7100
2022	7300	7300
2028 Opening Year Trend		
2028	N/A	8600
2035 Mid-Year Trend		
2035	N/A	10500
2045 Design Year Trend		
2045	N/A	13800
TRANPLAN Forecasts/Trends		

Trend R-squared: 100.00%

Compounded Annual Historic Growth Rate: 2.82%

Compounded Growth Rate (2022 to Design Year): 2.81%

Printed: 19-Mar-24

Exponential Growth Option

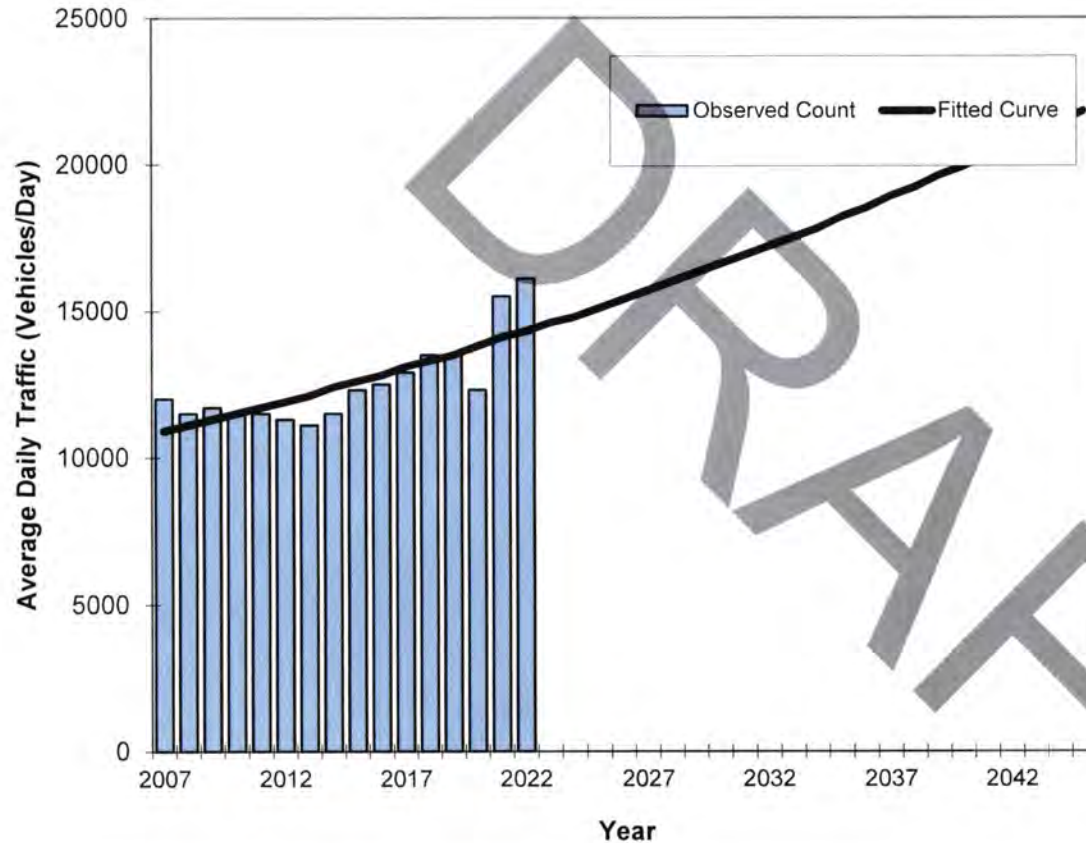
*Axle-Adjusted

Traffic Trends - V03.a

SITE: 0200 - SR 200/CARL ROSE HIGHWAY, SOUTH OF CR 39 --

FIN#	1234
Location	1

County:	Citrus (02)
Station #:	0
Highway:	D - SR 200/CARL ROSE HIGHWAY, SOUTH



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	12000	10900
2008	11500	11100
2009	11700	11300
2010	11500	11500
2011	11500	11700
2012	11300	11900
2013	11100	12100
2014	11500	12400
2015	12300	12600
2016	12500	12800
2017	12900	13100
2018	13500	13300
2019	13500	13500
2020	12300	13800
2021	15500	14100
2022	16100	14300
2028 Opening Year Trend		
2028	N/A	16000
2035 Mid-Year Trend		
2035	N/A	18200
2045 Design Year Trend		
2045	N/A	21800
TRANPLAN Forecasts/Trends		

Trend R-squared: 63.12%
 Compounded Annual Historic Growth Rate: 1.83%
 Compounded Growth Rate (2022 to Design Year): 1.85%
 Printed: 19-Mar-24

Exponential Growth Option

*Axle-Adjusted

APPENDIX C:
2023 Q/LOS GENERALIZED TABLES & PEAK SEASON
CORRECTION FACTOR REPORTS

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
 Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
 Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75



(C1-Natural & C2-Rural)

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



C3C-Suburban Commercial)



C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 0800 HERNANDO COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.02	1.07
3	01/09/2022 - 01/15/2022	1.05	1.11
4	01/16/2022 - 01/22/2022	1.04	1.09
5	01/23/2022 - 01/29/2022	1.02	1.07
6	01/30/2022 - 02/05/2022	1.01	1.06
7	02/06/2022 - 02/12/2022	0.99	1.04
* 8	02/13/2022 - 02/19/2022	0.97	1.02
* 9	02/20/2022 - 02/26/2022	0.97	1.02
*10	02/27/2022 - 03/05/2022	0.96	1.01
*11	03/06/2022 - 03/12/2022	0.95	1.00
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.94	0.99
*14	03/27/2022 - 04/02/2022	0.94	0.99
*15	04/03/2022 - 04/09/2022	0.94	0.99
*16	04/10/2022 - 04/16/2022	0.94	0.99
*17	04/17/2022 - 04/23/2022	0.95	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.01
*19	05/01/2022 - 05/07/2022	0.97	1.02
*20	05/08/2022 - 05/14/2022	0.98	1.03
21	05/15/2022 - 05/21/2022	0.99	1.04
22	05/22/2022 - 05/28/2022	1.00	1.05
23	05/29/2022 - 06/04/2022	1.02	1.07
24	06/05/2022 - 06/11/2022	1.03	1.08
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.05	1.11
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.06	1.12
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.07	1.13
31	07/24/2022 - 07/30/2022	1.07	1.13
32	07/31/2022 - 08/06/2022	1.07	1.13
33	08/07/2022 - 08/13/2022	1.07	1.13
34	08/14/2022 - 08/20/2022	1.07	1.13
35	08/21/2022 - 08/27/2022	1.07	1.13
36	08/28/2022 - 09/03/2022	1.07	1.13
37	09/04/2022 - 09/10/2022	1.07	1.13
38	09/11/2022 - 09/17/2022	1.07	1.13
39	09/18/2022 - 09/24/2022	1.04	1.09
40	09/25/2022 - 10/01/2022	1.01	1.06
41	10/02/2022 - 10/08/2022	0.99	1.04
42	10/09/2022 - 10/15/2022	0.96	1.01
43	10/16/2022 - 10/22/2022	0.97	1.02
44	10/23/2022 - 10/29/2022	0.97	1.02
45	10/30/2022 - 11/05/2022	0.98	1.03
46	11/06/2022 - 11/12/2022	0.98	1.03
47	11/13/2022 - 11/19/2022	0.99	1.04
48	11/20/2022 - 11/26/2022	0.99	1.04
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	1.02	1.07
53	12/25/2022 - 12/31/2022	1.05	1.11

* PEAK SEASON

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 0200 CITRUS COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.04	1.09
3	01/09/2022 - 01/15/2022	1.08	1.14
4	01/16/2022 - 01/22/2022	1.06	1.12
5	01/23/2022 - 01/29/2022	1.04	1.09
6	01/30/2022 - 02/05/2022	1.02	1.07
7	02/06/2022 - 02/12/2022	1.00	1.05
8	02/13/2022 - 02/19/2022	0.98	1.03
* 9	02/20/2022 - 02/26/2022	0.97	1.02
*10	02/27/2022 - 03/05/2022	0.95	1.00
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.92	0.97
*13	03/20/2022 - 03/26/2022	0.92	0.97
*14	03/27/2022 - 04/02/2022	0.93	0.98
*15	04/03/2022 - 04/09/2022	0.93	0.98
*16	04/10/2022 - 04/16/2022	0.93	0.98
*17	04/17/2022 - 04/23/2022	0.94	0.99
*18	04/24/2022 - 04/30/2022	0.95	1.00
*19	05/01/2022 - 05/07/2022	0.96	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.02
*21	05/15/2022 - 05/21/2022	0.98	1.03
22	05/22/2022 - 05/28/2022	1.00	1.05
23	05/29/2022 - 06/04/2022	1.01	1.06
24	06/05/2022 - 06/11/2022	1.03	1.08
25	06/12/2022 - 06/18/2022	1.04	1.09
26	06/19/2022 - 06/25/2022	1.05	1.11
27	06/26/2022 - 07/02/2022	1.05	1.11
28	07/03/2022 - 07/09/2022	1.06	1.12
29	07/10/2022 - 07/16/2022	1.06	1.12
30	07/17/2022 - 07/23/2022	1.05	1.11
31	07/24/2022 - 07/30/2022	1.04	1.09
32	07/31/2022 - 08/06/2022	1.03	1.08
33	08/07/2022 - 08/13/2022	1.02	1.07
34	08/14/2022 - 08/20/2022	1.01	1.06
35	08/21/2022 - 08/27/2022	1.03	1.08
36	08/28/2022 - 09/03/2022	1.04	1.09
37	09/04/2022 - 09/10/2022	1.06	1.12
38	09/11/2022 - 09/17/2022	1.07	1.13
39	09/18/2022 - 09/24/2022	1.04	1.09
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	0.99	1.04
42	10/09/2022 - 10/15/2022	0.96	1.01
43	10/16/2022 - 10/22/2022	0.97	1.02
44	10/23/2022 - 10/29/2022	0.98	1.03
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.01	1.06
47	11/13/2022 - 11/19/2022	1.02	1.07
48	11/20/2022 - 11/26/2022	1.01	1.06
49	11/27/2022 - 12/03/2022	1.01	1.06
50	12/04/2022 - 12/10/2022	1.00	1.05
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	1.04	1.09
53	12/25/2022 - 12/31/2022	1.08	1.14

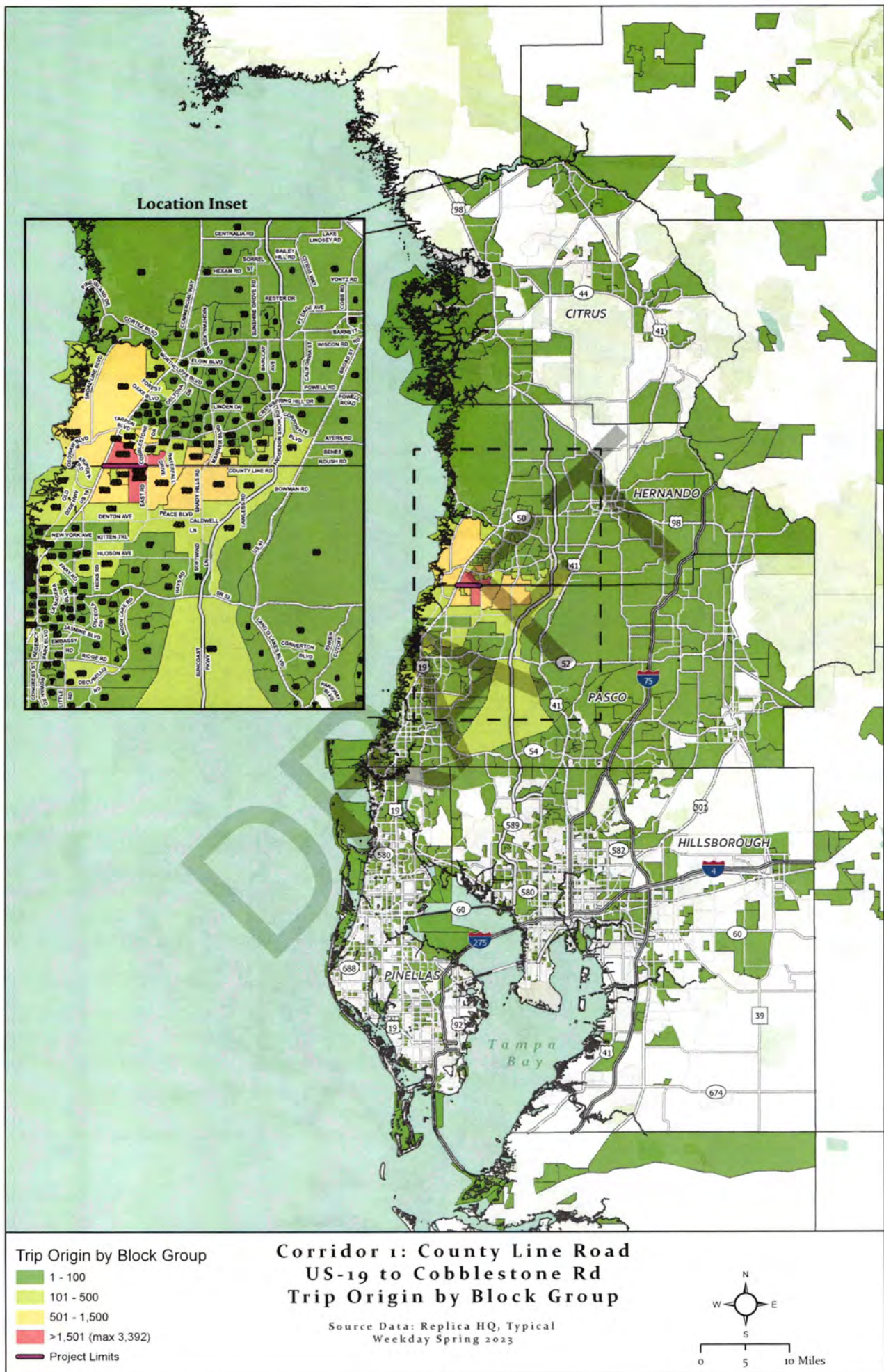
* PEAK SEASON

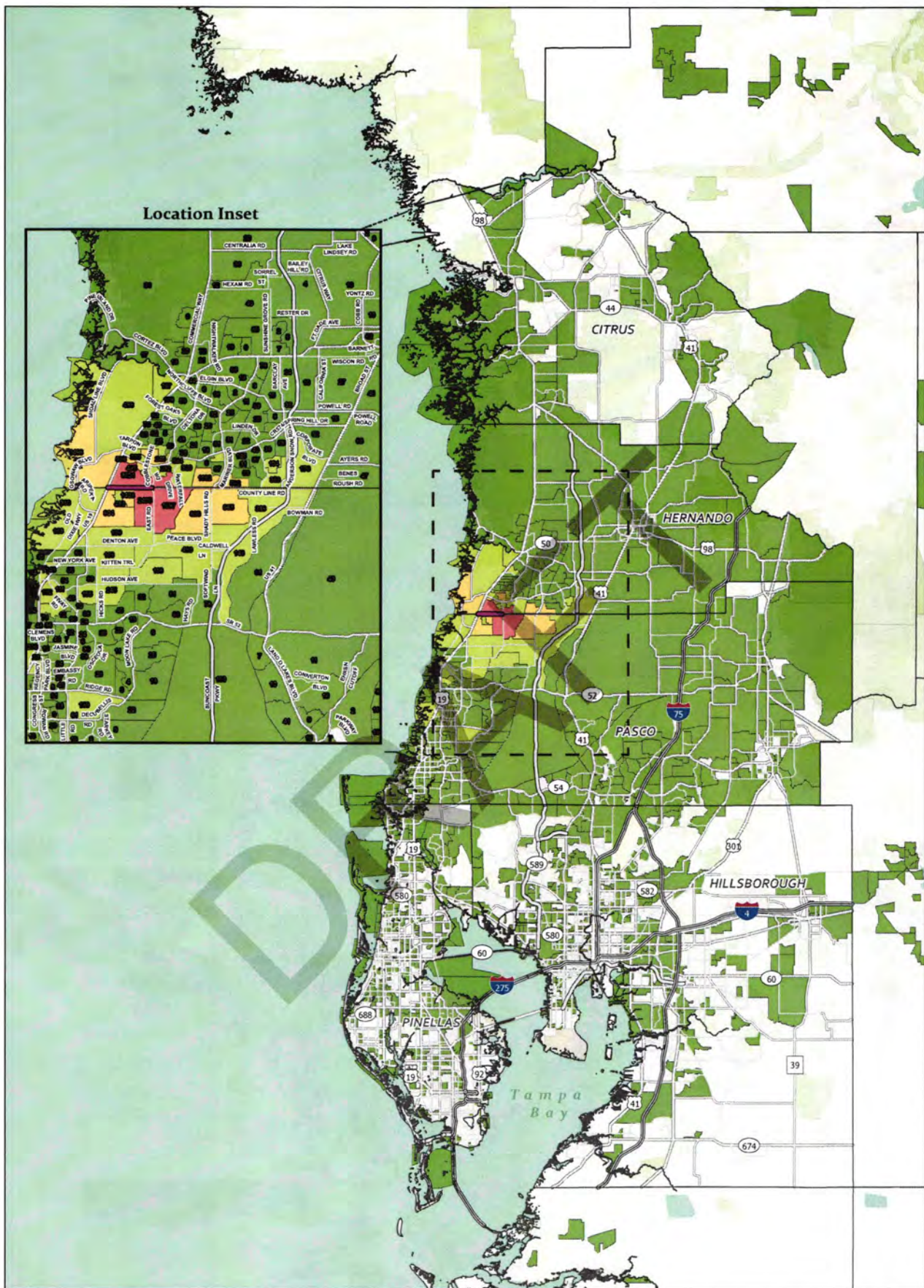
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APPENDIX D:
REPLICA ORIGIN/DESTINATION ANALYSIS MAPS



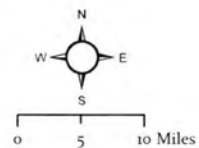


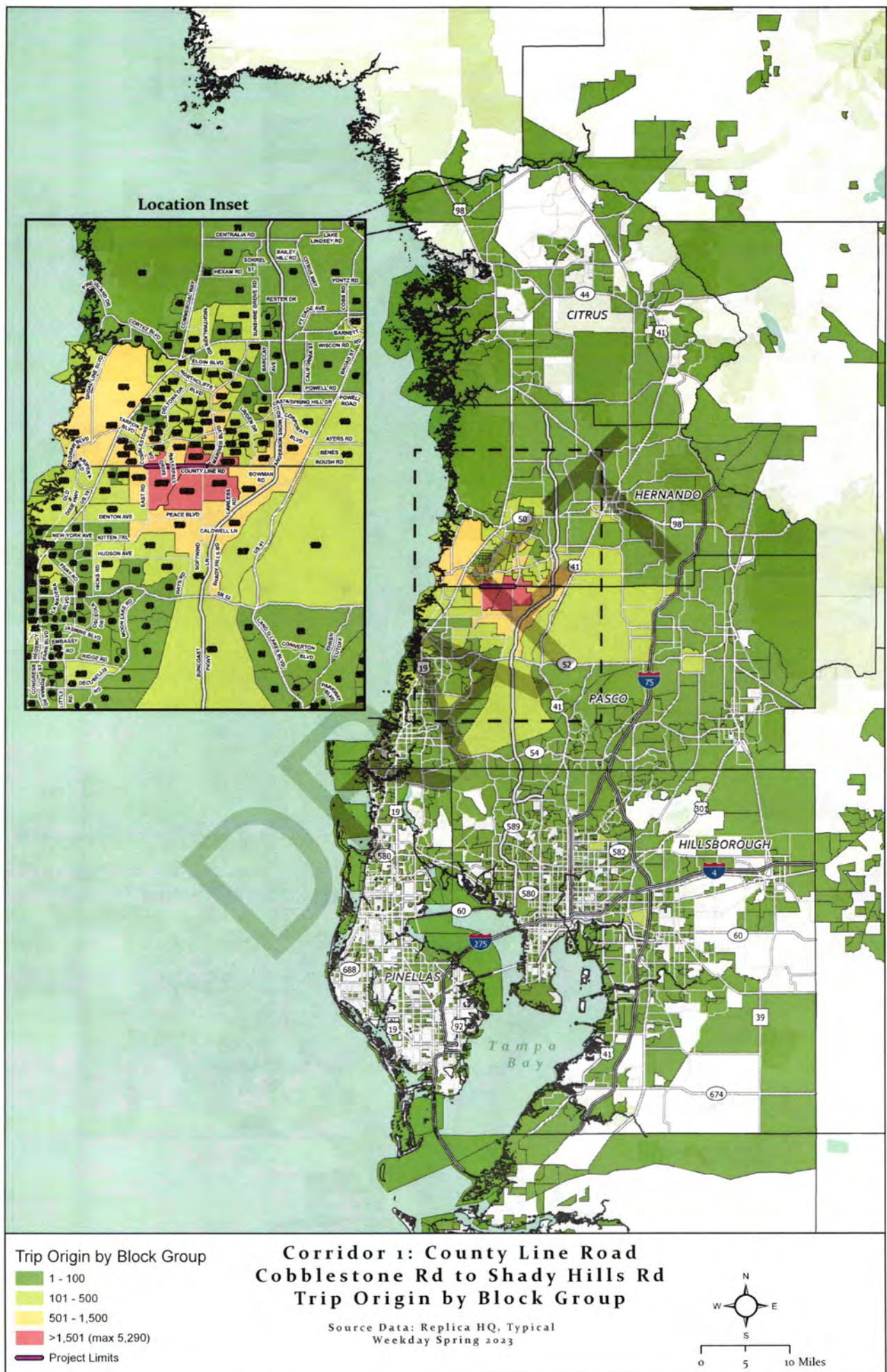
Trip Destination by Block Group

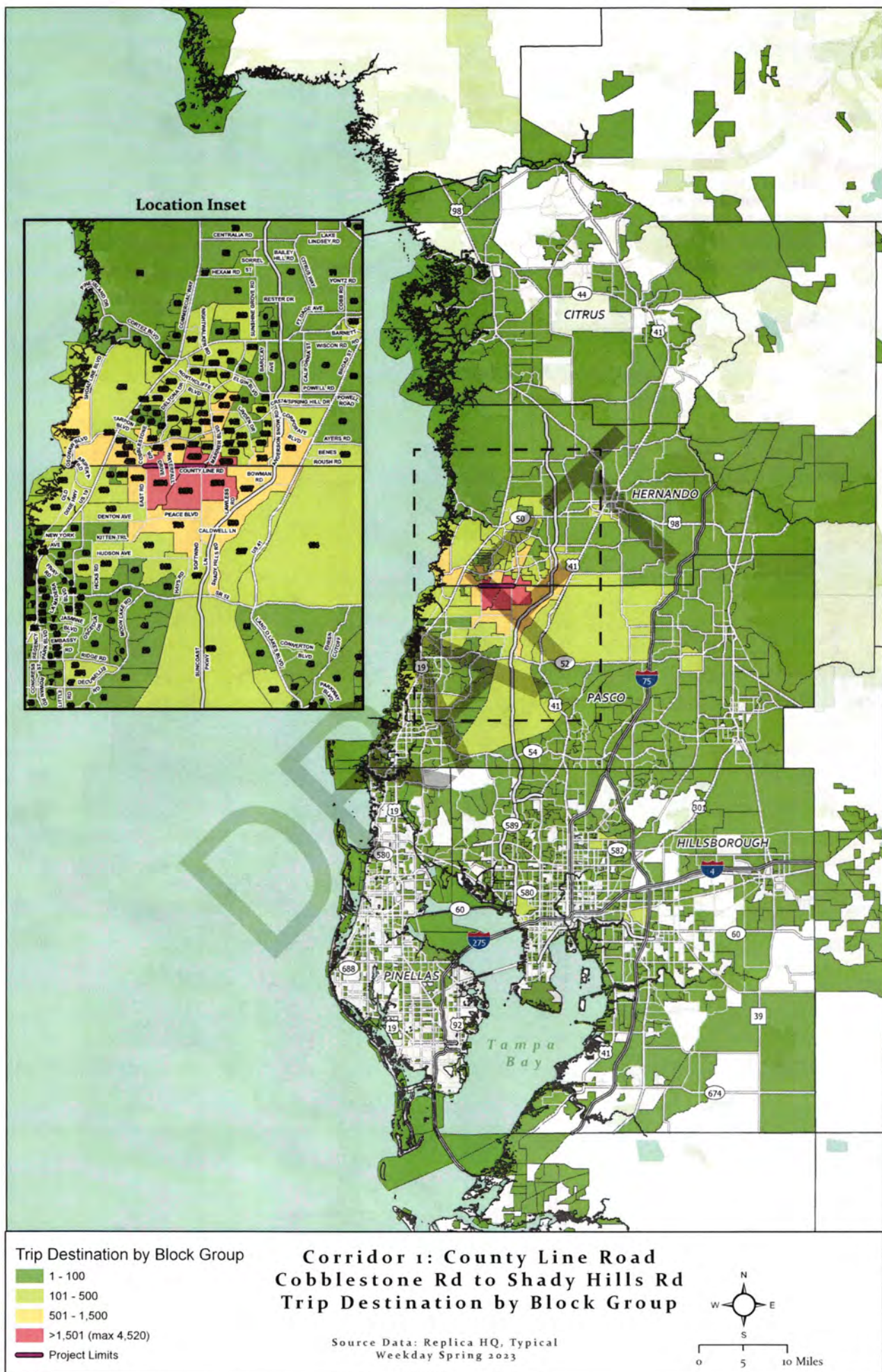
- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 3,521)
- Project Limits

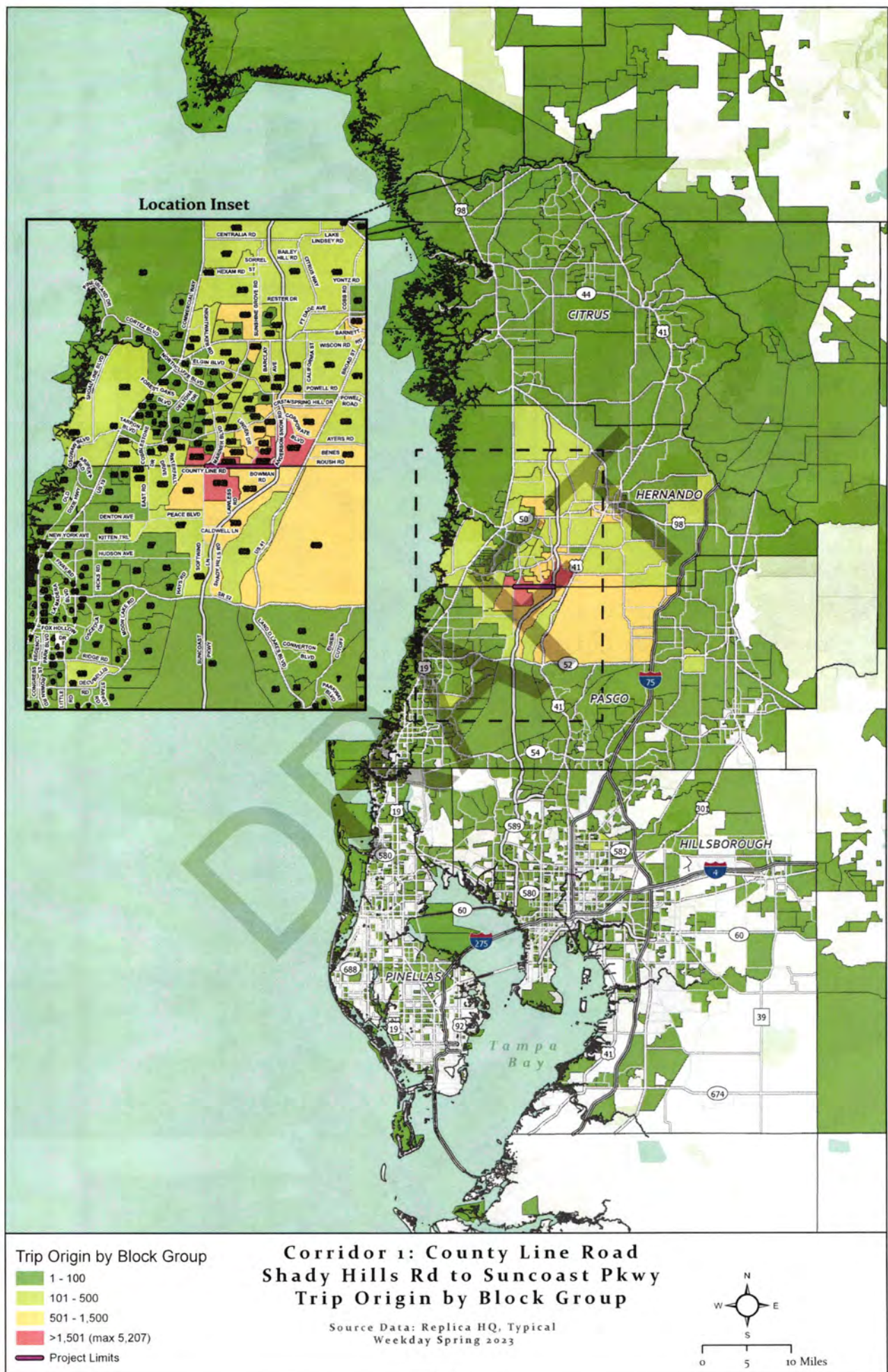
**Corridor 1: County Line Road
US-19 to Cobblestone Rd
Trip Destination by Block
Group**

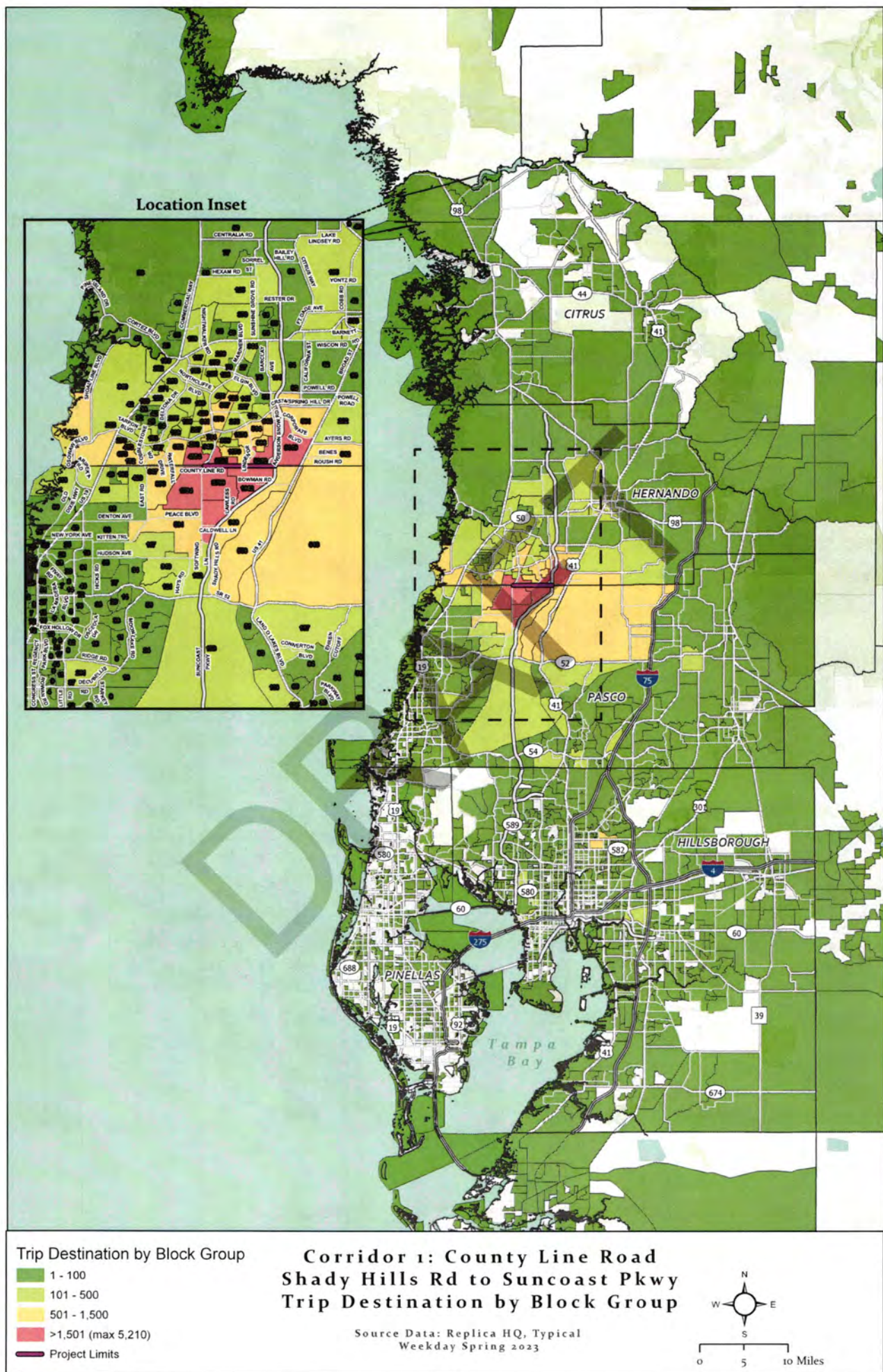
Source Data: Replica HQ, Typical
Weekday Spring 2023

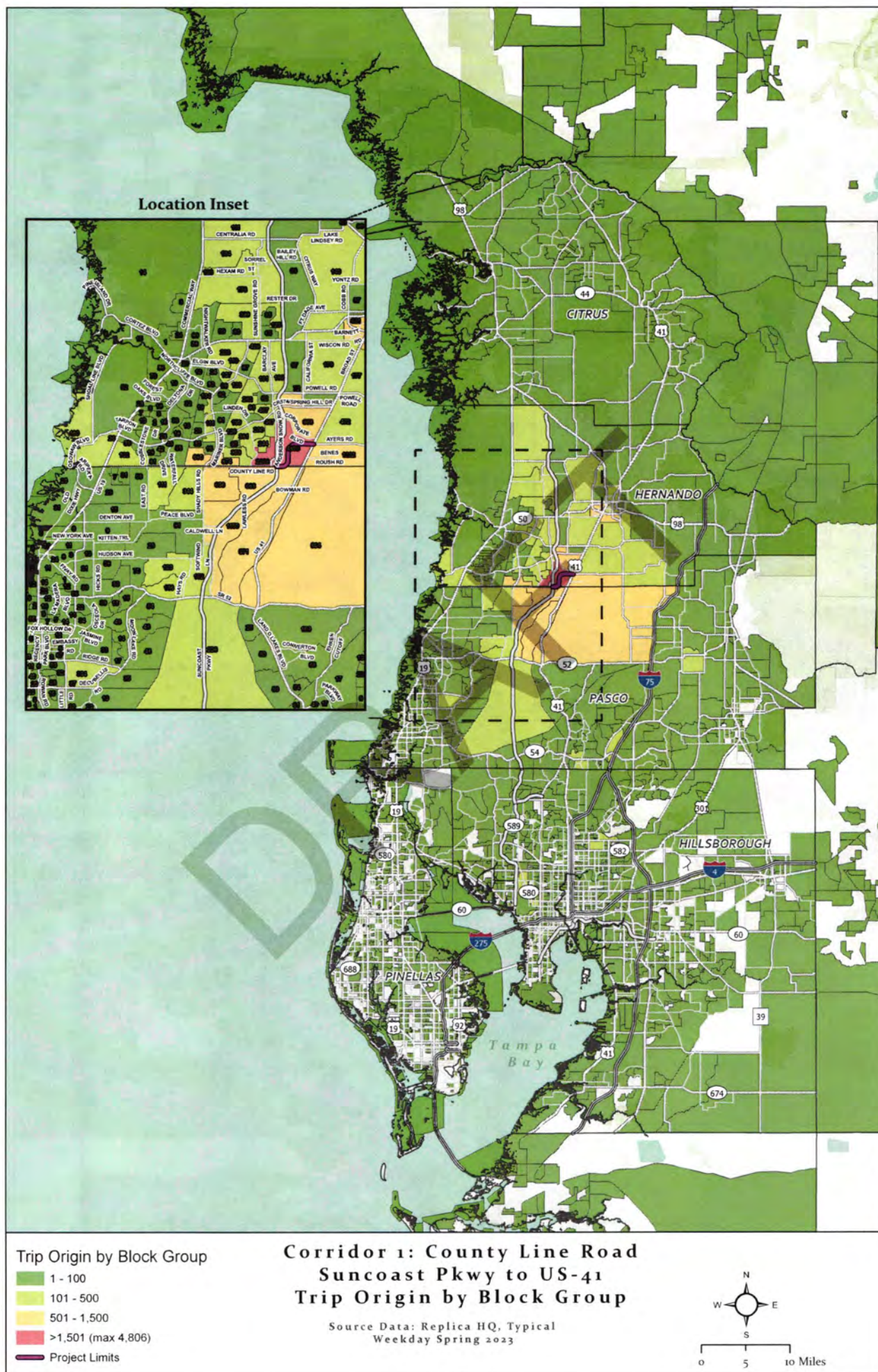


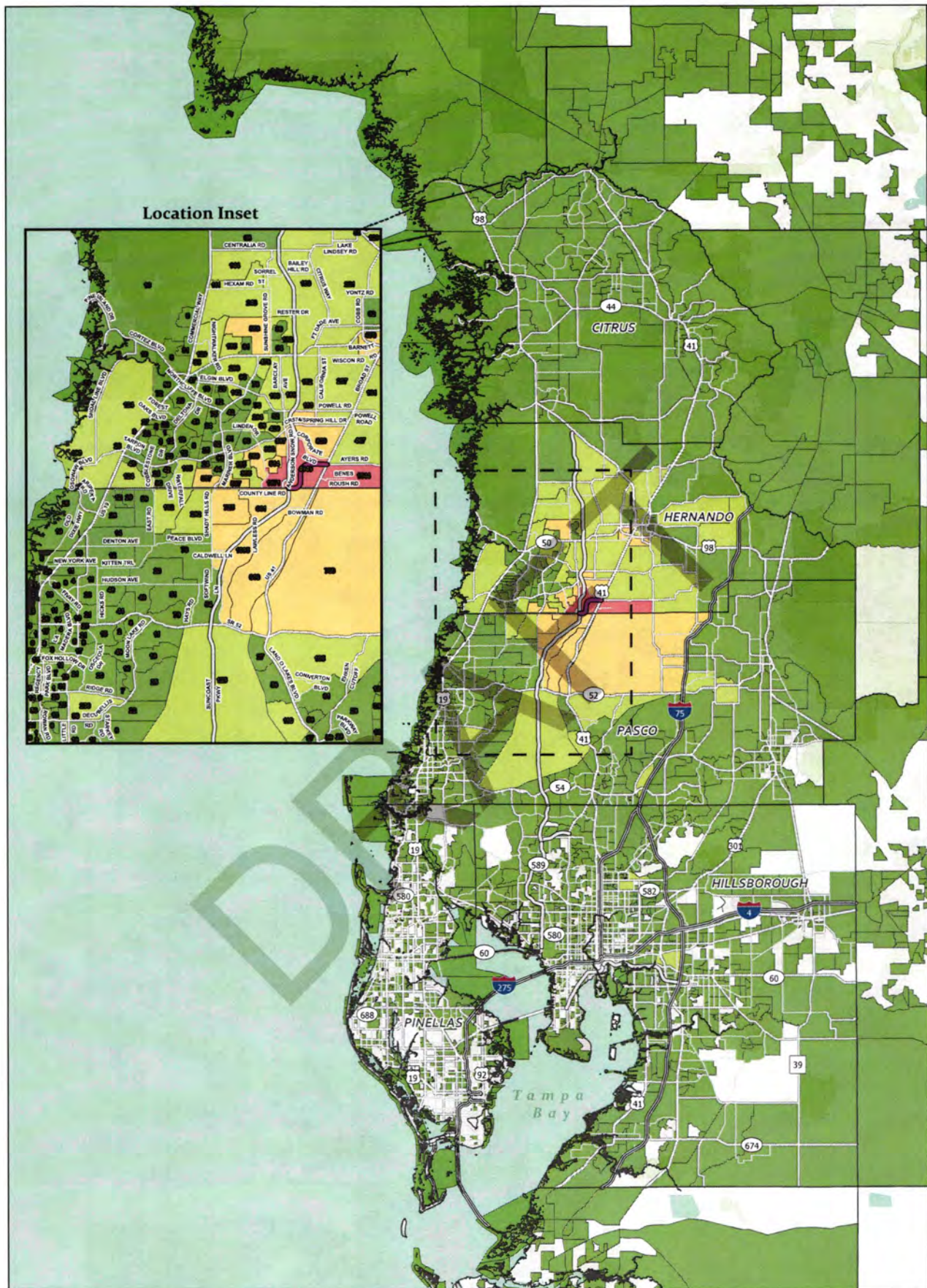










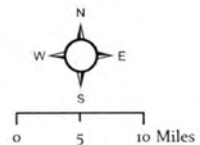


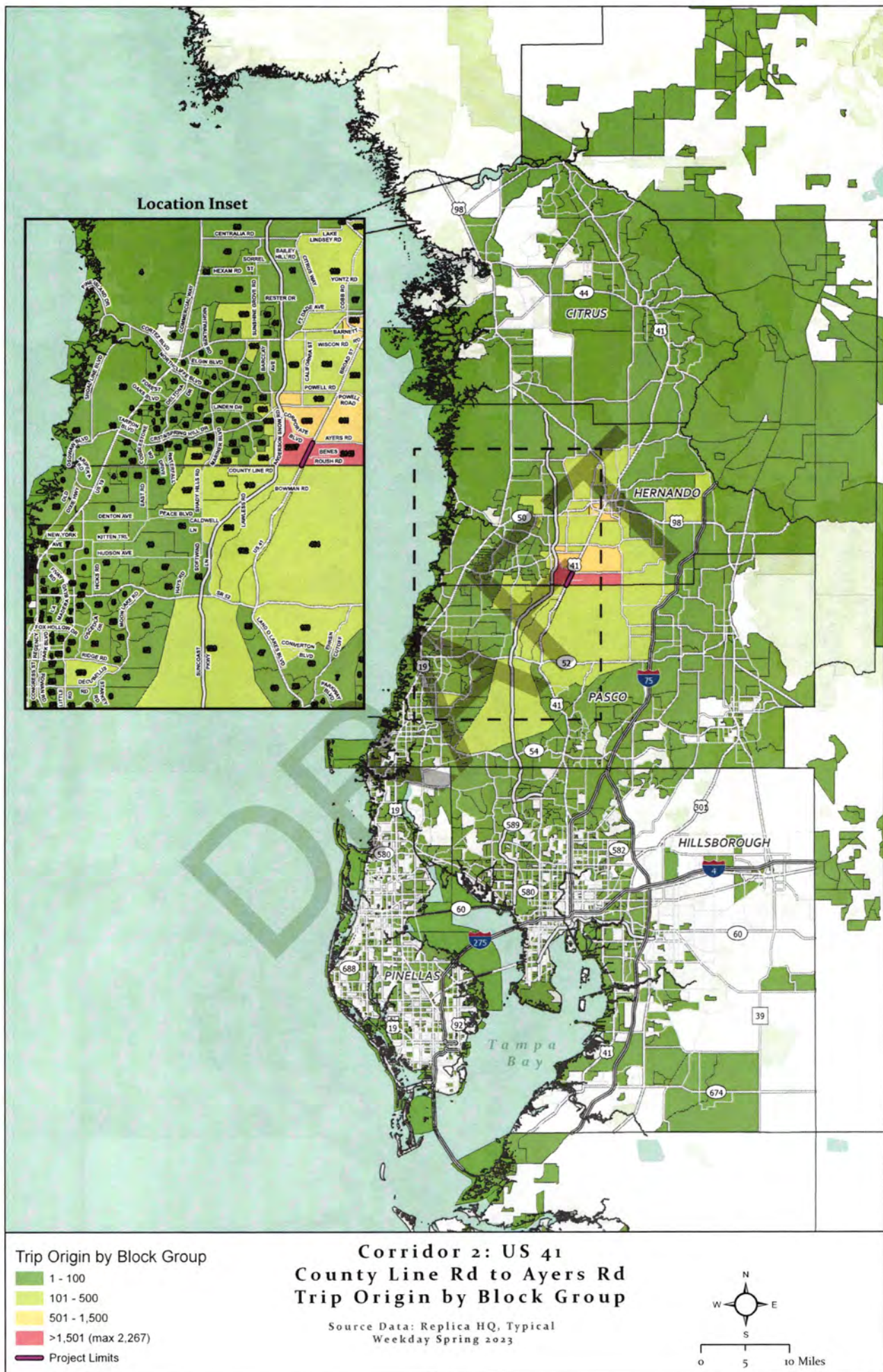
Trip Destination by Block Group

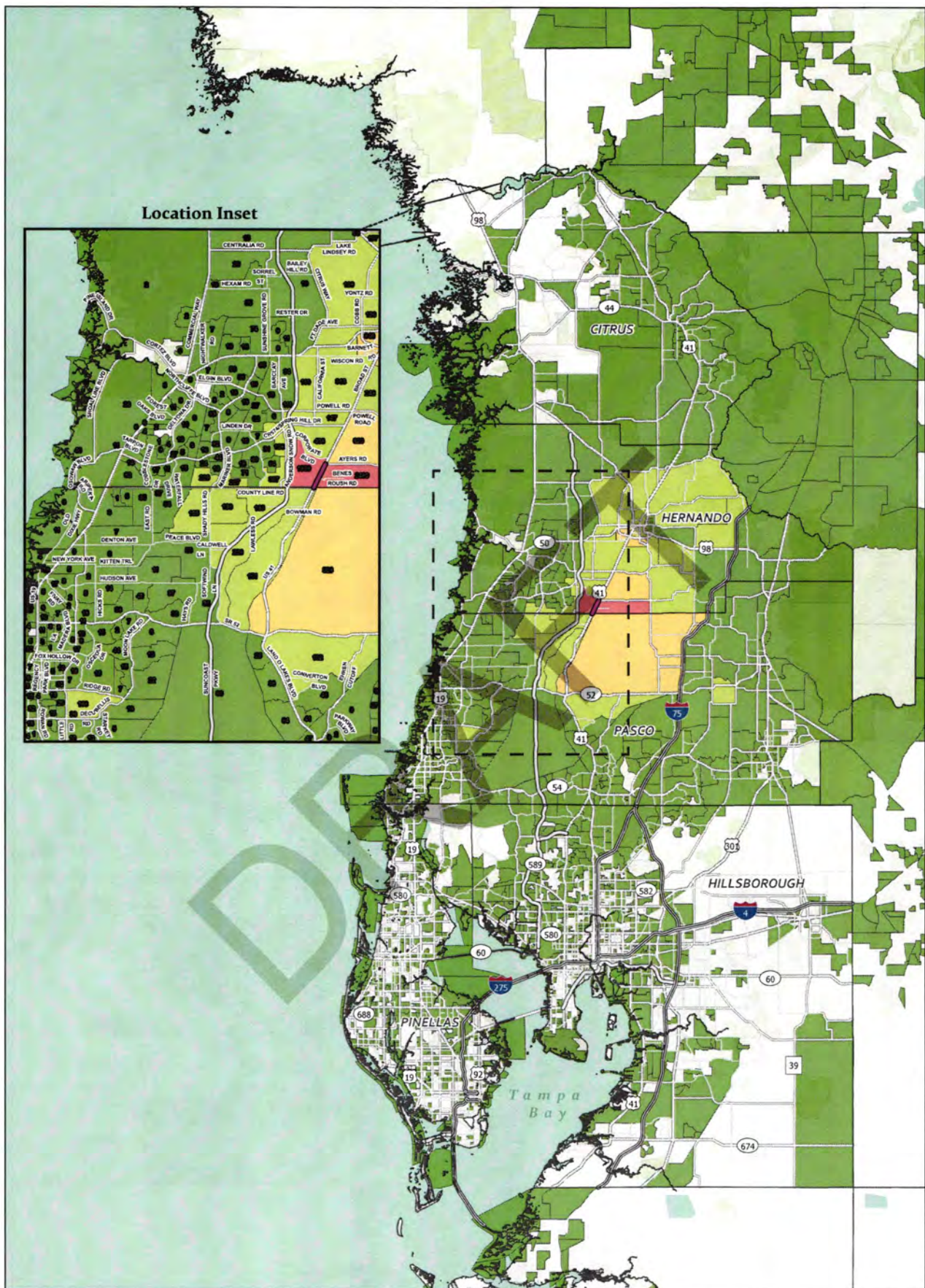
- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 4,934)
- Project Limits

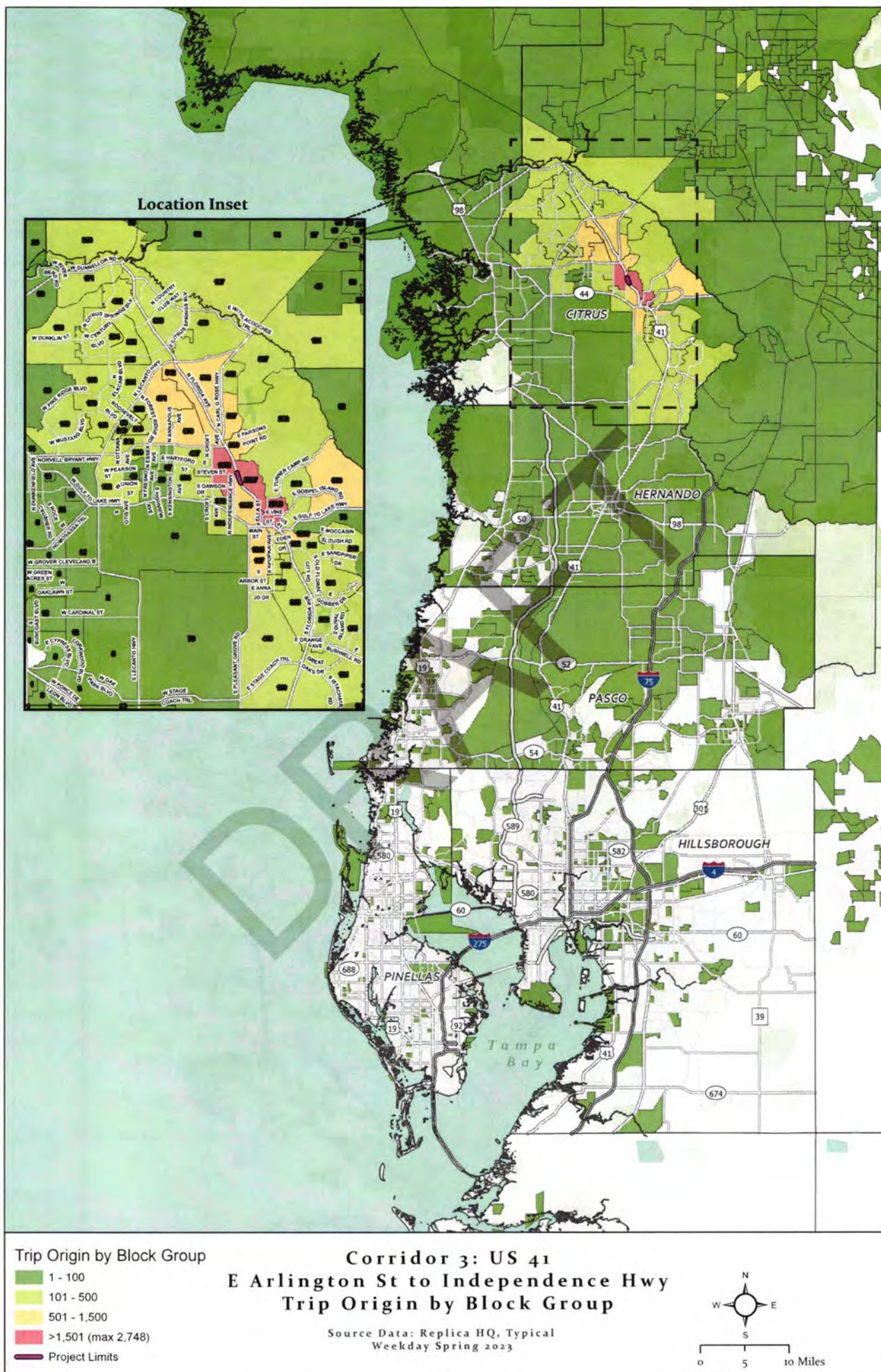
**Corridor 1: County Line Road
Suncoast Pkwy to US-41
Trip Destination by Block Group**

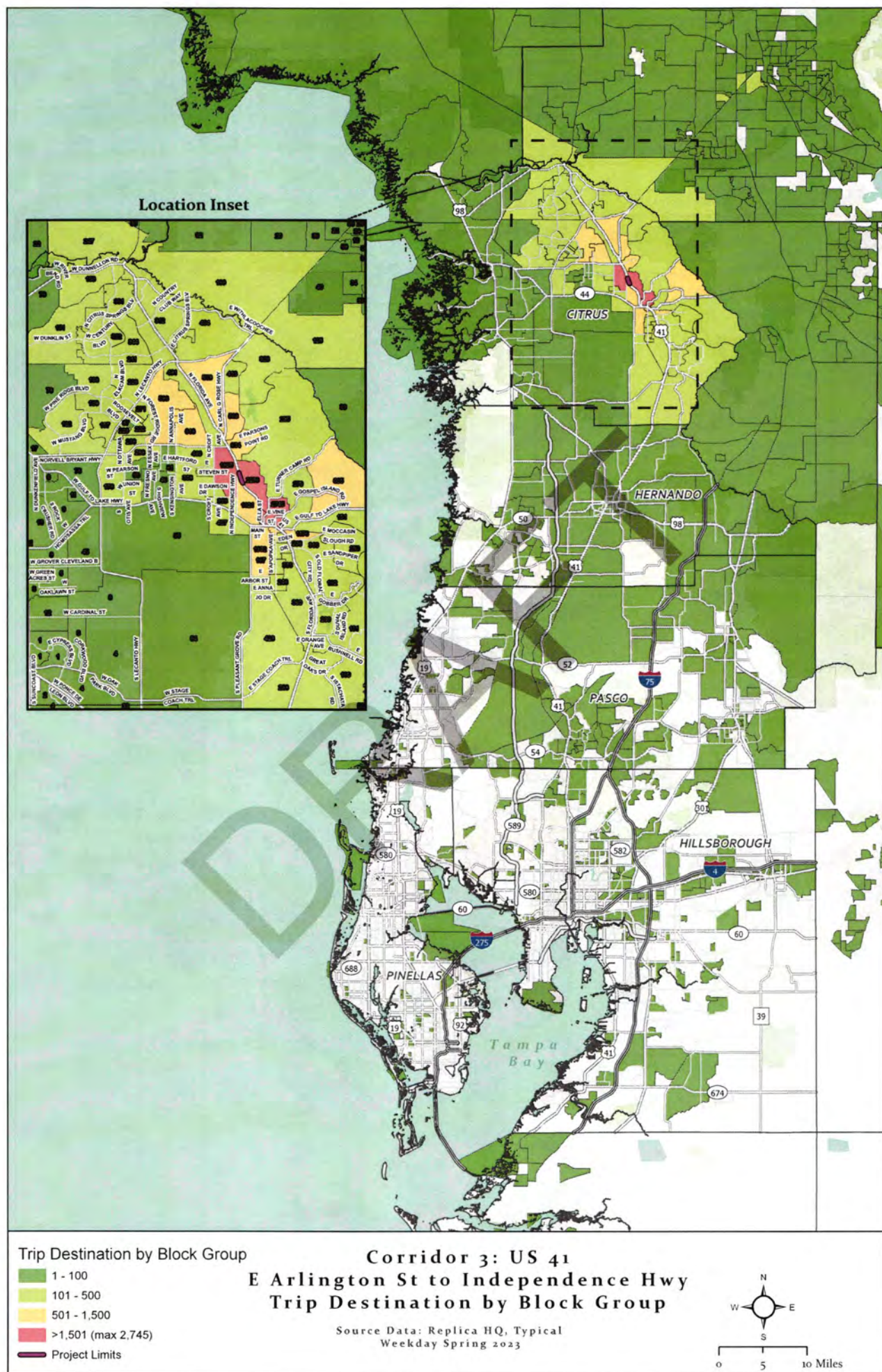
Source Data: Replica HQ, Typical
Weekday Spring 2023

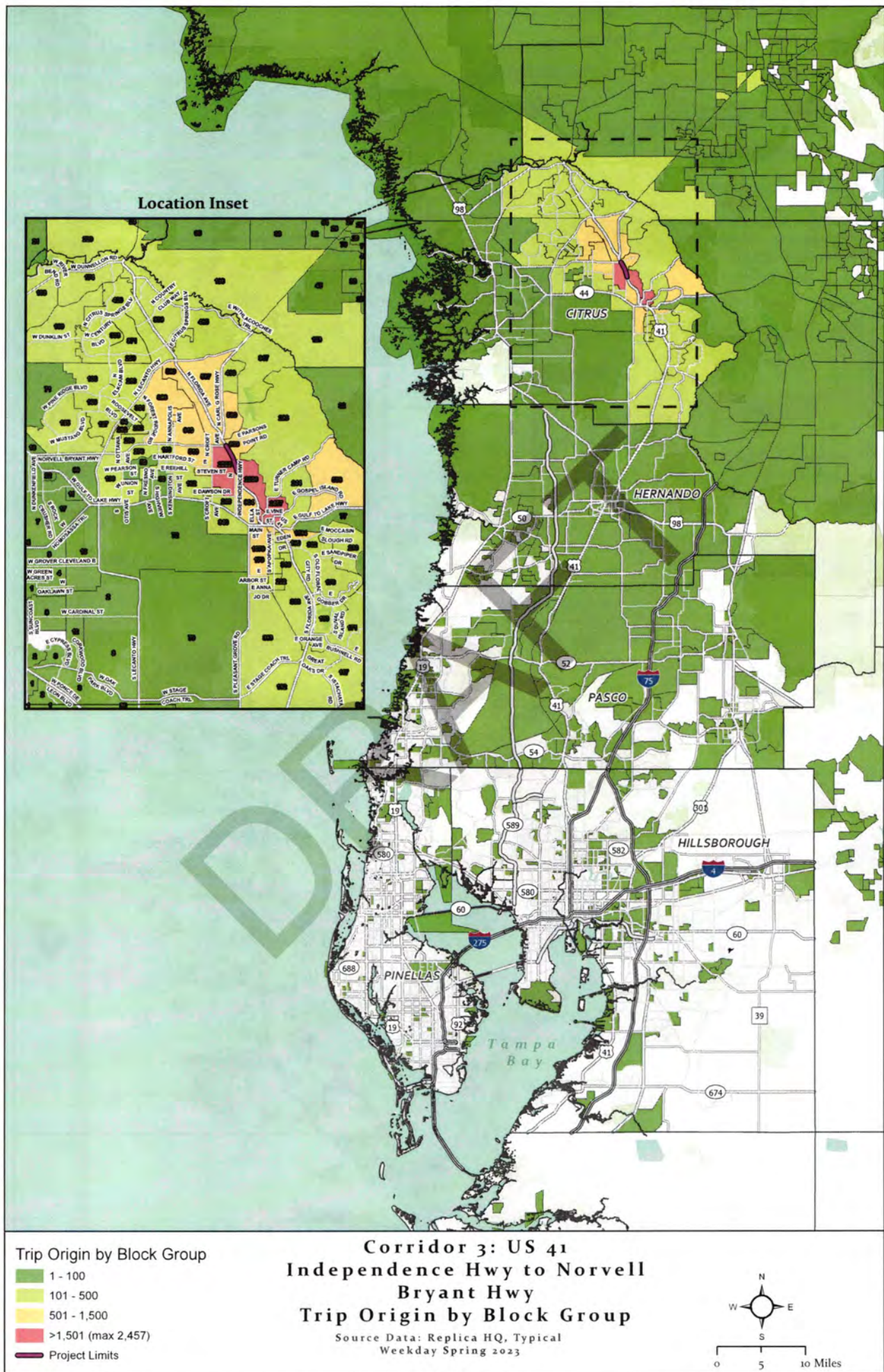


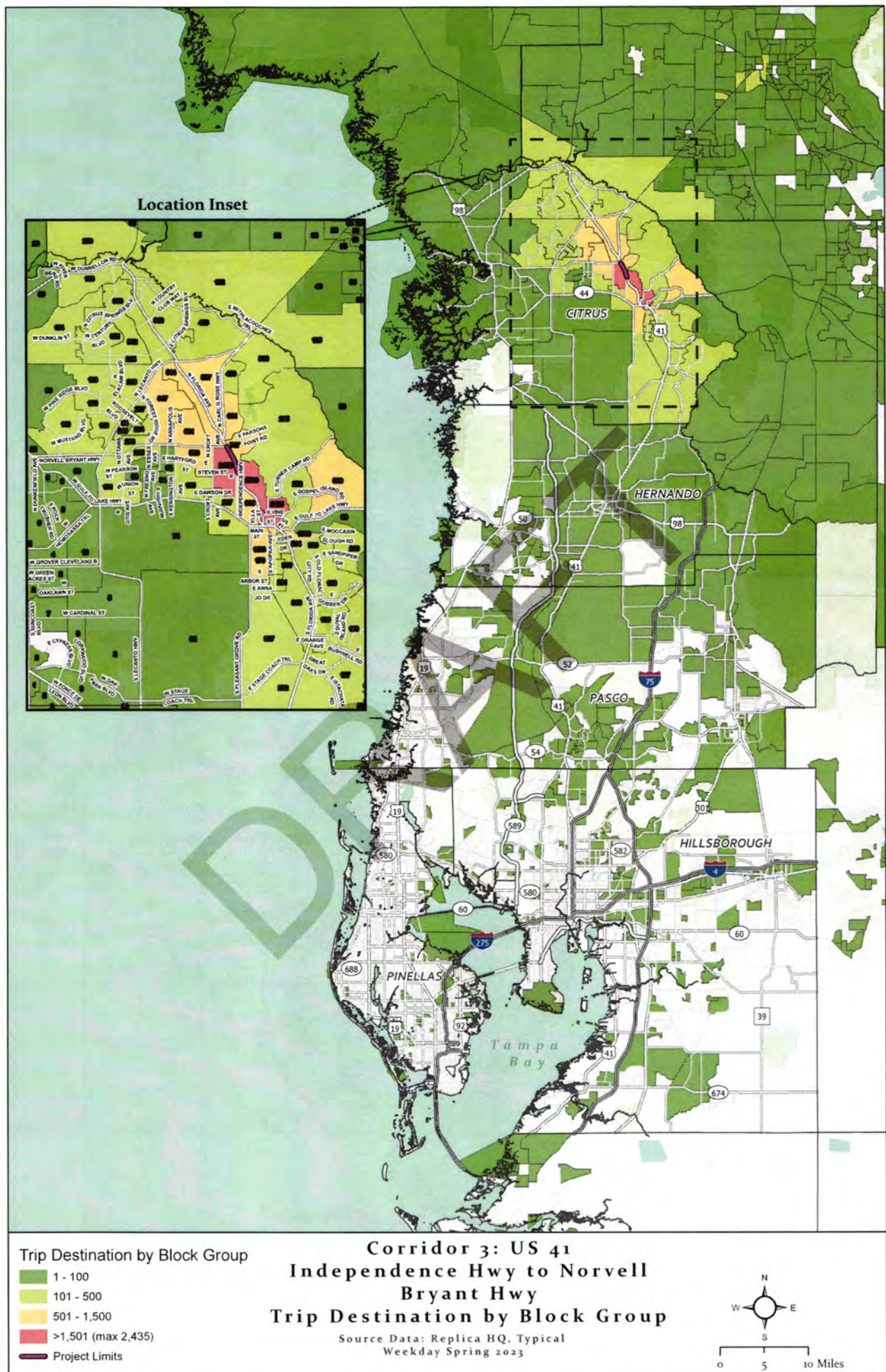


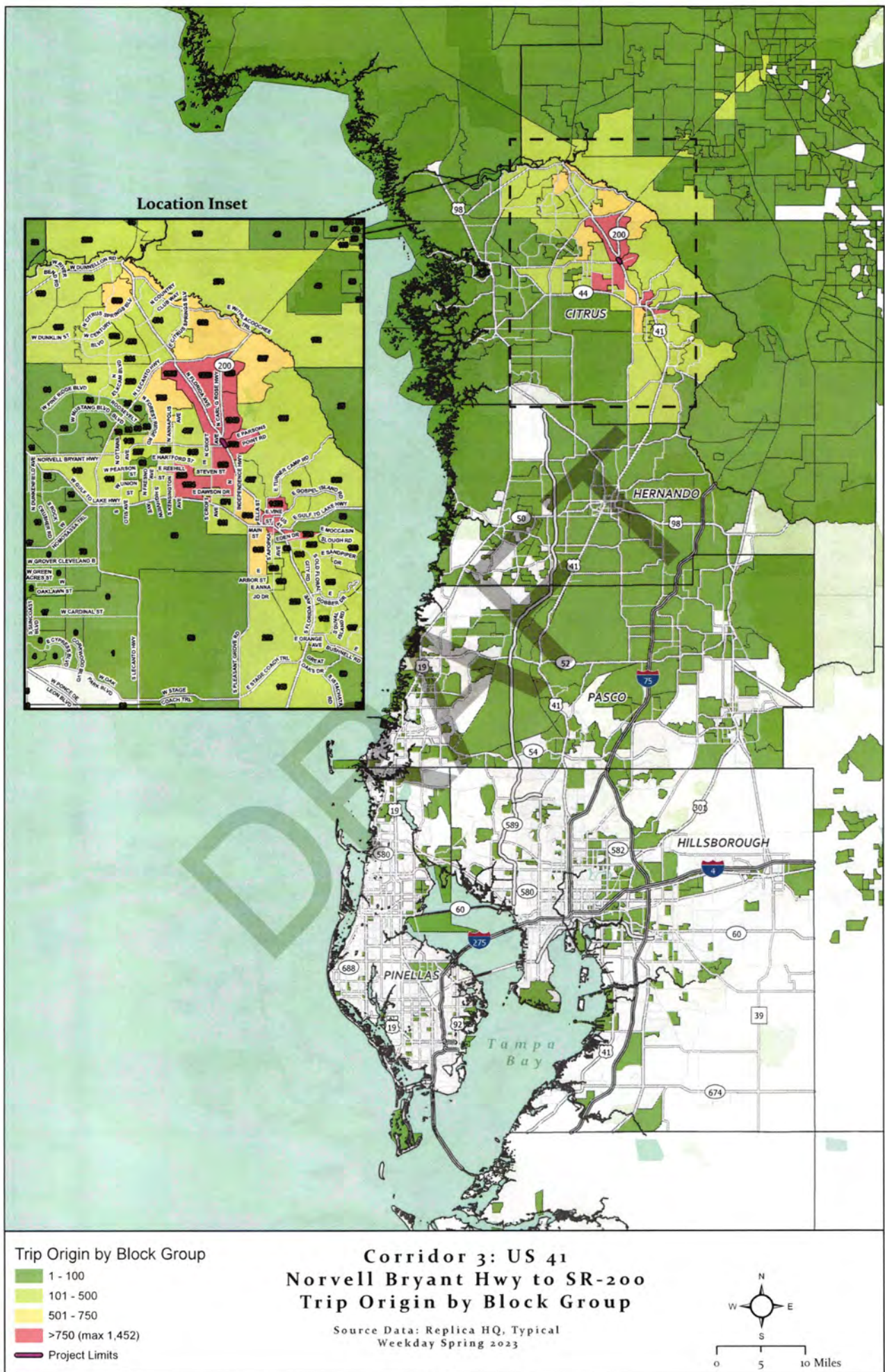


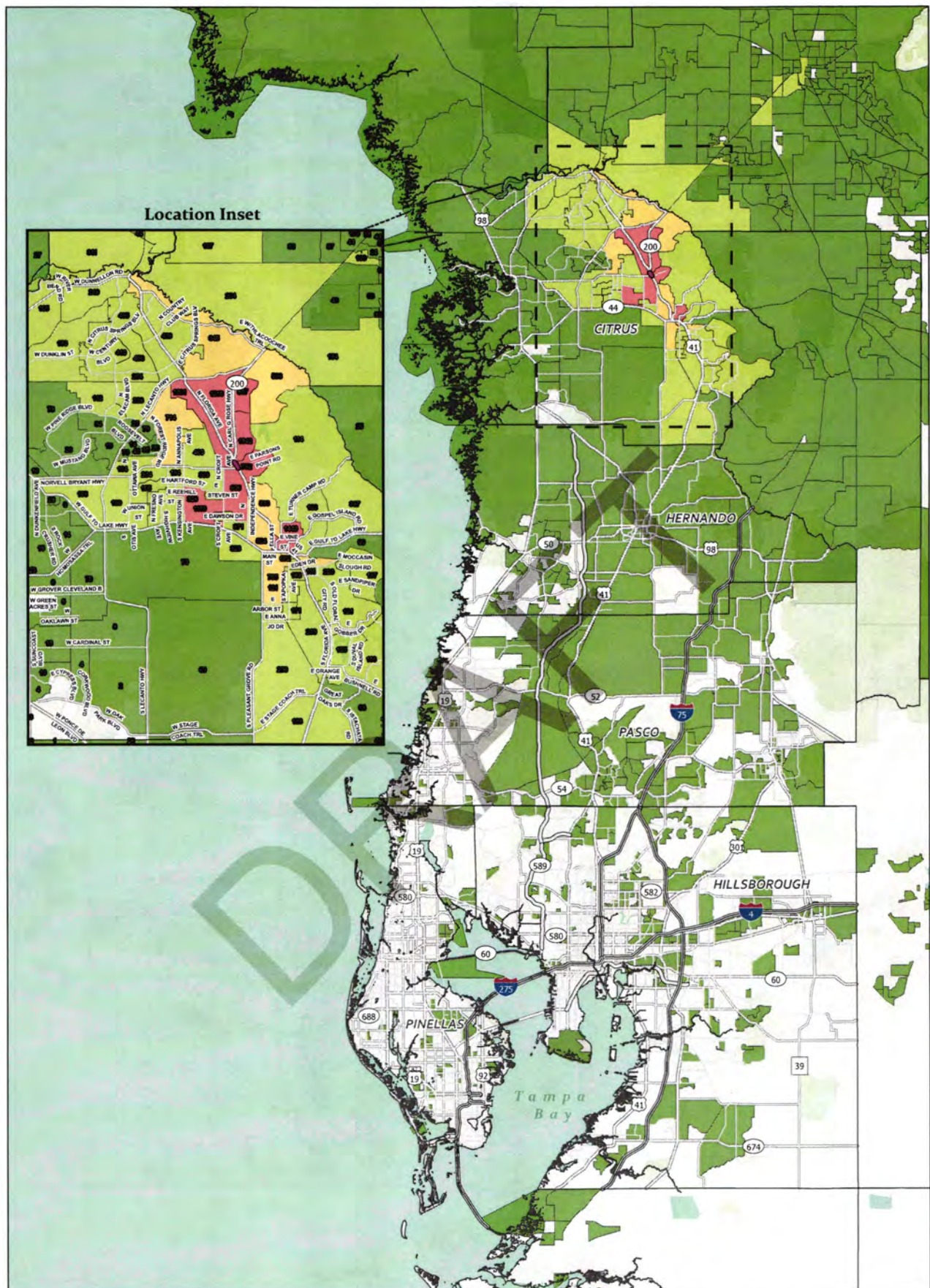










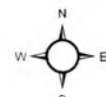


Trip Destination by Block Group

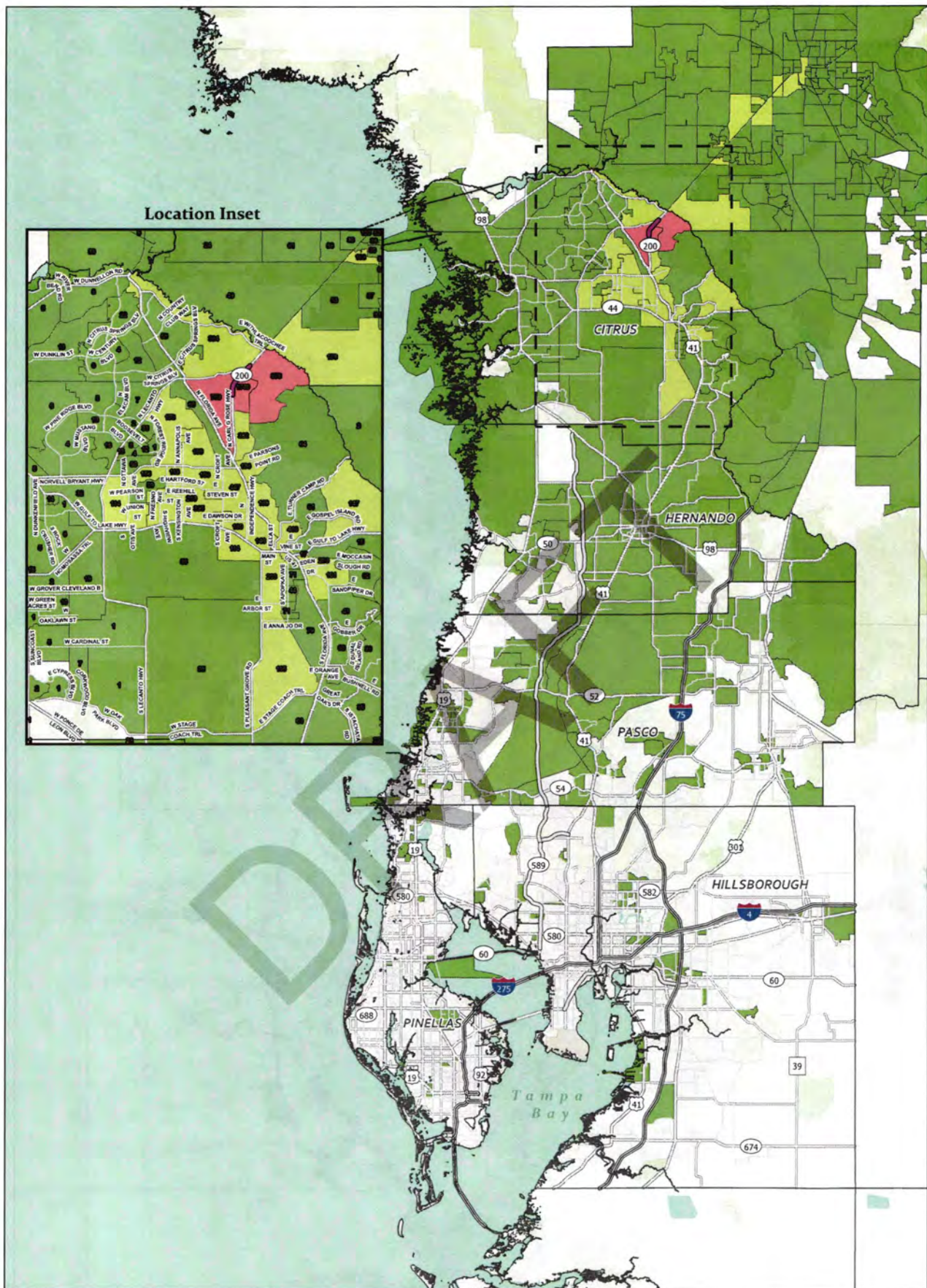
- 1 - 100
- 101 - 500
- 501 - 750
- >750 (max 1,440)
- Project Limits

**Corridor 3: US 41
Norvell Bryant Hwy to SR-200
Trip Destination by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023



0 5 10 Miles

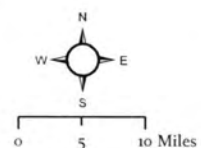


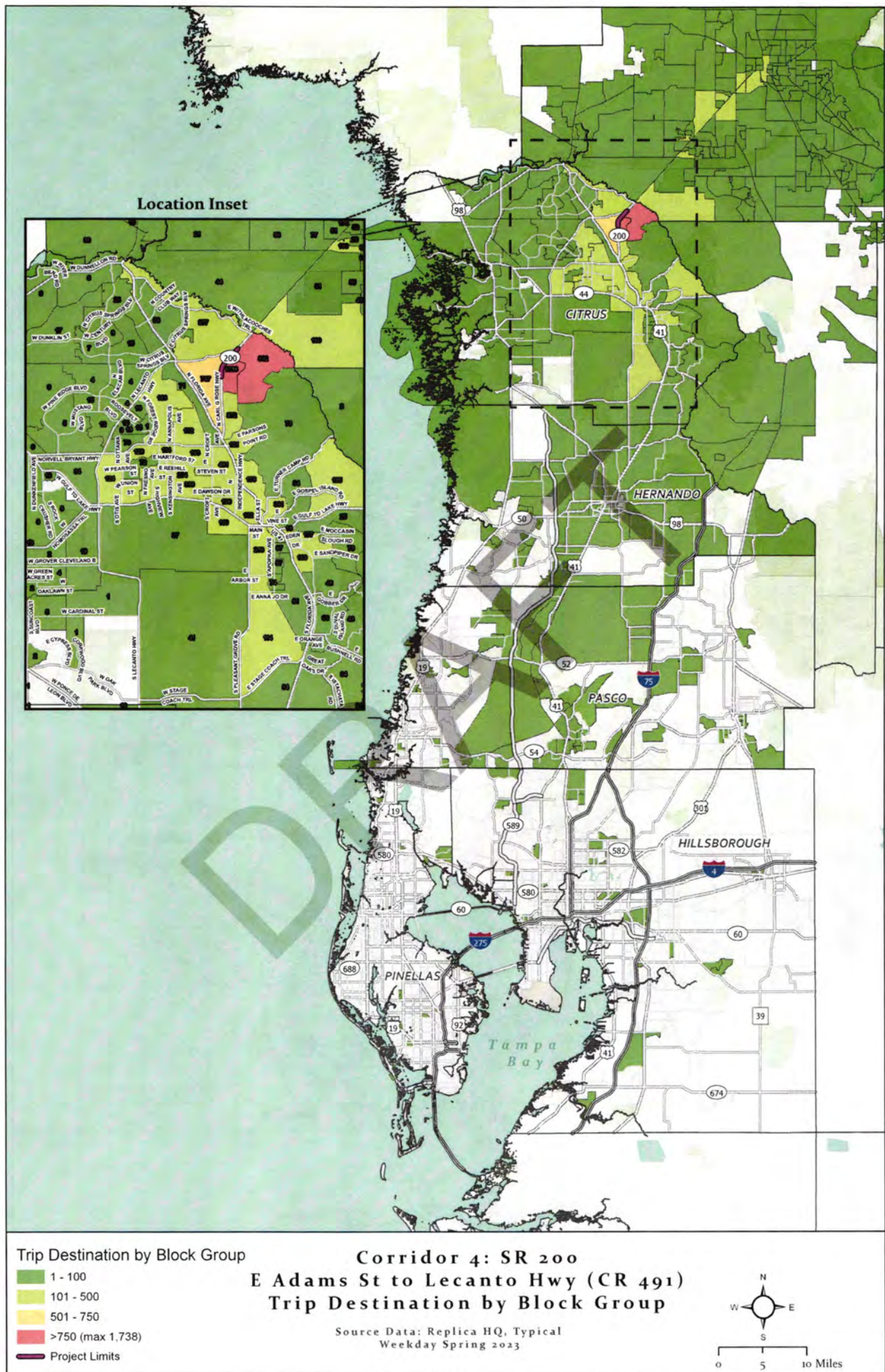
Trip Origin by Block Group

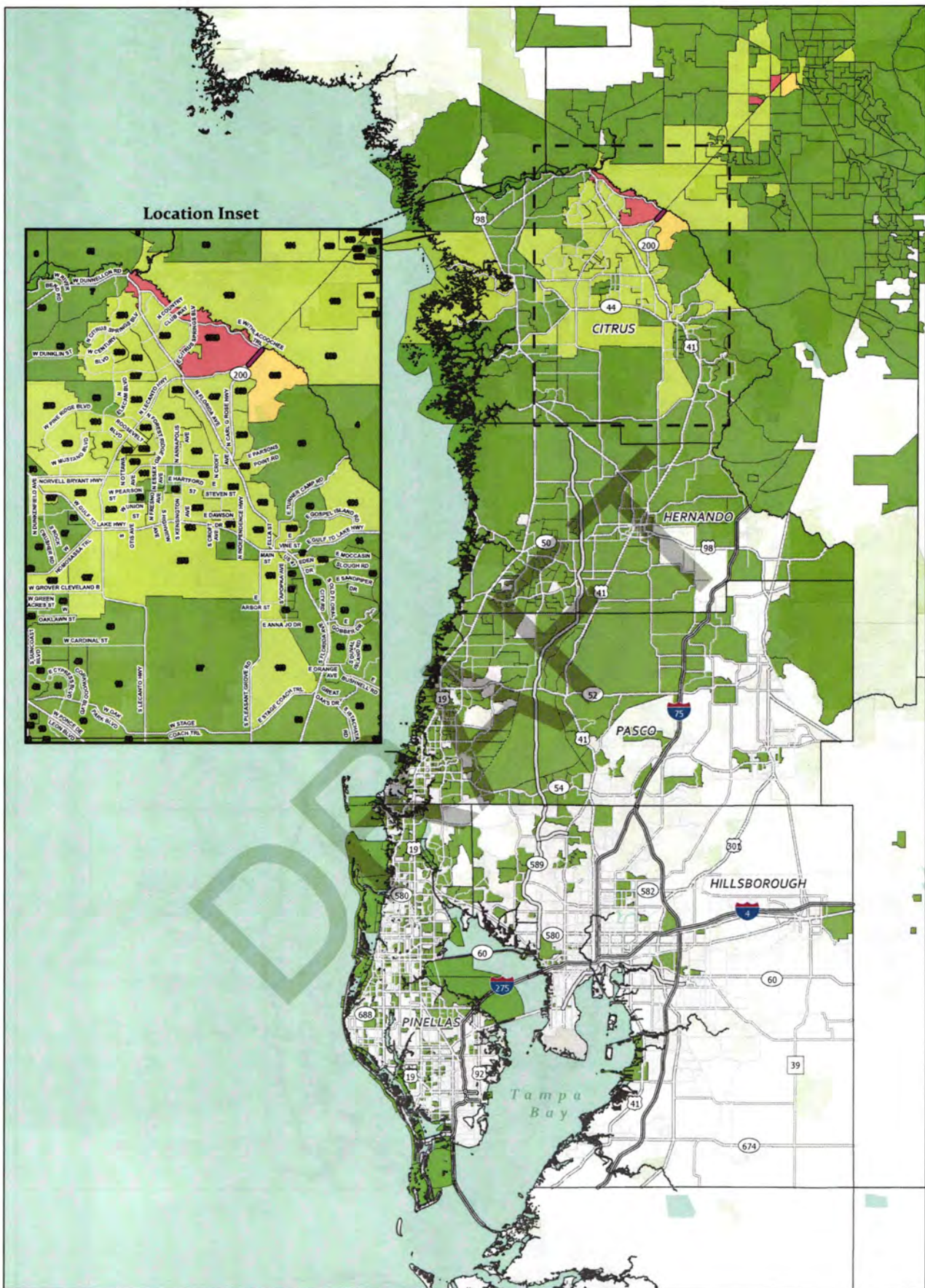
- 1 - 100
- 101 - 500
- 501 - 750
- >750 (max 1,740)
- Project Limits

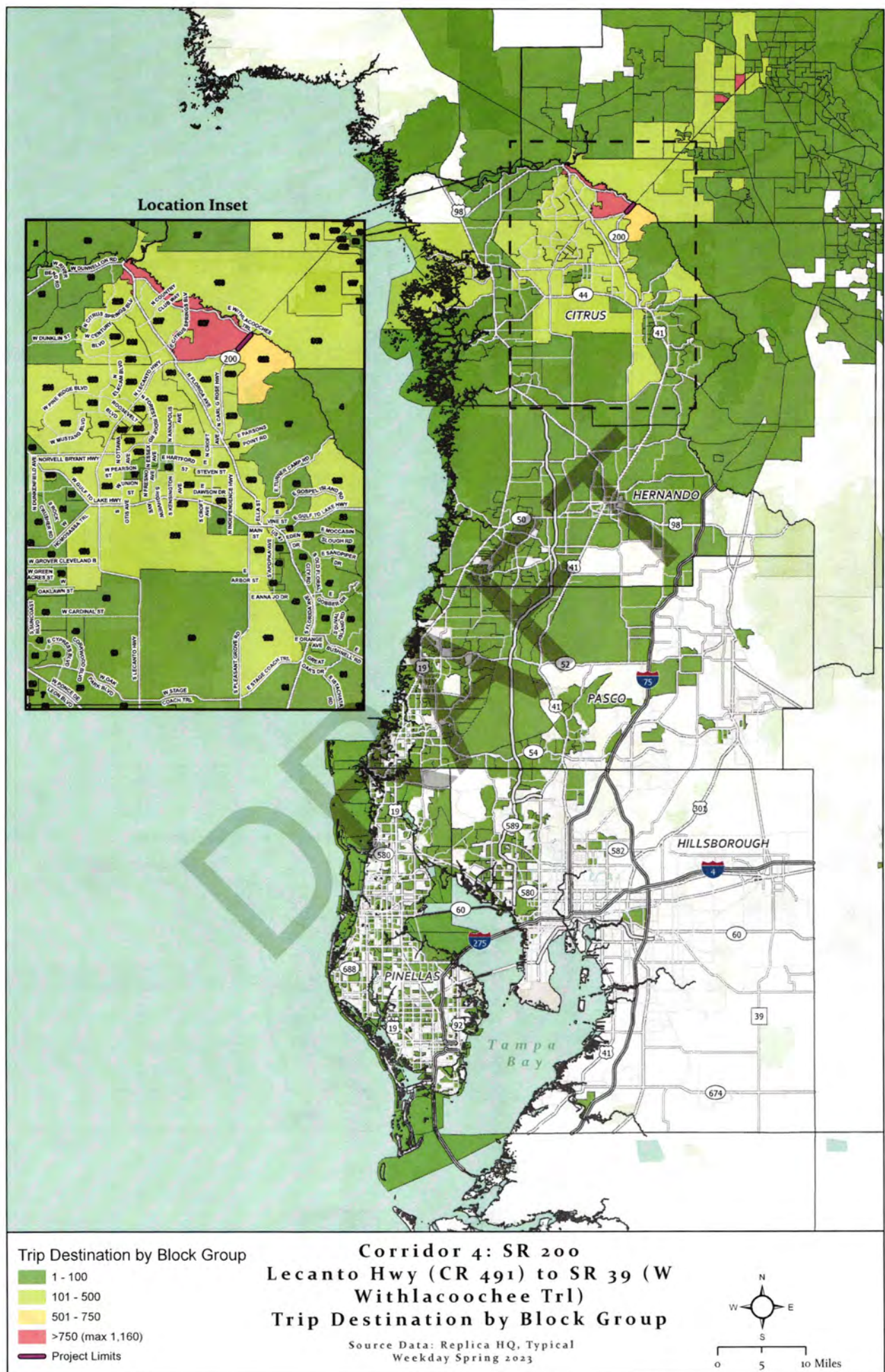
Corridor 4: SR 200 E Adams St to Lecanto Hwy (CR 491) Trip Origin by Block Group

Source Data: Replica HQ, Typical
Weekday Spring 2023









APPENDIX E:
TBRPM 9.3 MODEL VOLUME PLOTS

TBRPM 9.3 2024 E+C Network with 2045 SE Data
Hernando/Pasco County Line Road - US 19 to Cobblestone
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E - 1

0.44
10540
20860
20860
10320
0.43

0.41
9790
19280
19280
9490
0.39

0.42
9350
18400
18400
9050
0.41

0.41
9100
17900
17900
8790
0.4

0.41
9050
17790
17790
8750
0.39

TBRPM 9.3 2024 E+C Network with 2045 SE Data
Hernando/Pasco County Line Road - Cobblestone to Mariner
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E-2

0.5	0.5	0.45	0.48	0.51	0.26
9260	9140	8230	8800	9340	9920
18450	18300	16560	17620	18710	19870
18450	18300	16560	17620	18710	19870
9180	9170	8340	8820	9360	9940
0.5	0.5	0.45	0.48	0.51	0.26

TBRPM 9.3 2024 E+C Network with 2045 SE Data
Hernando/Pasco County Line Road - Mariner to Suncoast
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E-3

0.31
6980
13920
13920
6940
0.31

0.71
7480
14900
14900
7420
0.7

0.71
7440
14750
14750
7300
0.69

0.54
5650
11150
11150
5510
0.52

0.7
7390
14540
14540
7160
0.68

0.36
8090
15830
15830
7740
0.35

0.37
8190
16220
16220
8030
0.36

TBRPM 9.3 2024 E+C Network with 2045 SE Data
 Hernando/Pasco County Line/Ayers Road -Suncoast to US 41
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E - 4

0.09
 1680
 3150
 3150
 1460
 0.08

0.45
 10070
 19290
 19290
 9220
 0.42

0.09
 1750
 3650
 3650
 1900
 0.1

0.14
 2560
 5040
 5040
 2480
 0.13

TBRPM 9.3 2024 E+C Network with 2045 SE Data
US 41 - County Line Rd to Ayers Rd
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E-5

DRAFT

0.63
11510
21850
21850
10340
0.56

0.61
11200
21240
21240
10040
0.55

0.69
12650
24150
24150
11500
0.62

0.67
12270
24580
12310
0.67

0.86
8820
17550
8730
0.85

0.94
9650
19230
9580
0.93

0.63
6660
13330
6670
0.63

DRAFT



TBRPM 9.3 2045 CF Network with 2045 SE Data
Hernando/Pasco County Line Road - US 19 to Cobblestone
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

0.38	0.35	0.36	0.34	0.34
9080	8330	7890	7630	7570
18410	16850	15960	15420	15310
18410	16850	15960	15420	15310
9330	8520	8070	7790	7740
0.39	0.35	0.36	0.35	0.35

E-8

TBRPM 9.3 2045 CF Network with 2045 SE Data
Hernando/Pasco County Line Road - Cobblestone to Mariner
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E - 6

0.38	0.38	0.34
8510	8470	7510
17110	17140	15210
17110	17140	15210
8600	8670	7700
0.39	0.39	0.35

0.39
8580
17220
17220
8640
0.39

0.41
9150
18350
18350
9200
0.41

0.44
9760
19570
19570
9810
0.44

TBRPM 9.3 2045 CF Network with 2045 SE Data
Hernando/Pasco County Line Road - Mariner to Suncoast
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E - 10

0.26
5890
11780
11780
5900
0.27

0.6
6340
12690
12690
6350
0.6

0.58
6100
12180
12180
6080
0.58

0.4
4210
8380
8380
4170
0.4

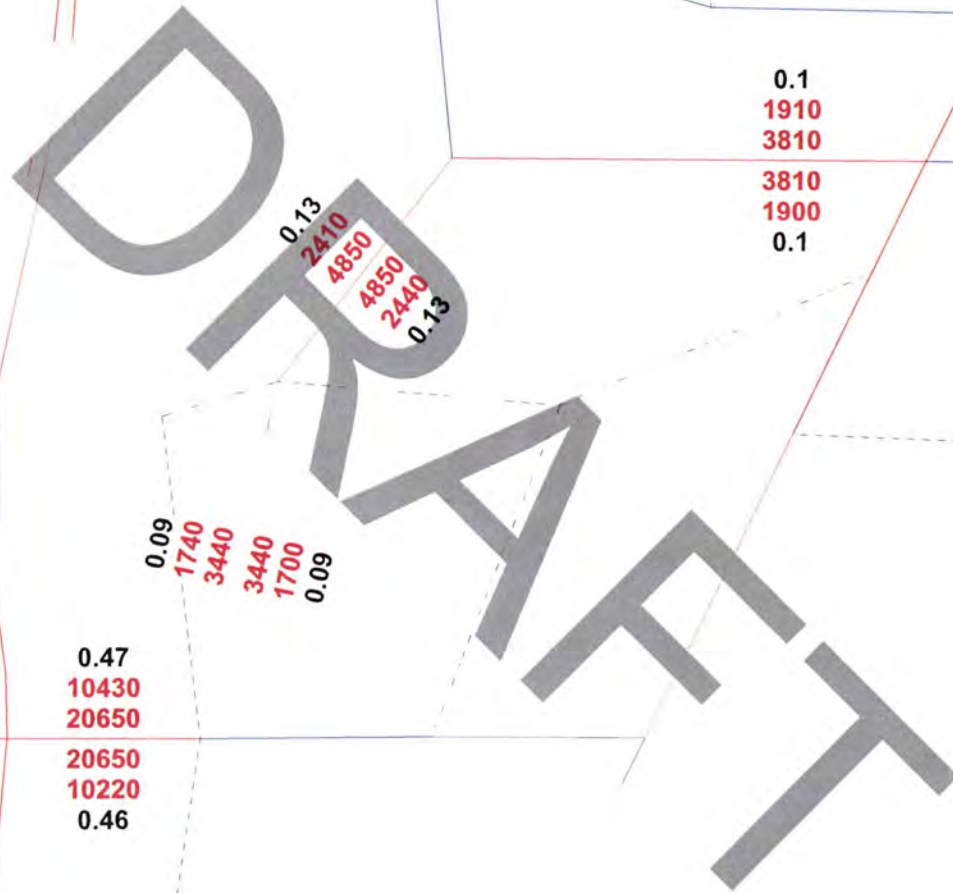
0.56
5860
11640
11640
5780
0.55

0.3
6630
13090
13090
6450
0.29

0.3
6630
13180
13180
6550
0.29

TBRPM 9.3 2045 CF Network with 2045 SE Data
Hernando/Pasco County Line/Ayers Road -Suncoast to US 41
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E-11



TBRPM 9.3 2045 CF Network with 2045 SE Data
US 41 - County Line Rd to Ayers Rd
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E - 12

DRAFT

0.28
11020
21910
21910
10890
0.27

0.27
10710
21290
21290
10580
0.27

0.3
12110
24090
24090
11980
0.3



