

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

MAY 2024

DRAFT

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## DEFINITIONS

<b>Annual average daily traffic (AADT)</b>	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.
<b>Capacity</b>	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.
<b>Context classification</b>	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.
<b>K factor</b>	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).
<b>Level of service (LOS)</b>	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)
<b>Maximum service volume (MSV)</b>	The highest number of vehicles for a given LOS.
<b>Traffic Analysis Zone (TAZ)</b>	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.
<b>Volume-to-capacity ratio (V/C)</b>	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**

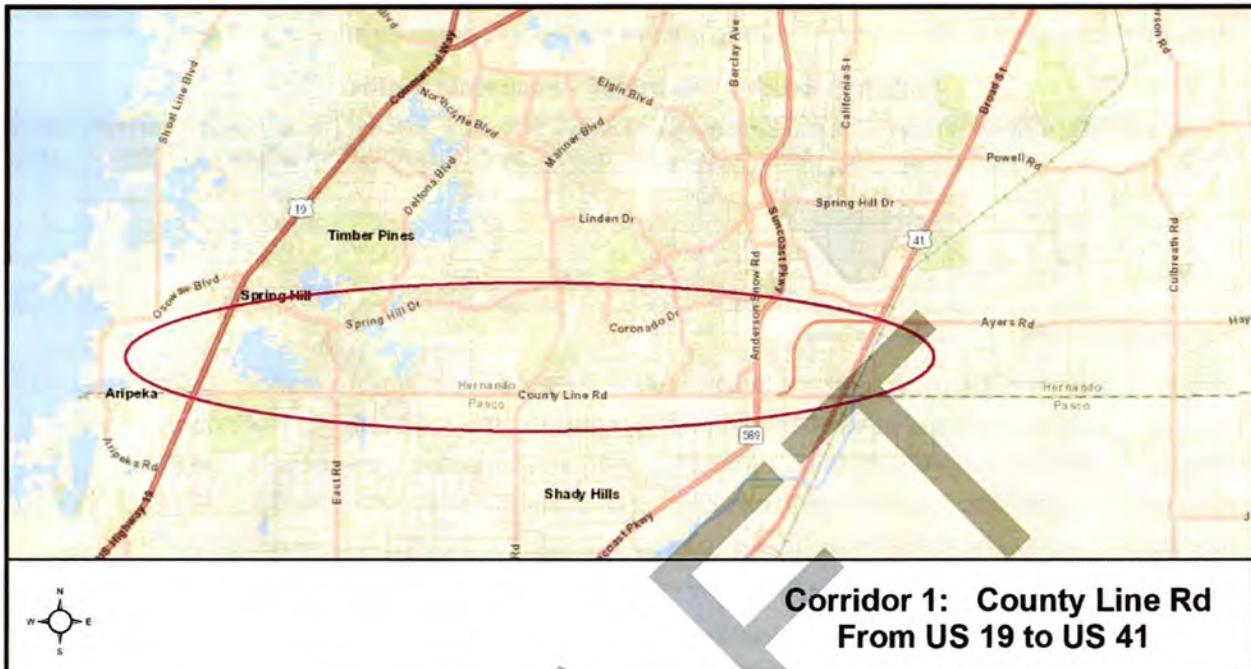
The County Line Road corridor runs east-west along the county line between Pasco County and Hernando County. For the purpose of this analysis, the corridor has been divided into the four following segments:

- 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 v03.a. 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**

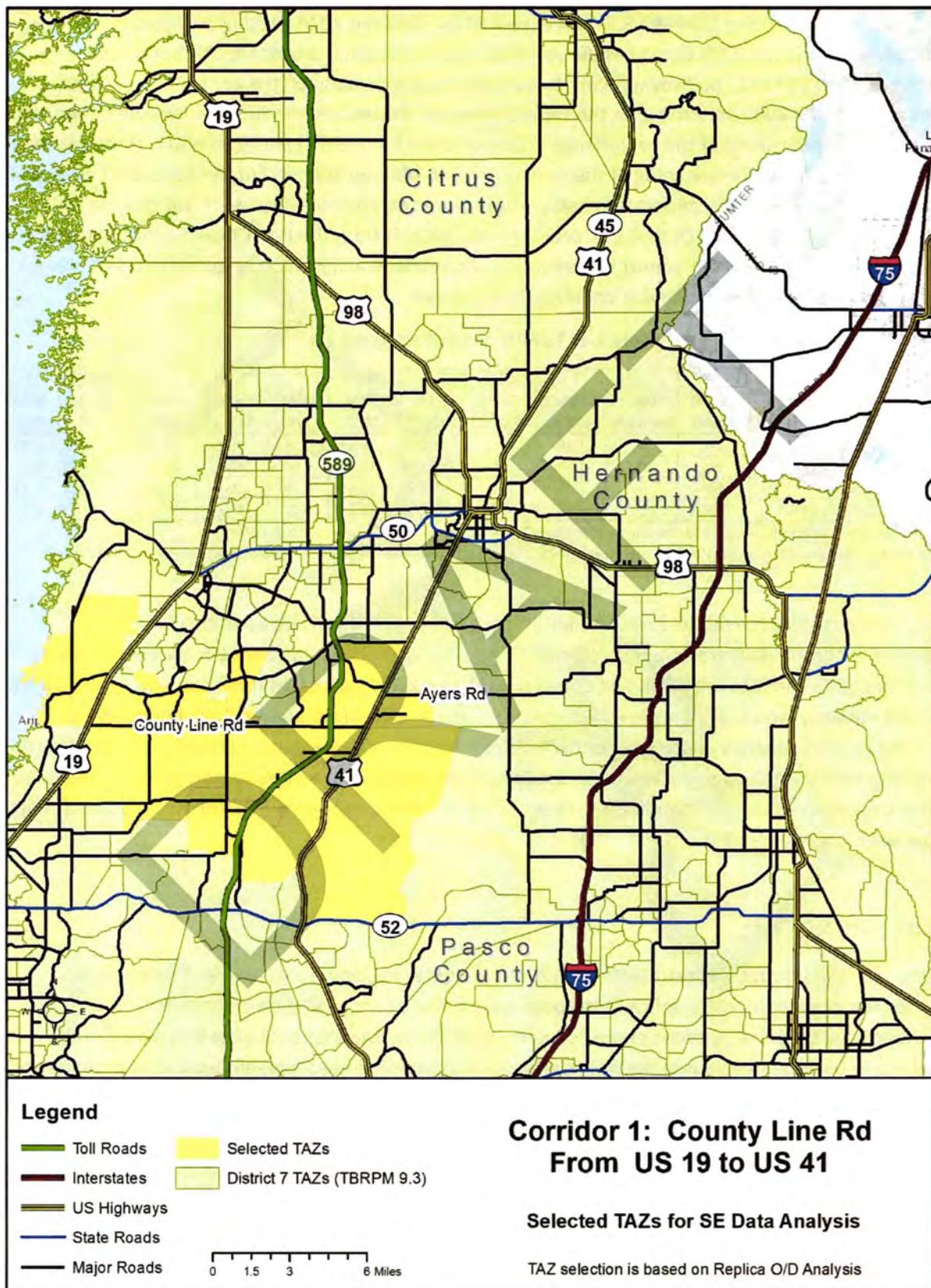
	<b>2015</b>	<b>2015-2035 AGR</b>	<b>2035</b>	<b>2035-2045 AGR</b>	<b>2045</b>	<b>2015-2045 AGR</b>
<b>D.U.s</b>	21,923	0.79%	25,681	0.95%	28,217	0.84%
<b>Population</b>	47,127	0.86%	55,938	0.94%	61,451	0.89%
<b>Employees</b>	14,895	1.04%	18,325	1.26%	20,761	1.11%
<b>K-12 Enrol.</b>	4,574	0.69%	5,252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

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

<sup>3</sup> 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.

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.

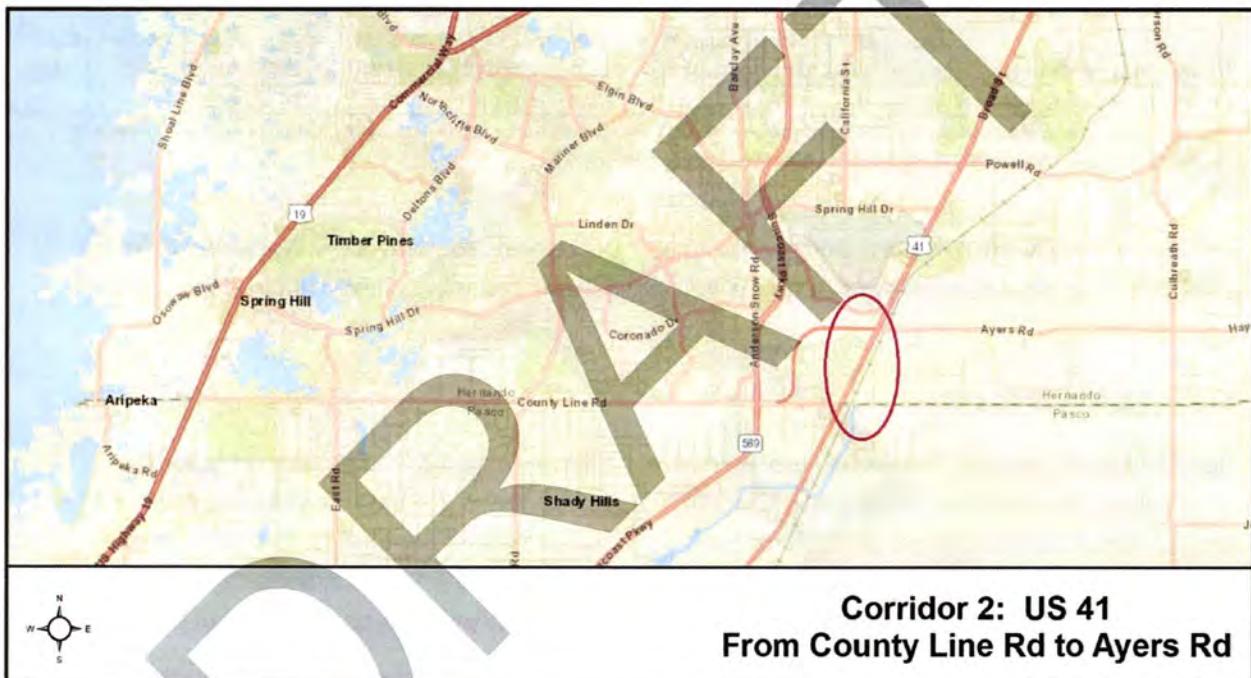
## 2 US 41 (BROAD ST), FROM COUNTY LINE ROAD TO AYERS ROAD

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**

US 41 - Hernando County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	2028 AM PH 2W Vol*	2028 PM PH 2W Vol*	2028 AM LOS	2028 PM LOS	Trend 3a AGR	K Factor
	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 Kfactor.

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

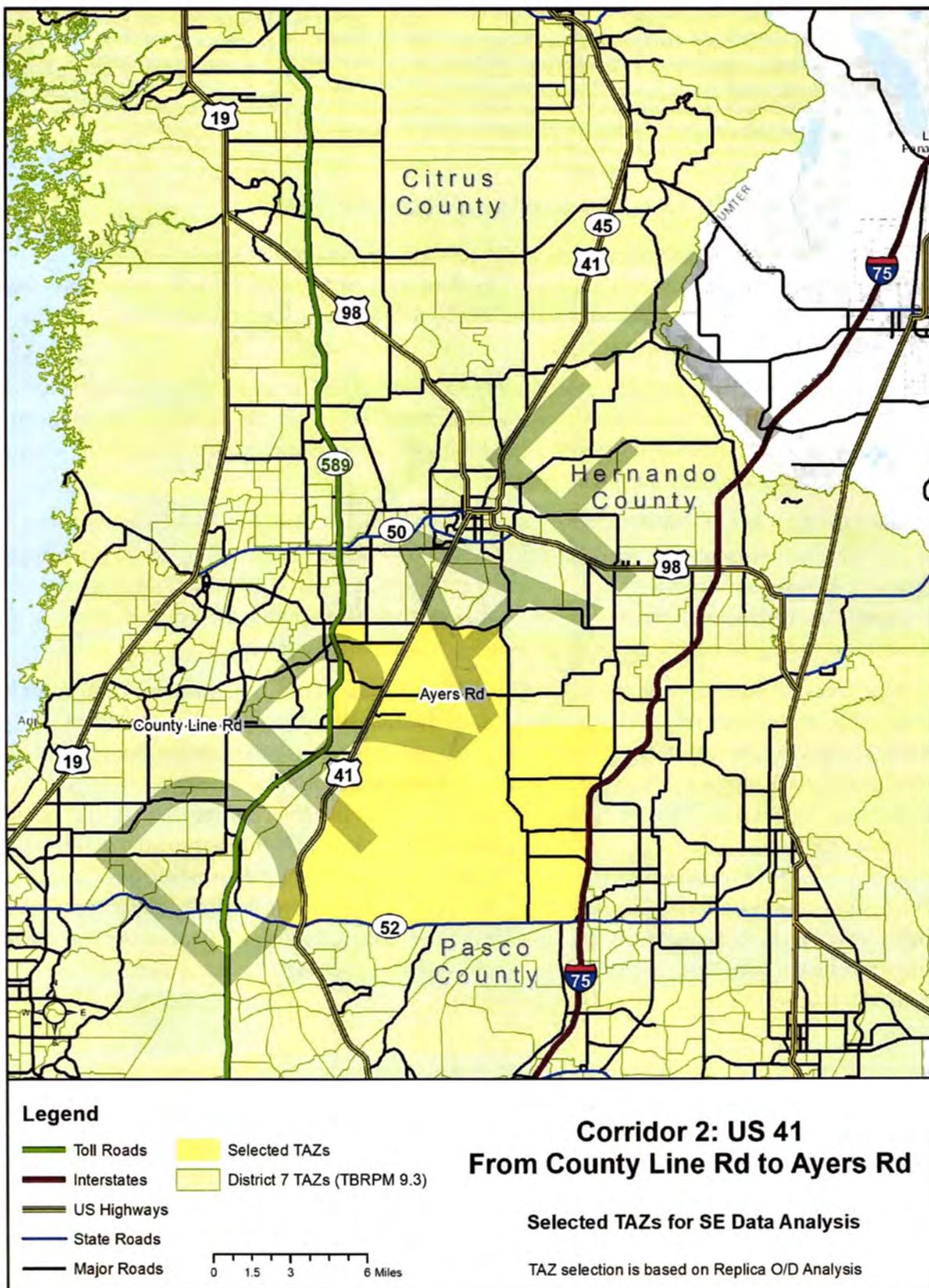
To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection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

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

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

<sup>3</sup>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 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

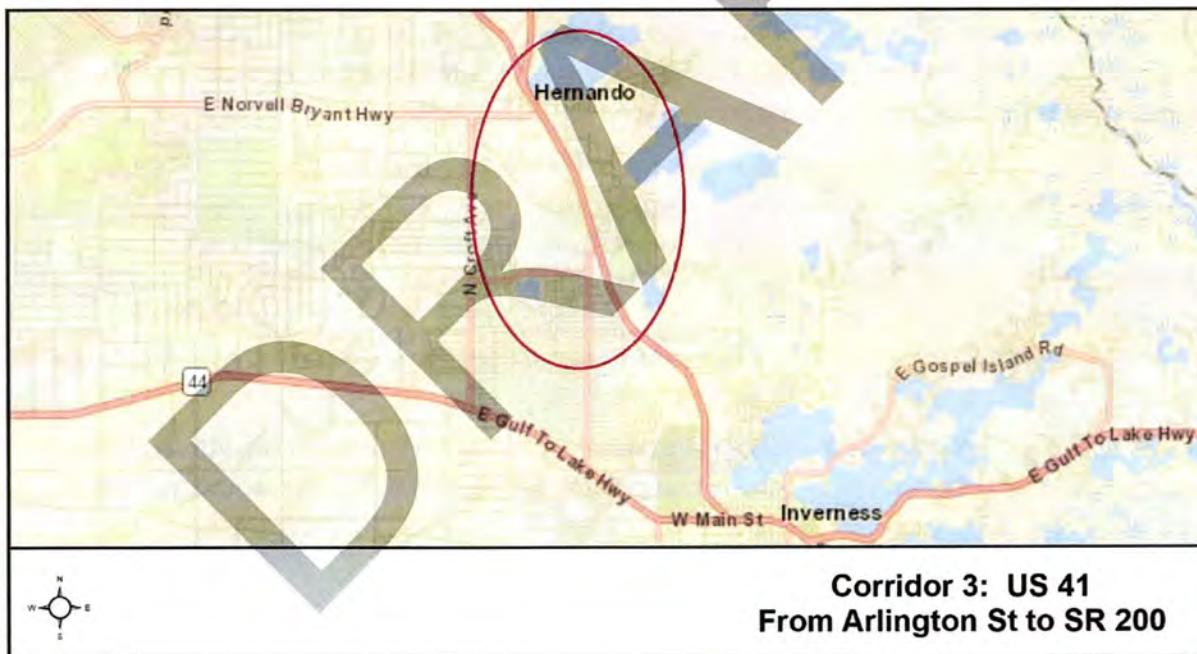
This US 41 corridor runs north-south between SR 44 and SR 200, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the three following segments:

- 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 Brayant 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 Brayant 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 Brayant 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 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 Brayant 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.

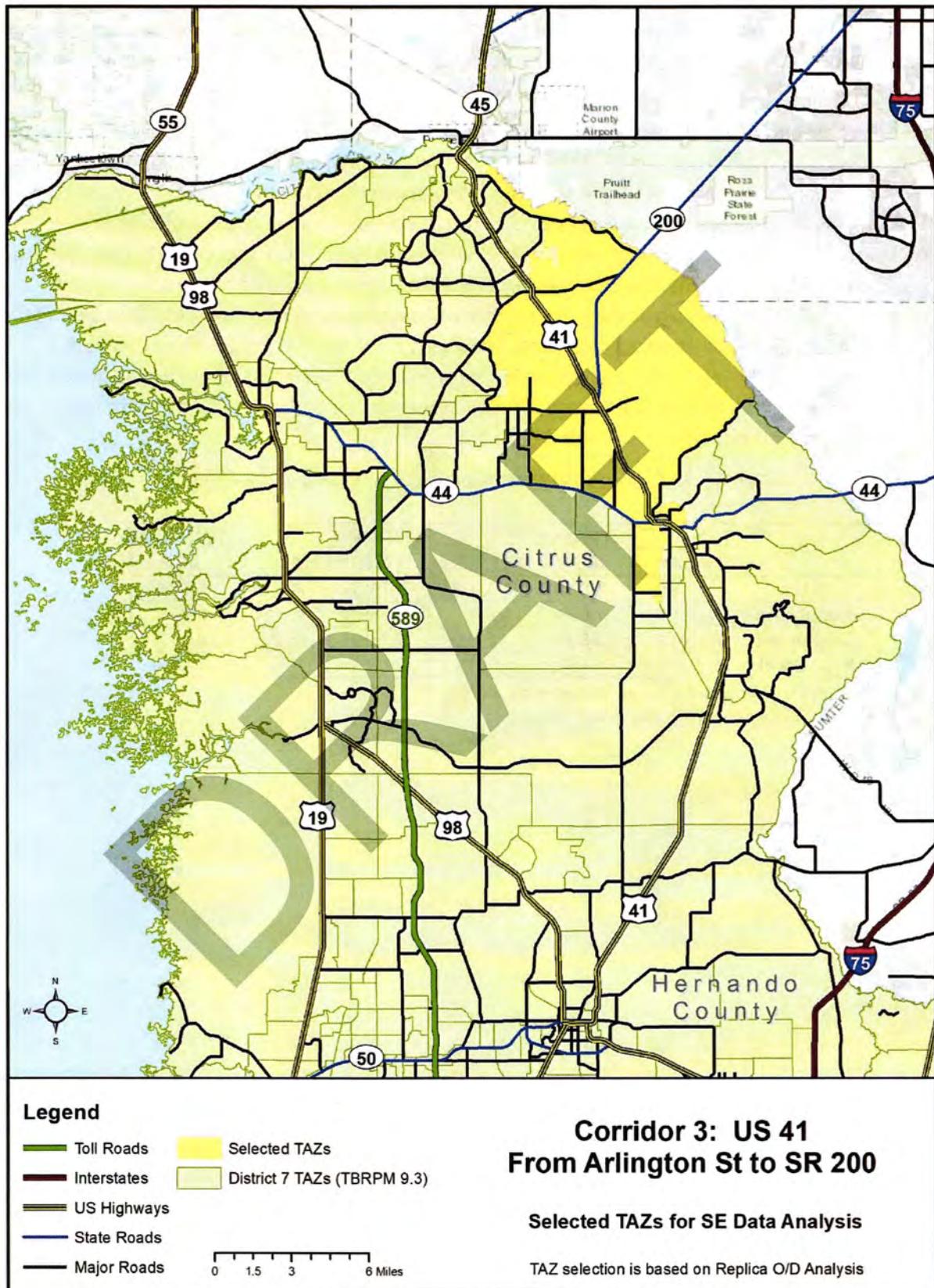
**Table 3-5: Change in TBRPM Socioeconomic Data 2015 – 2045**

	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 <sup>1</sup>	MSV 2024 <sup>2</sup>	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 Brayant to SR 200	50	D	C3C	2LU	22,785	23,350	1.02	4LD	36,600	22,504	0.61

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

<sup>3</sup> 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

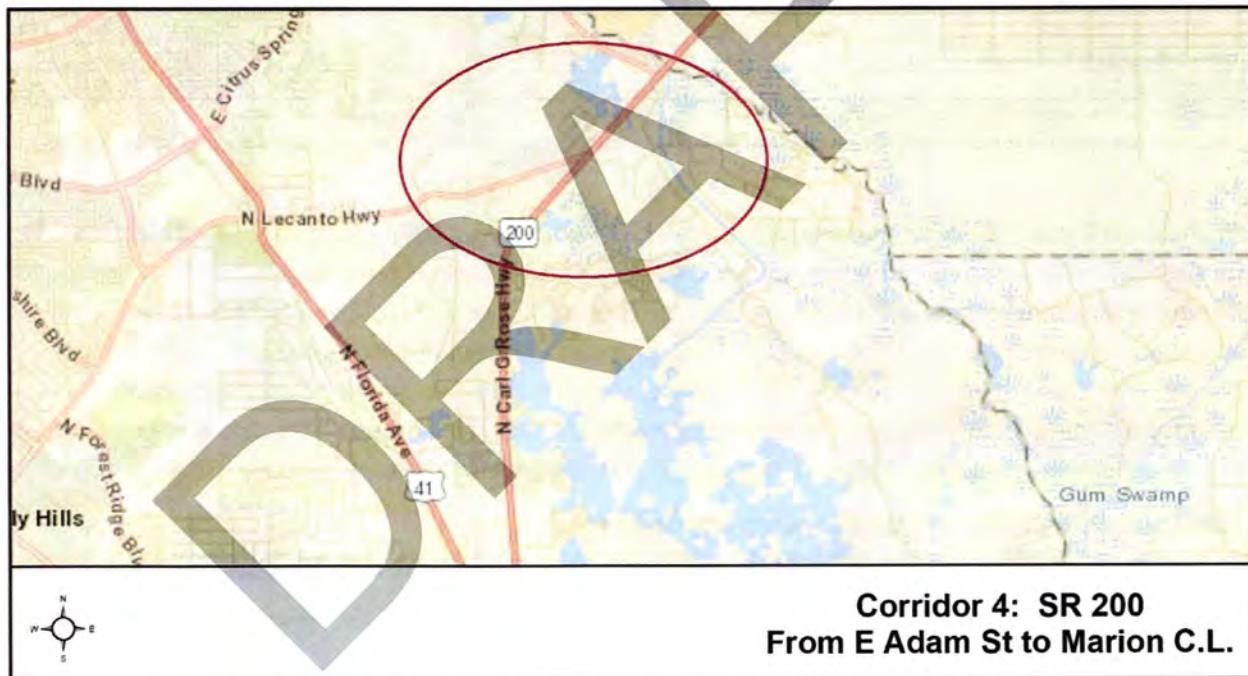
The SR 200 corridor runs north-south between US 41 and the Marion County Line, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the two following segments:

- 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 v03a 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 LOS	Trend 3a AGR
E Adams to N Lecanto Hwy	2LU	D	C2T	1,310	1,710	494	576	567	662	C	2.81%
N Lecanto Hwy to Marion CL	2LU	C	C2	780	1,330	1,091	1,240	1,196	1,359	D	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.

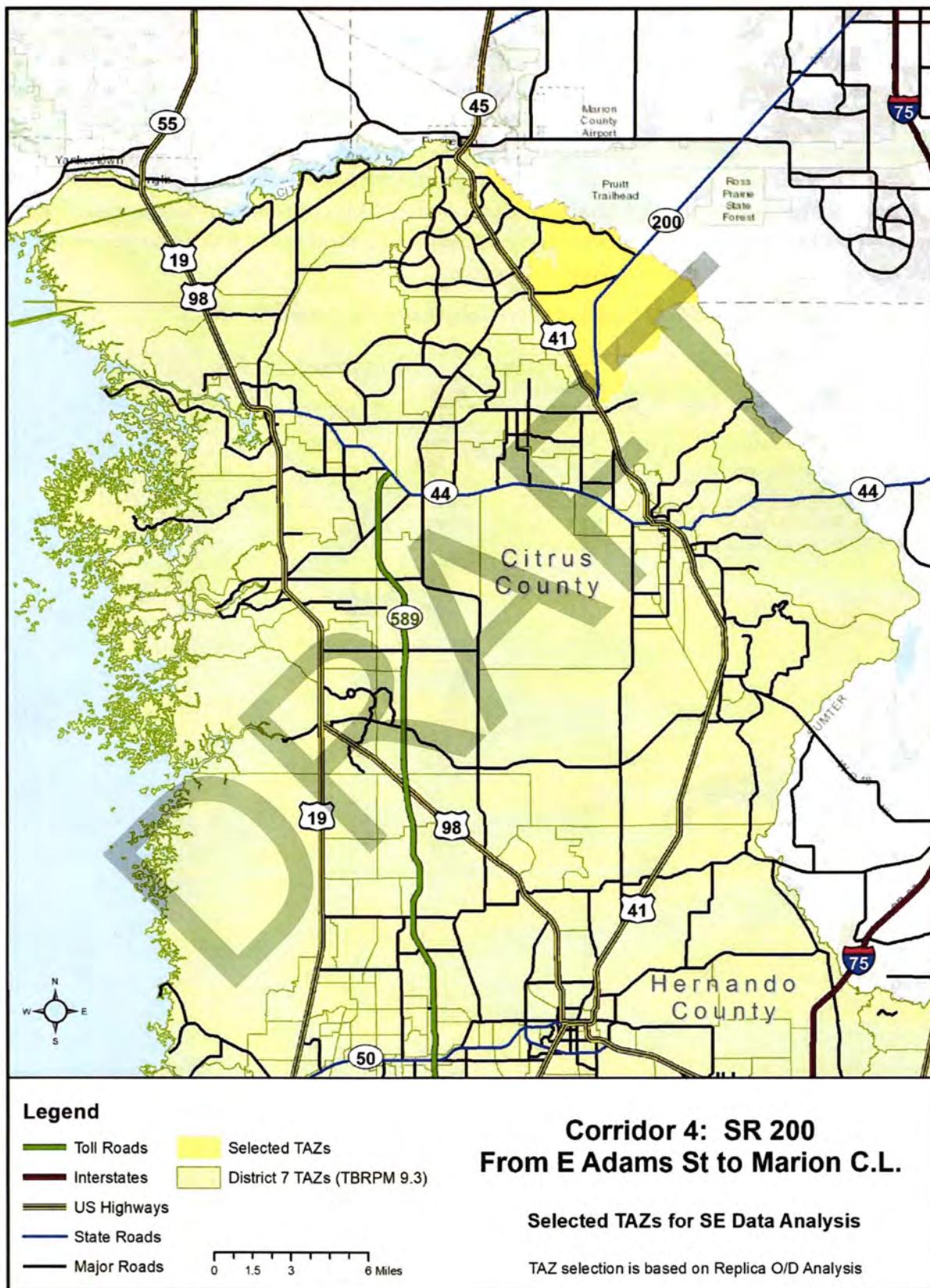
**Table 4-5: Change in TBRPM Socioeconomic Data 2015 - 2045**

	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
<b>D.U.s</b>	3,279	0.84%	3,876	0.62%	4,123	0.77%
<b>Population</b>	5,024	0.91%	6,026	0.67%	6,441	0.83%
<b>Employees</b>	549	3.31%	1,052	1.93%	1,273	2.84%
<b>K-12 Enrol.</b>	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 (LRTP) 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 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 4-6: TBRPM 9.3 Future Forecast**

SR 200 - Citrus County	Posted Speed	LOS Standard	Context Class	2024 TBRPM Lanes	TBRPM MSV 2024	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	TBRPM 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

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

<sup>3</sup>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 LRTP 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**

DRAFT

**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**

**DRAFT**

**VOLUME**

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

Day: Tues-Thurs

Date: March 21-23, 2023

**Average Annual Daily Traffic**

City: Hudson

Project #: FL23\_120075\_010

<b>DAILY TOTALS</b>			<b>NB</b> 0	<b>SB</b> 0	<b>EB</b> 9,803	<b>WB</b> 9,872					<b>Total</b> <b>19,675</b>
<b>AM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>	<b>PM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>
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	42	18 86	12:45			160	622	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	28	13 57	13:45			164	650	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	22	12 46	14:45			175	699	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	37	20 70	15:45			192	833	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	97	48 155	16:45			228	890	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	240	129 377	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	508	234 793	18:45			150	660	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	812	357 1268	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	785	320 1274	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	668	288 1164	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	624	288 1144	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	628	302 1163	23:45			21	112	15 67 36 179
<b>TOTALS</b>			<b>3106</b>	<b>4491</b>	<b>7597</b>	<b>TOTALS</b>			<b>6697</b>	<b>5381</b>	<b>12078</b>
<b>SPLIT %</b>			<b>40.9%</b>	<b>59.1%</b>	<b>38.6%</b>	<b>SPLIT %</b>			<b>55.4%</b>	<b>44.6%</b>	<b>61.4%</b>

<b>DAILY TOTALS</b>			<b>NB</b> 0	<b>SB</b> 0	<b>EB</b> 9,803	<b>WB</b> 9,872				<b>Total</b> <b>19,675</b>
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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 &amp; Spring Time St

Day: Tues-Thurs

Date: March 21-23, 2023

**Average Annual Daily Traffic**

City: Spring Hill

Project #: FL23\_120075\_011

DAILY TOTALS				NB 0	SB 0	EB 11,091	WB 11,503					Total 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	55	12:45			168	651	349 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	36	13:45			185	704	177 736 362 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	38	14:45			195	738	208 754 403 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	62	15:45			203	860	236 903 439 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	170	16:45			216	837	225 911 441 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	185	17:45			210	878	211 933 421 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	115	18:45			144	622	159 731 303 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	187	19:45			100	473	114 511 214 984	
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	203	20:45			81	368	90 399 171 767	
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	166	21:45			56	269	55 280 111 549	
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	159	22:45			33	152	33 186 66 338	
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	175	23:45			19	107	20 118 39 225	
<b>TOTALS</b>			4432	4335	8767	<b>TOTALS</b>			6659	7168	<b>13827</b>	
<b>SPLIT %</b>			50.6%	49.4%	38.8%	<b>SPLIT %</b>			48.2%	51.8%	<b>61.2%</b>	
DAILY TOTALS				NB 0	SB 0	EB 11,091	WB 11,503					Total 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 &amp; Linden Dr

Day: Tues-Thurs

Date: March 21-23, 2023

**Average Annual Daily Traffic**

City: Spring Hill

Project #: FL23\_120075\_013

DAILY TOTALS			NB 0	SB 0	EB 11,027	WB 10,945					Total 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	42	12:45			145	581	615
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	13:45			168	633	663
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	14:45			177	673	756
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	15:45			221	861	882
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	16:45			230	843	933
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	17:45			187	876	972
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	18:45			123	585	739
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	19:45			95	461	110
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	20:45			79	347	344
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	21:45			42	218	249
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	22:45			25	118	129
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	23:45			16	85	92
<b>TOTALS</b>			<b>4746</b>	<b>4072</b>	<b>8818</b>	<b>TOTALS</b>			<b>6281</b>	<b>6873</b>	<b>13154</b>
SPLIT %			53.8%	46.2%	40.1%	SPLIT %			47.7%	52.3%	59.9%

DAILY TOTALS	NB 0	SB 0	EB 11,027	WB 10,945	Total 21,972
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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 &amp; 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 0	SB 0	EB 3,481	WB 3,361					Total 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	21	12:45			47	189	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	21	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	21	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	46	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	629	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	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	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	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	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	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	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	23:45			5	31	9 37 14 68
<b>TOTALS</b>			1517	1272	2789	<b>TOTALS</b>			1964	2089	4053
<b>SPLIT %</b>			54.4%	45.6%	40.8%	<b>SPLIT %</b>			48.5%	51.5%	59.2%

DAILY TOTALS	NB 0	SB 0	EB 3,481	WB 3,361	Total 6,842
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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 &amp; N Independence Pkwy

Day: Tues-Thurs

Date: April 11-13, 2023

City: Inverness

Average Annual Daily Traffic

Project #: FL23\_120075\_045

DAILY TOTALS			NB 8,460	SB 8,630	EB 0	WB 0	Total 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	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	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	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	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	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	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	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	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	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	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	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	23:45	14	75	8	49	22 124
<b>TOTALS</b>	2961	3947			6908	<b>TOTALS</b>	5499	4683			10182
<b>SPLIT %</b>	42.9%	57.1%			40.4%	<b>SPLIT %</b>	54.0%	46.0%			59.6%

DAILY TOTALS	NB 8,460	SB 8,630	EB 0	WB 0	Total 17,090
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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 &amp; E Norvell Bryant Hwy

Day: Tues-Thurs

Date: April 11-13, 2023

Average Annual Daily Traffic

City: Hernando

Project #: FL23\_120075\_046

DAILY TOTALS				NB 9,723	SB 10,075	EB 0	WB 0	Total 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	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	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	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	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	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	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	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	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	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	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	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	23:45	16	78	9	54	25 132
<b>TOTALS</b>	3595	4512			<b>8107</b>	<b>TOTALS</b>	6128	5563			<b>11691</b>
<b>SPLIT %</b>	44.3%	55.7%			<b>40.9%</b>	<b>SPLIT %</b>	52.4%	47.6%			<b>59.1%</b>
DAILY TOTALS				NB 9,723	SB 10,075	EB 0	WB 0	Total 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 &amp; SR 200/N Cari G Rose Hwy

Day: Tues-Thurs

Date: April 11-13, 2023

City: Hernando

Project #: FL23\_120075\_047

**Average Annual Daily Traffic**

<b>DAILY TOTALS</b>					<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>		<b>Total</b>	
<b>AM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>	<b>PM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
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	71	12:45	148	616	162	625	310 1241
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	56	13:45	174	630	169	644	343 1274
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	61	14:45	173	687	164	658	337 1345
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	76	15:45	201	822	176	709	377 1531
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	144	16:45	229	895	184	743	413 1638
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	365	17:45	187	865	168	714	355 1579
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	774	18:45	122	566	107	511	229 1077
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	1409	19:45	97	408	80	350	177 758
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	1258	20:45	76	327	56	256	132 583
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	1234	21:45	42	211	36	189	78 400
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	1201	22:45	24	114	19	99	43 213
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	1265	23:45	14	74	10	56	24 130
<b>TOTALS</b>	3663	4251			7914	<b>TOTALS</b>	6215	5554			11769
<b>SPLIT %</b>	46.3%	53.7%			40.2%	<b>SPLIT %</b>	52.8%	47.2%			59.8%

<b>DAILY TOTALS</b>					<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>		<b>Total</b>
					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 &amp; CR 491/N Lecanto Hwy

Day: Tues-Thurs

Date: April 11-13, 2023

Average Annual Daily Traffic

City: Hernando

Project #: FL23\_120075\_049

DAILY TOTALS				NB 3,520	SB 3,366	EB 0	WB 0			Total 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
<b>TOTALS</b>	1707	1087			2794	<b>TOTALS</b>	1813	2279			4092
<b>SPLIT %</b>	61.1%	38.9%			40.6%	<b>SPLIT %</b>	44.3%	55.7%			59.4%

DAILY TOTALS				NB 3,520	SB 3,366	EB 0	WB 0			Total 6,886
AM Peak Hour	07:15	11:45		07:15	PM Peak Hour	15:30	16:15			16:00
AM Pk Volume	310	201		494	PM Pk Volume	247	332			576
Pk Hr Factor	0.912	0.838		0.957	Pk Hr Factor	0.908	0.965			0.954
7 - 9 Volume	575	357		932	4 - 6 Volume	486	661			1147
7 - 9 Peak Hour	07:15	07:30		07:15	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	310	185		494	4 - 6 Pk Volume	247	332			576
Pk Hr Factor	0.912	0.925		0.957	Pk Hr Factor	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 &amp; Marion County Line

Day: Tues-Thurs

Date: April 11-13, 2023

City: Hernando

Project #: FL23\_120075\_050

**Average Annual Daily Traffic**

<b>DAILY TOTALS</b>				<b>NB</b> 7,626	<b>SB</b> 7,243	<b>EB</b> 0	<b>WB</b> 0			<b>Total</b> 14,869	
<b>AM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>	<b>PM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>Total</b>
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	55	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	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	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	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	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	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	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	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	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	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	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	844	23:45	9	50	15	69	24 119
<b>TOTALS</b>	3809	2458			6267	<b>TOTALS</b>	3817	4785			8602
<b>SPLIT %</b>	60.8%	39.2%			42.1%	<b>SPLIT %</b>	44.4%	55.6%			57.9%

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

2022 FDOT Seasonal Factor: 0.94

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

JTY: 08 - HERNANDO

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

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

DRAFT

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

JTY: 08 - HERNANDO

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

R	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
1	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

JTY: 08 - HERNANDO

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

R	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	22000 C	E 11500	W 10500	9.00	54.50	8.00
L	22000 C	E 11000	W 11000	9.00	54.20	8.00
3	16800 S	E 8200	W 8600	9.00	55.00	6.10
L	17000 F	E 8300	W 8700	9.00	55.00	6.10
)	17200 C	E 8400	W 8800	9.74	54.68	6.10

DRAFT

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

CTY: 08 - HERNANDO

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

R	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	16600 S	E 8300	W 8300	9.00	54.50	9.60
L	16000 F	E 8000	W 8000	9.00	54.20	7.00
)	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
2	9800 E			9.00	55.00	3.80
1	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
L	10100 S	E 5000	W 5100	9.00	55.00	8.20
)	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

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FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

JTY: 08 - HERNANDO

S: 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
3	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
3	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
0	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

JTY: 02 - CITRUS

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

R	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

R	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
3	18600	F	N 9300	S 9300	9.00	53.10	7.20
3	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
5	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
1	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
3	16800	C	N 8400	S 8400	9.82	54.59	5.00
3	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

JTY: 02 - CITRUS

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

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

DRAFT

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

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FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

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

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

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

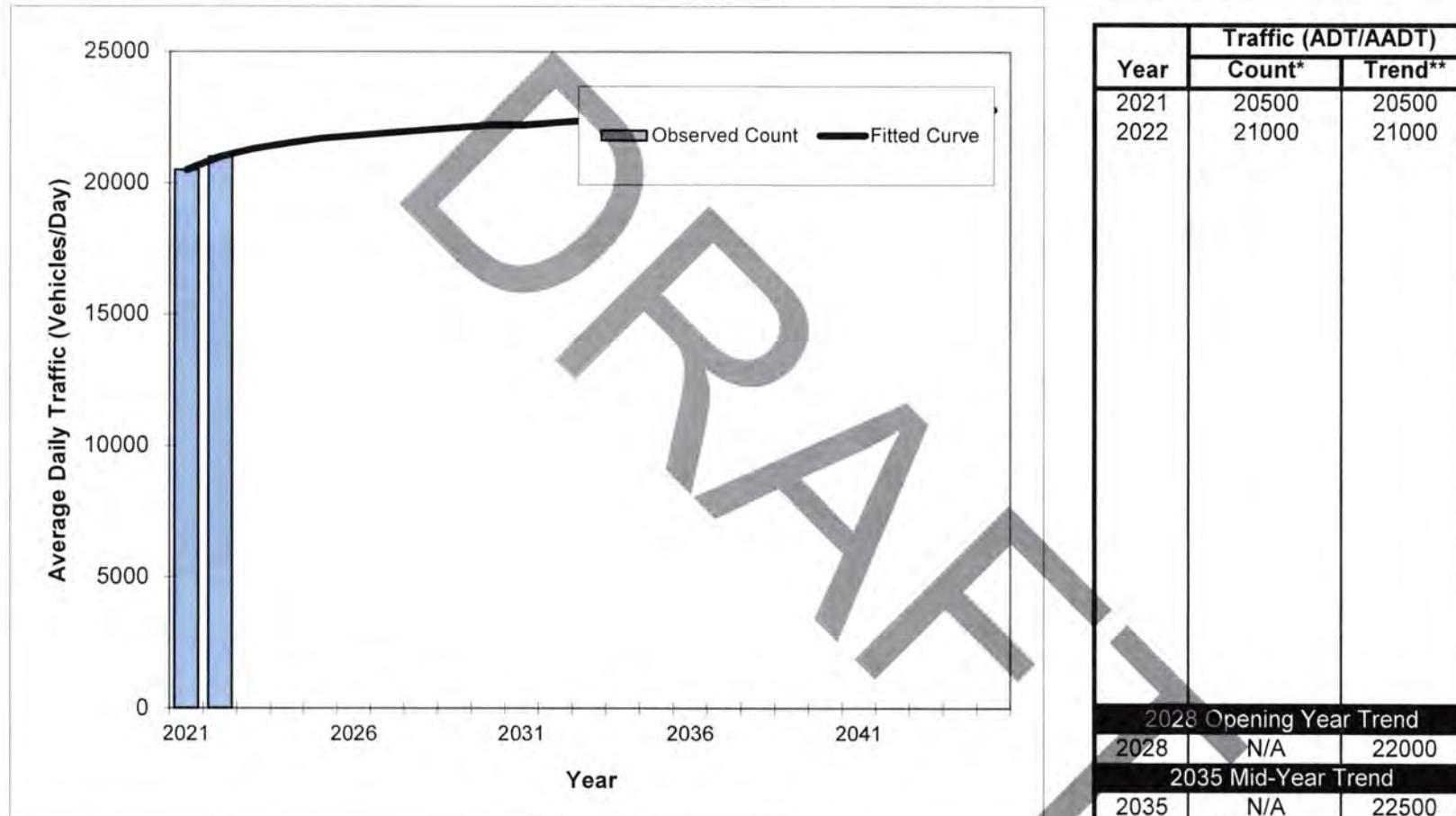
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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**

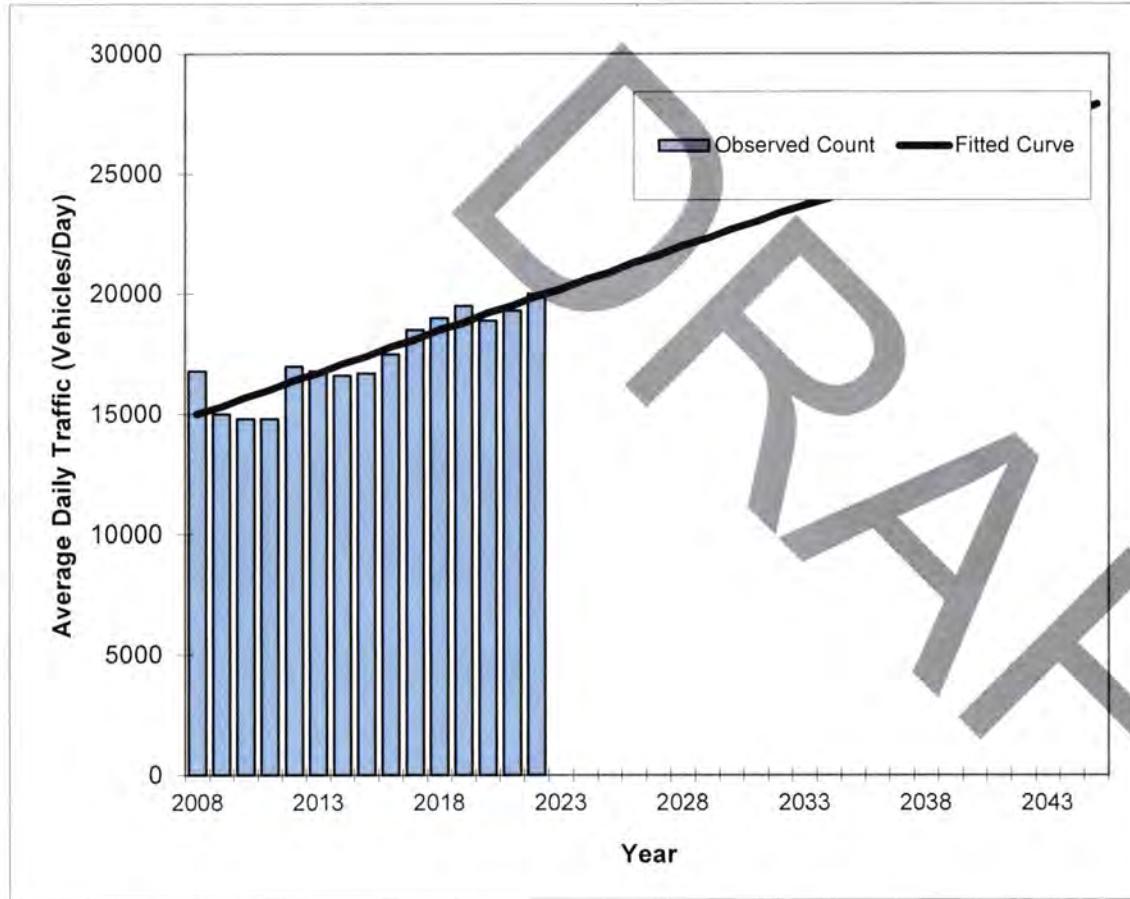
\*Axe-Adjusted

## 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
2035 Mid-Year Trend		
2035	N/A	24400
2045 Design Year Trend		
2045	N/A	27900
TRANPLAN Forecasts/Trends		

\*\* 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

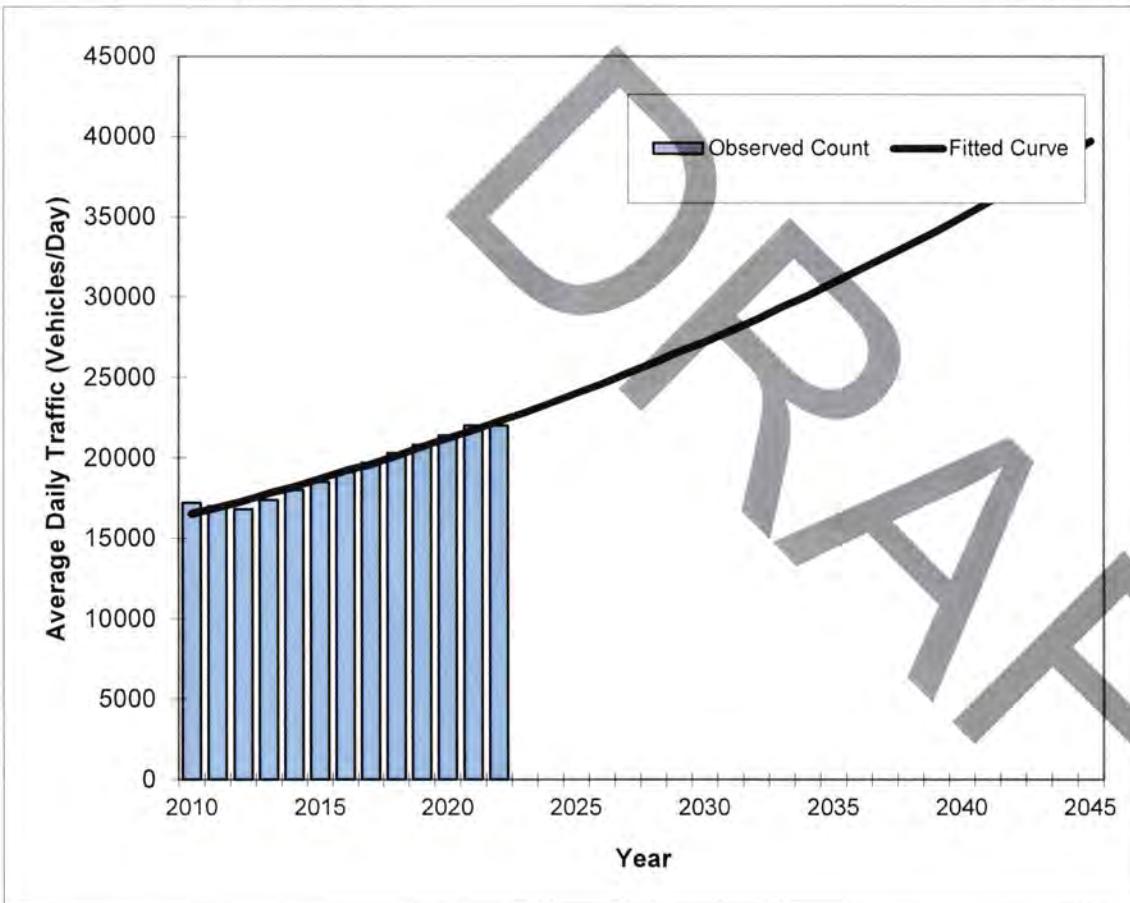
\*Axe-Adjusted

## 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



Traffic (ADT/AADT)		
Year	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

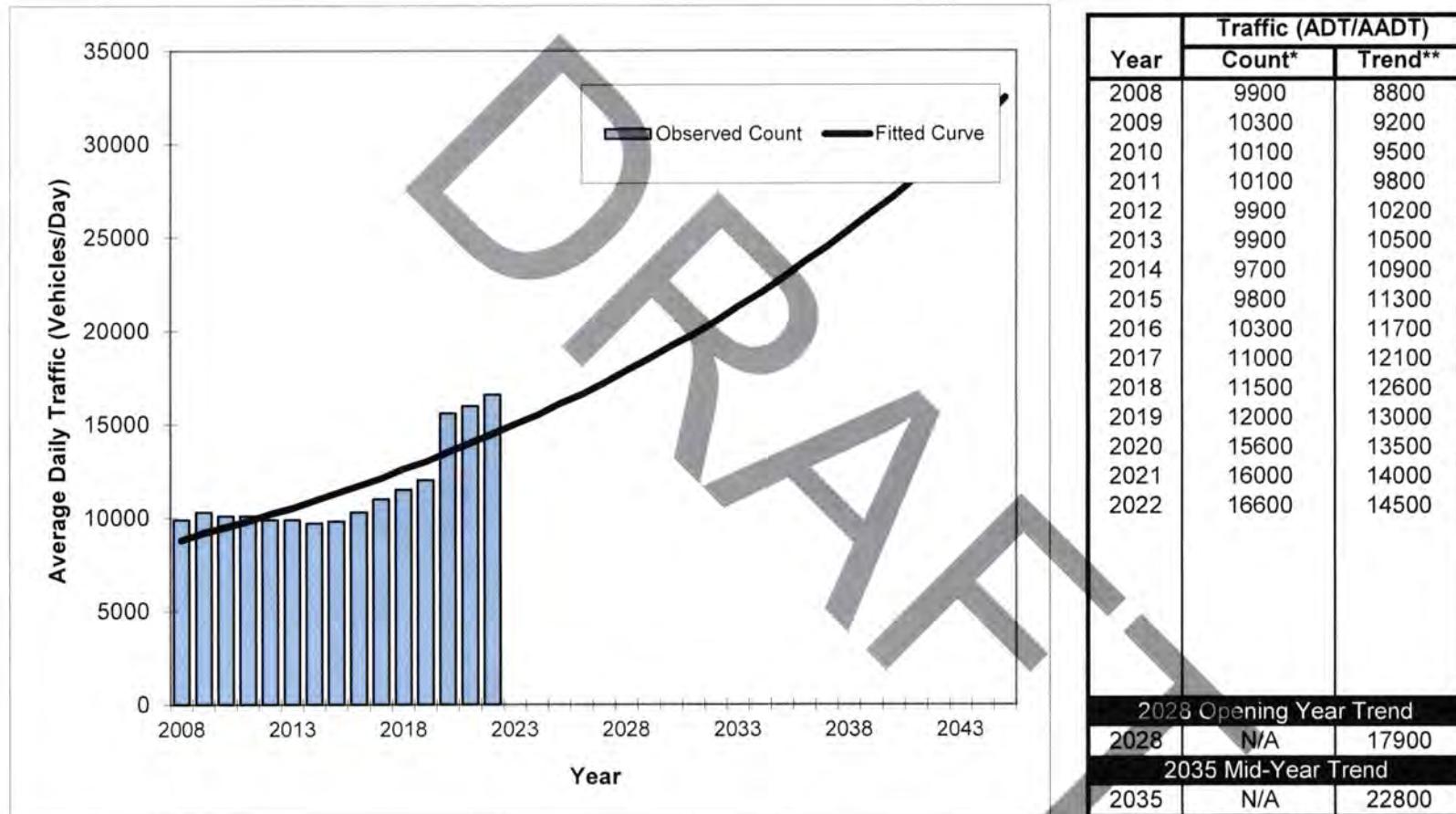
\*Axle-Adjusted

## 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



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

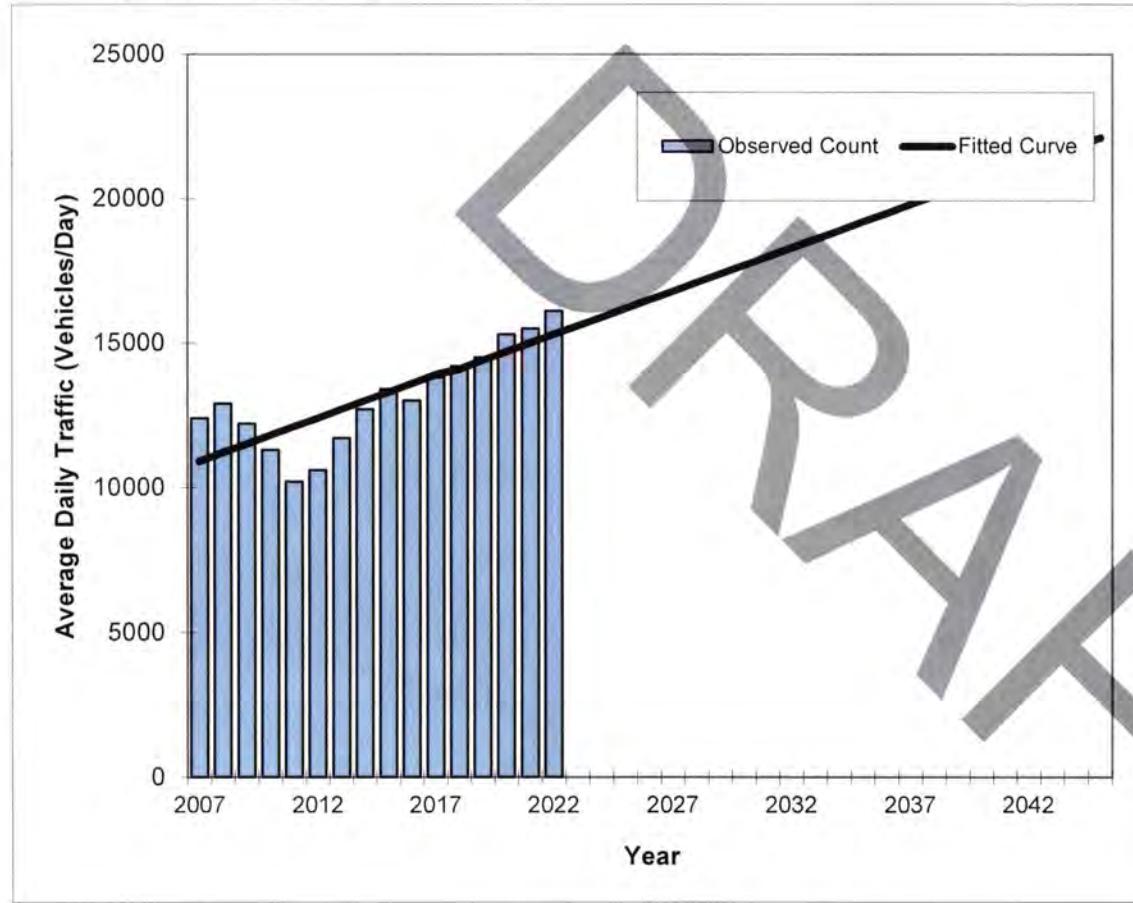
\*Axe-Adjusted

## 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
2035 Mid-Year Trend		
2035	N/A	19200
2045 Design Year Trend		
2045	N/A	22100
TRANPLAN Forecasts/Trends		

** 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

\*Axe-Adjusted

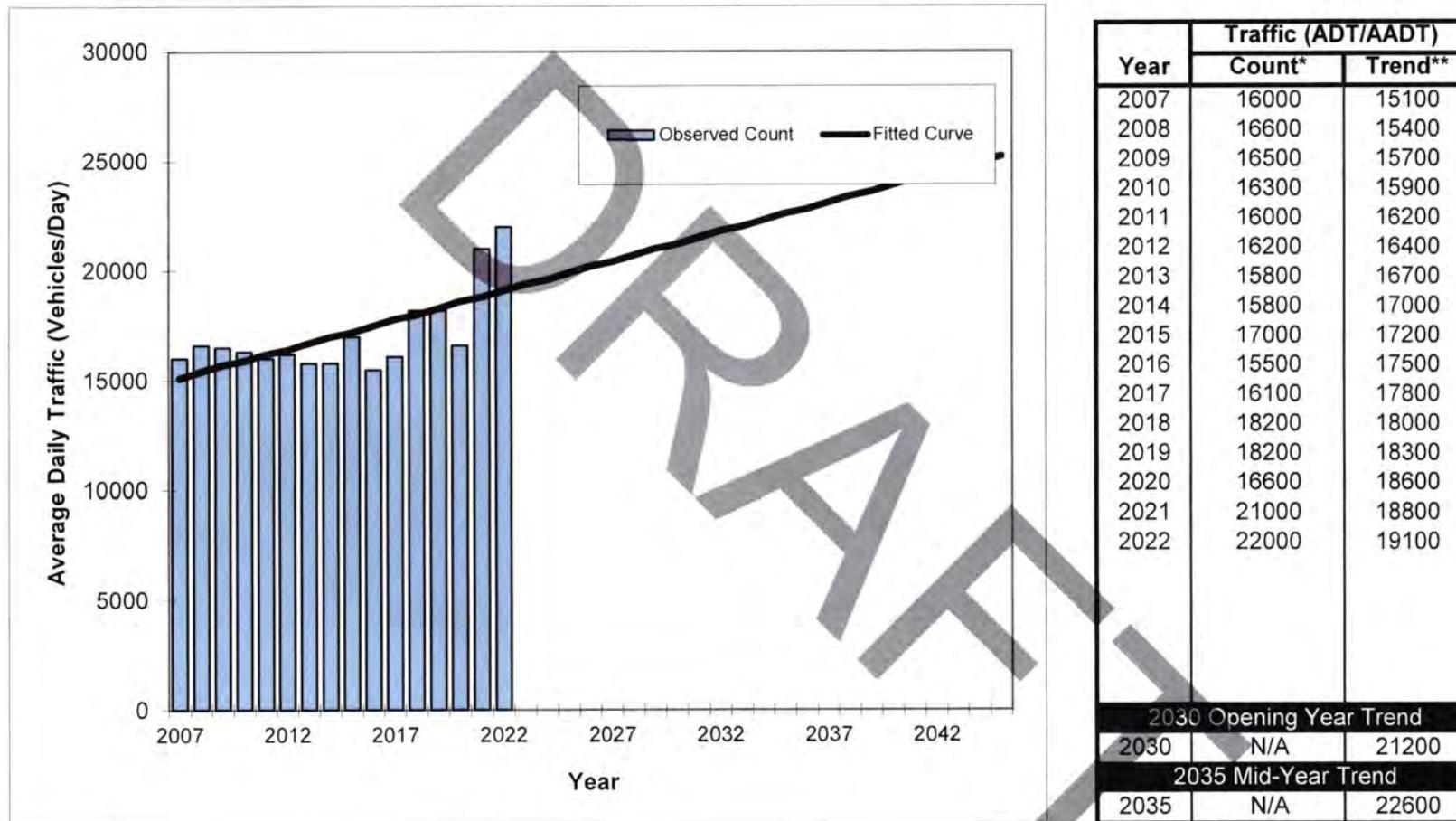
## Traffic Trends - V03.a

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

FIN#	1234
Location	1

County:  
Station #:  
Highway:

Citrus (02)  
0  
1/N FLORIDA AVE, SOUTH OF NORVELL B



\*\* 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

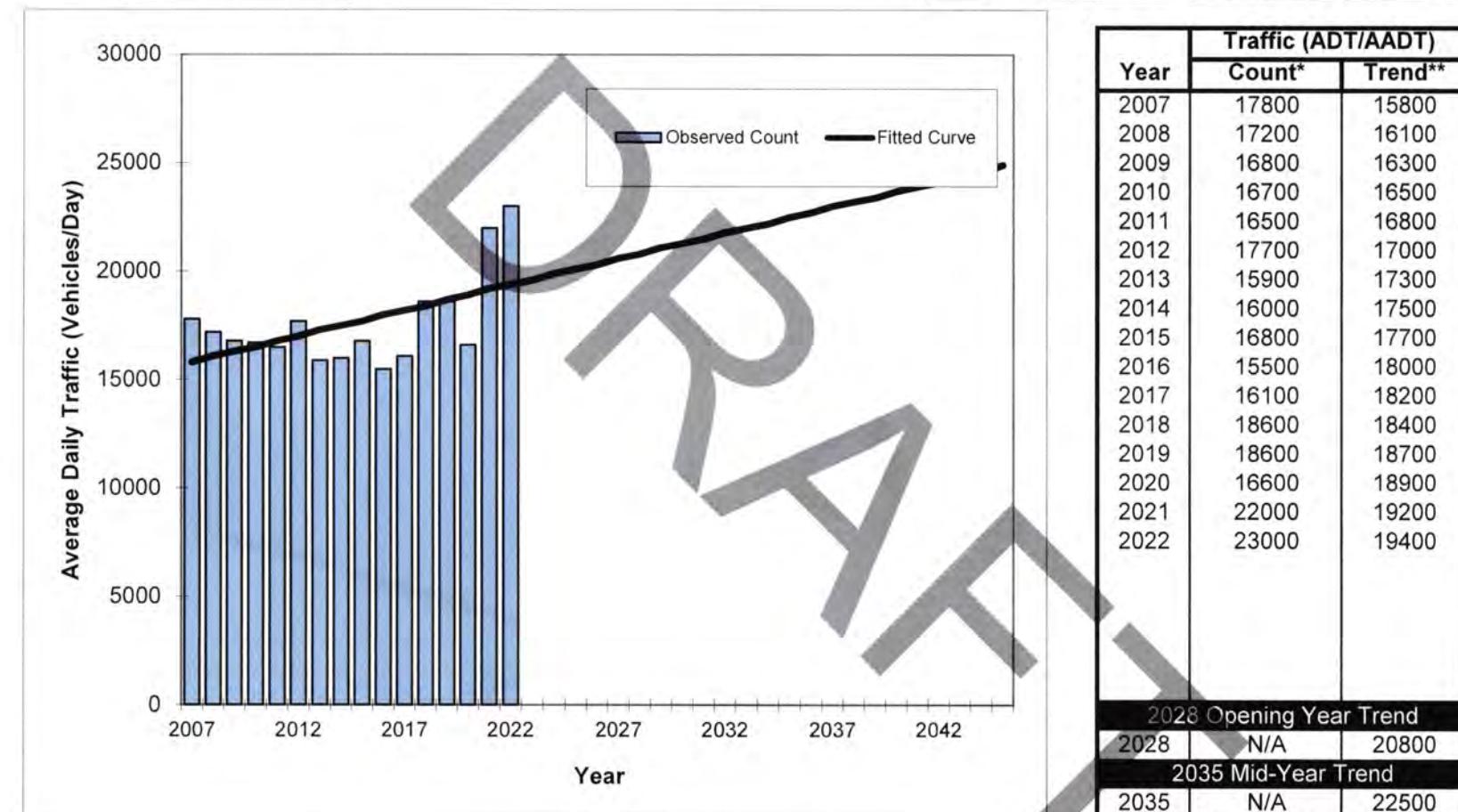
Straight Line Growth Option

\*Axe-Adjusted

**Traffic Trends - V03.a**  
**: 1009 - SR 45/US 41/N FLORIDA AVE, SOUTH OF SR200/CARL G ROSE HV**

FIN#	1234
Location	1

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



\*\* 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

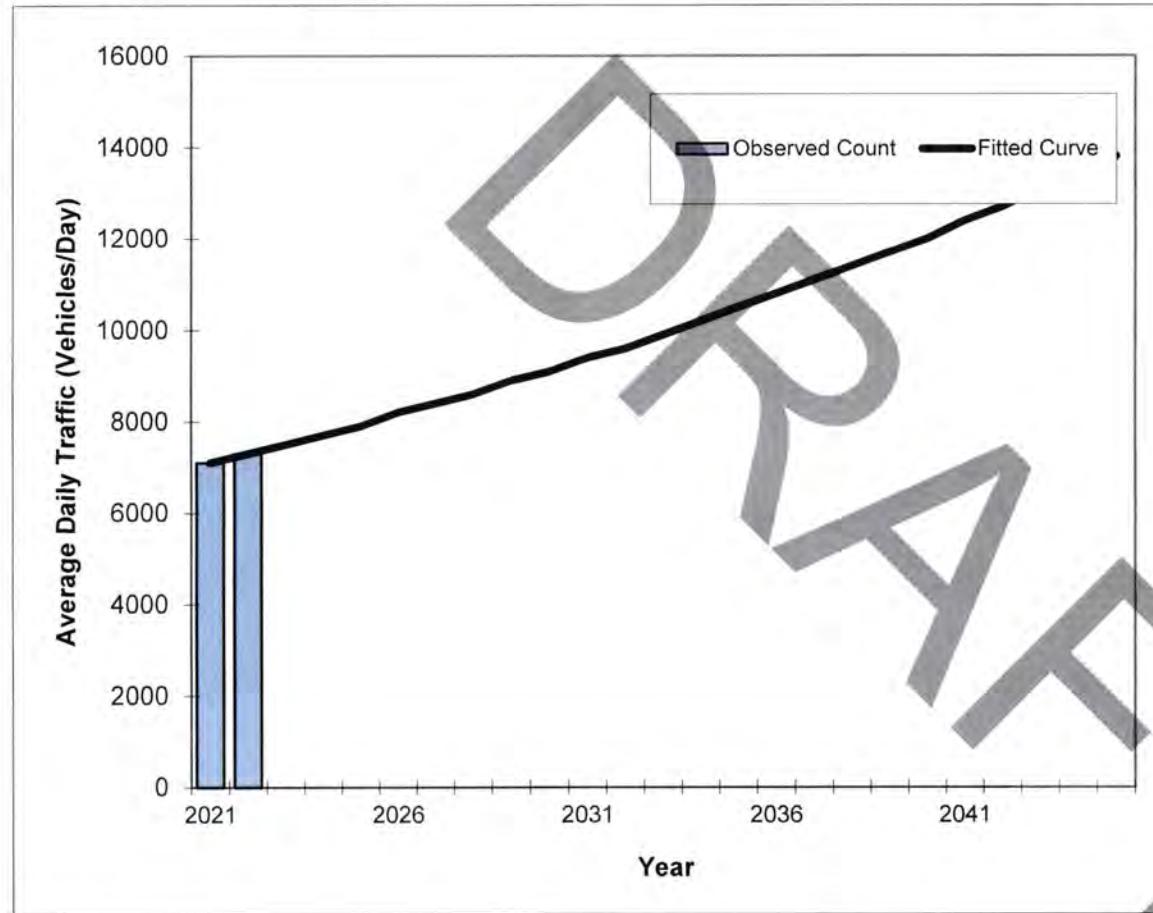
\*Axe-Adjusted

## 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
<b>2028 Opening Year Trend</b>		
2028	N/A	8600
<b>2035 Mid-Year Trend</b>		
2035	N/A	10500
<b>2045 Design Year Trend</b>		
2045	N/A	13800
<b>TRANPLAN Forecasts/Trends</b>		

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

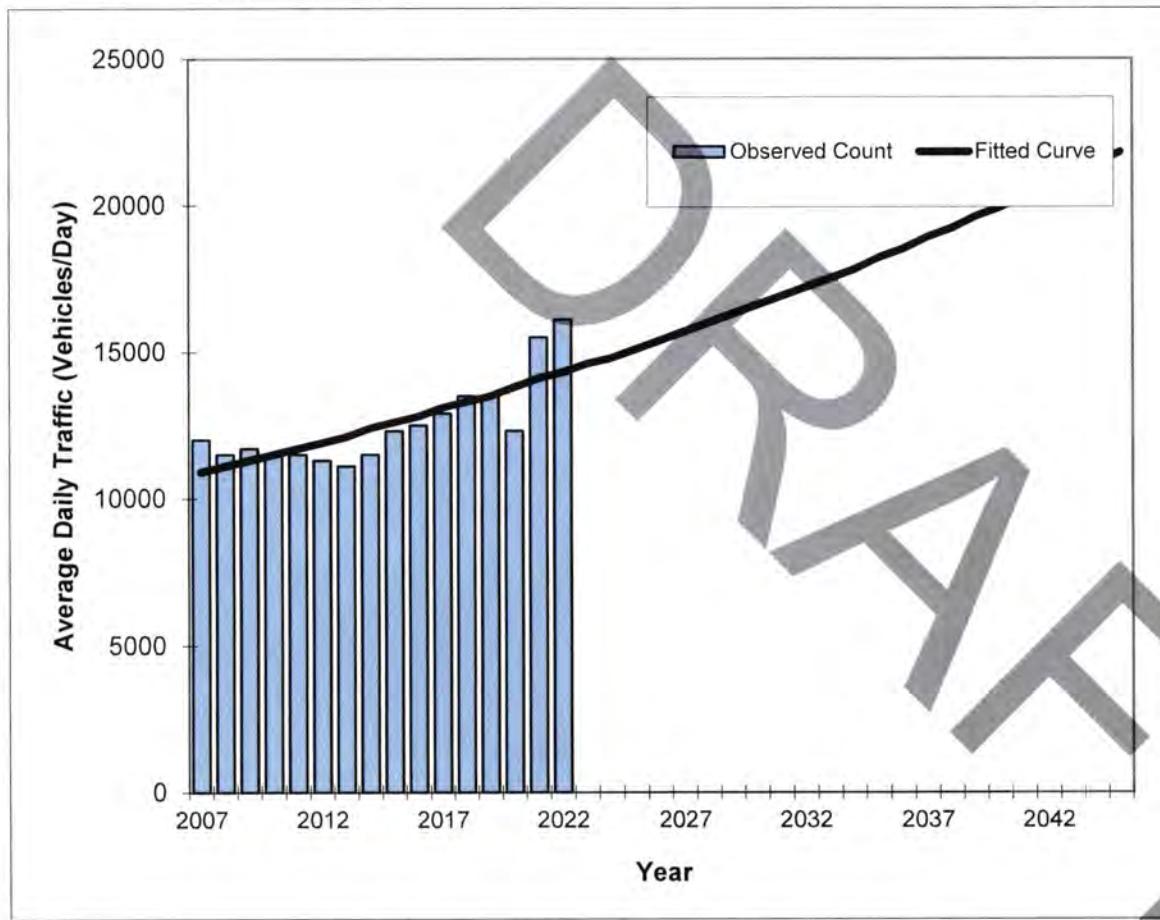
\*Axe-Adjusted

## 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:	0 - 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	N/A	16000
2035	N/A	18200
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

\*Axe-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

# 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	**



(C3C-Suburban Commercial)

### 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	**

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



(C3R-Suburban Residential)

	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	**



	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
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
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

**Adjustment Factors**

The peak hour directional service volumes should be adjusted 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.

**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
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
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
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

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

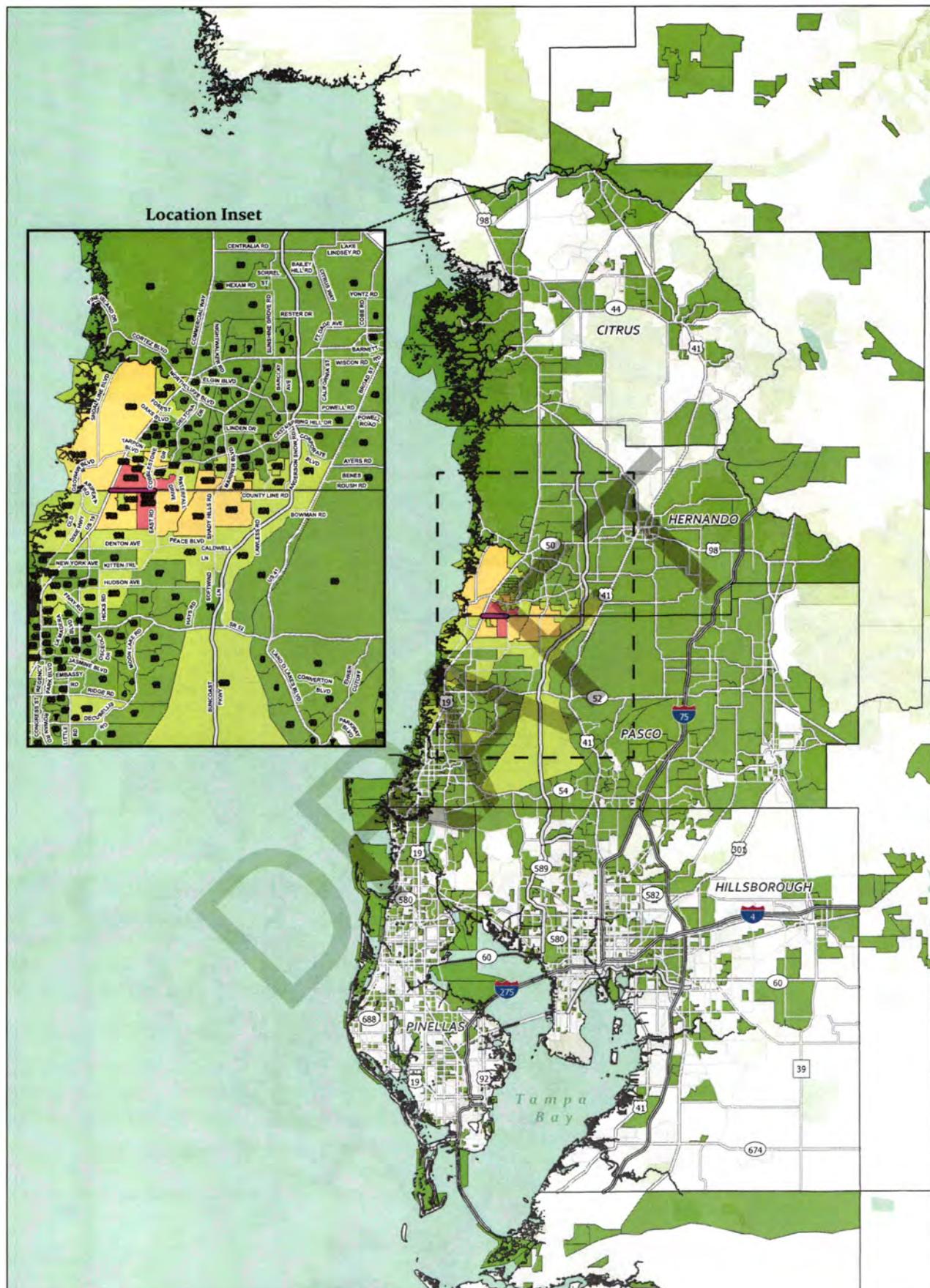
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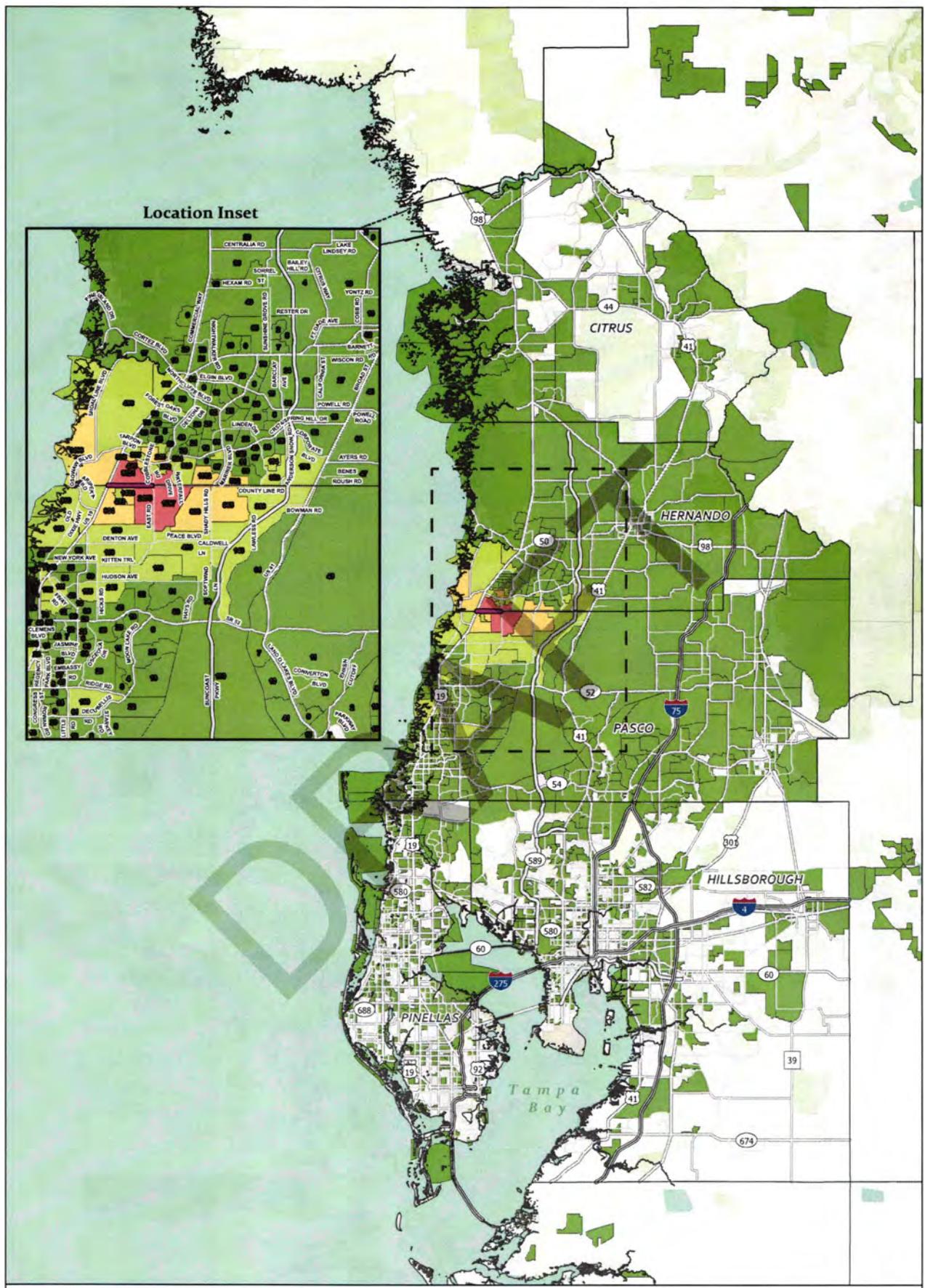
7\_0200\_PKSEASON.TXT

**APPENDIX D:**  
**REPLICA ORIGIN/DESTINATION ANALYSIS MAPS**

DRAFT



DATE: 5/8/2023

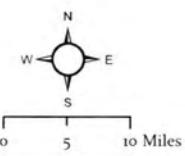


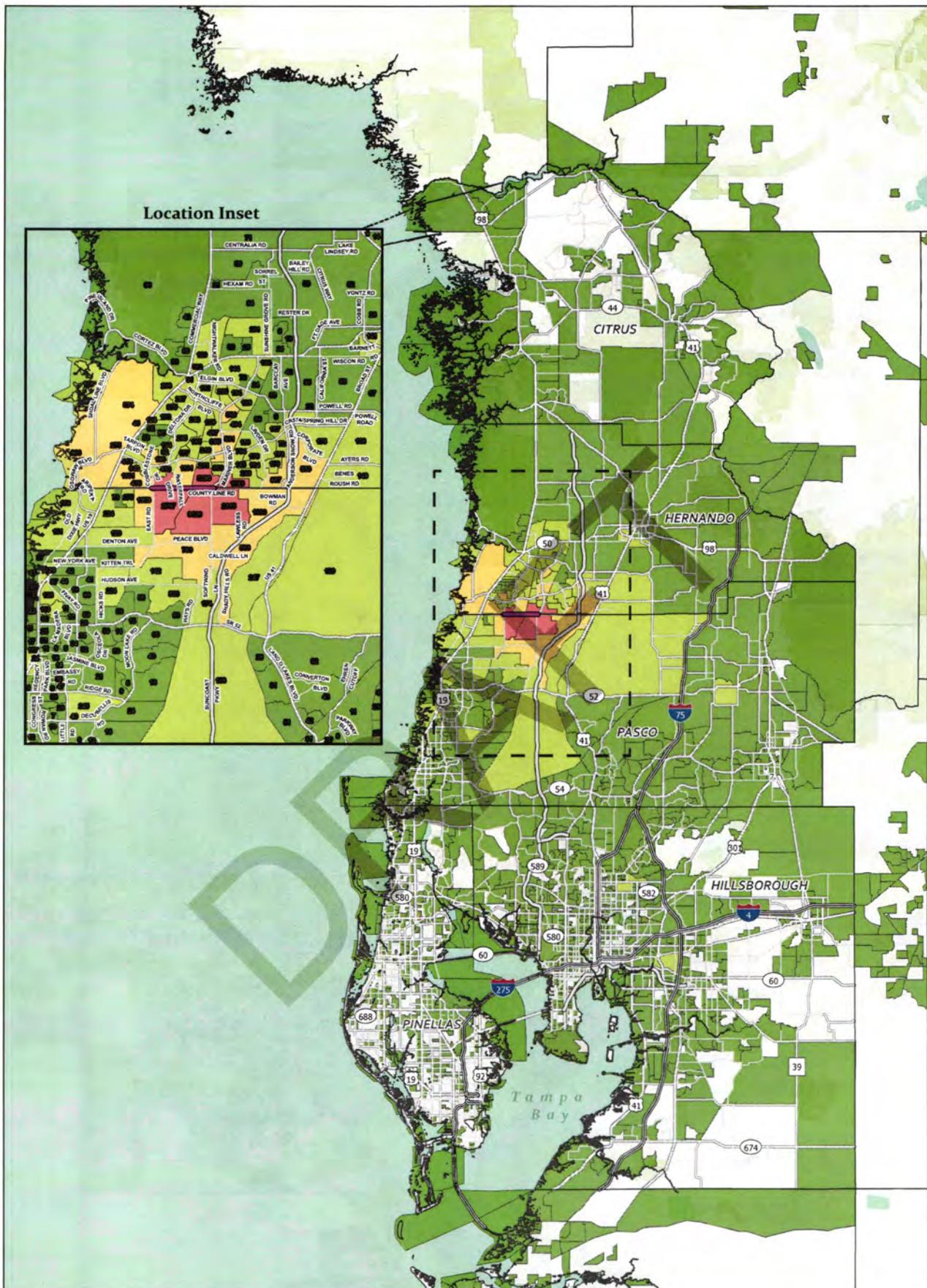
Trip Destination by Block Group

- 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



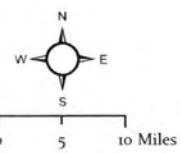


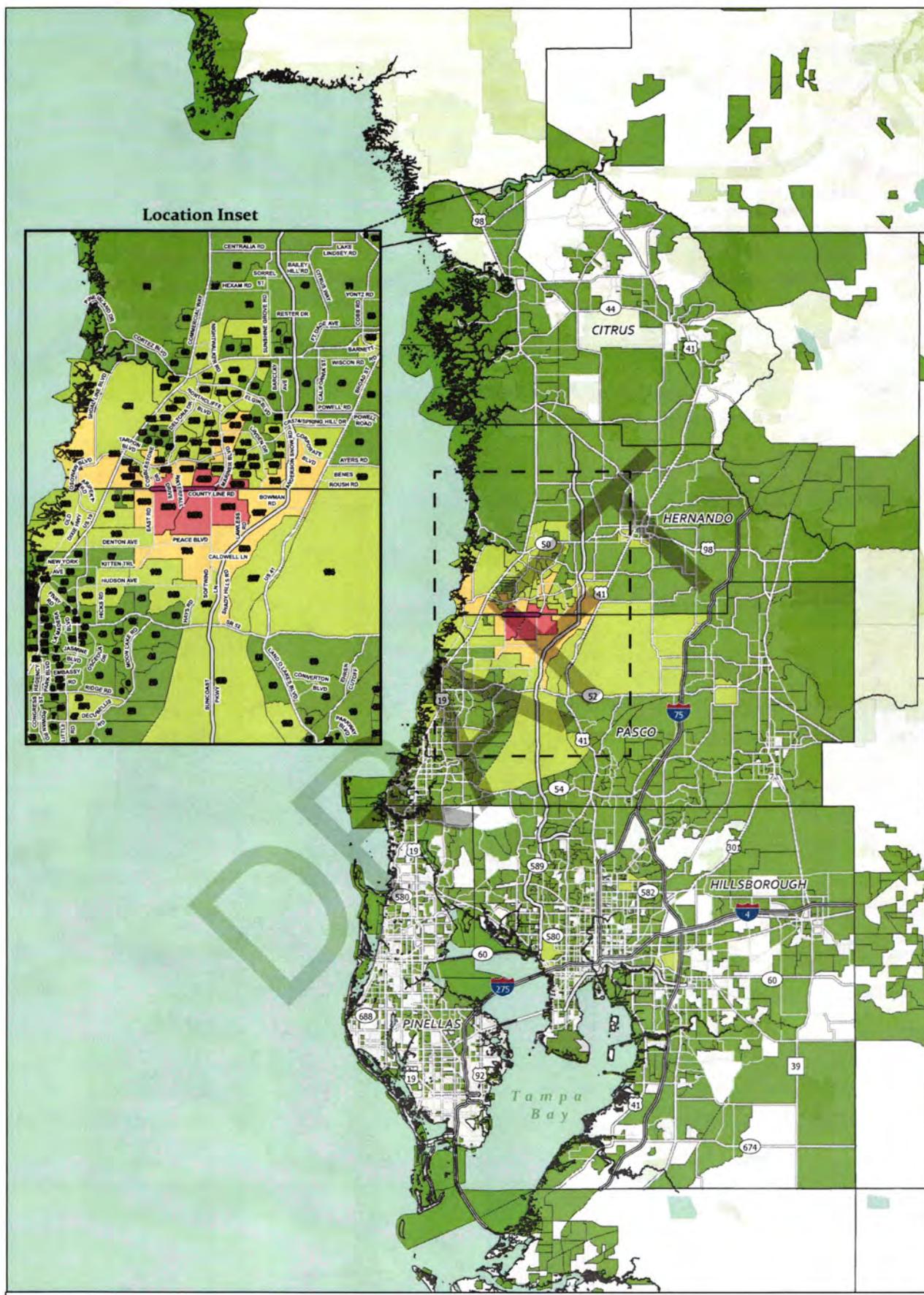
Trip Origin by Block Group

- [Dark Green] 1 - 100
- [Light Green] 101 - 500
- [Yellow] 501 - 1,500
- [Red] >1,501 (max 5,290)
- [Purple] Project Limits

**Corridor 1: County Line Road  
Cobblestone Rd to Shady Hills Rd  
Trip Origin by Block Group**

Source Data: Replica HQ, Typical  
Weekday Spring 2023



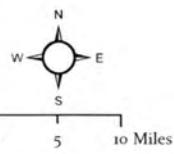


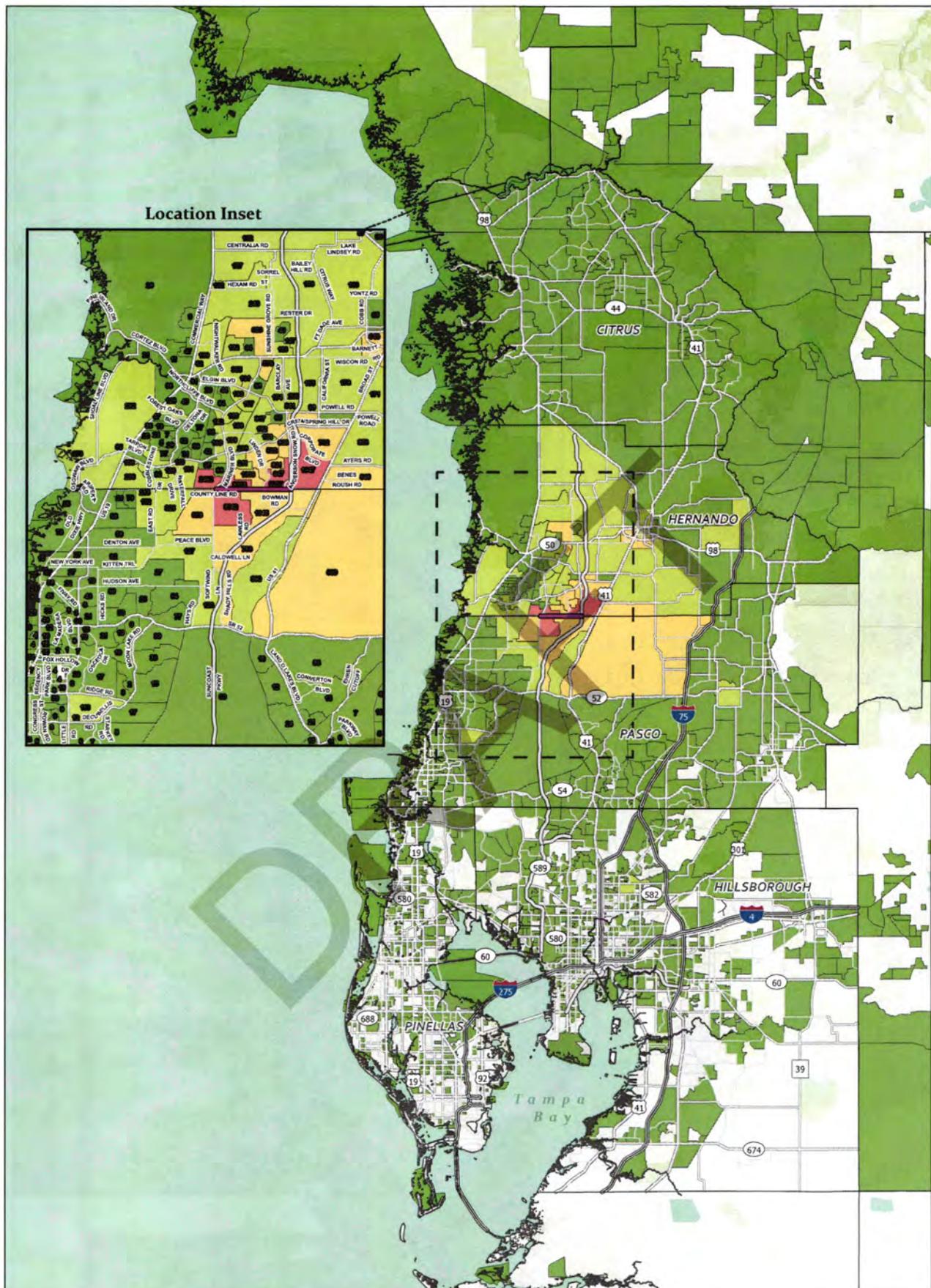
Trip Destination by Block Group

- [Dark Green] 1 - 100
- [Light Green] 101 - 500
- [Yellow] 501 - 1,500
- [Red] >1,501 (max 4,520)
- [Black] Project Limits

**Corridor 1: County Line Road  
Cobblestone Rd to Shady Hills Rd  
Trip Destination by Block Group**

Source Data: Replica HQ, Typical Weekday Spring 2023



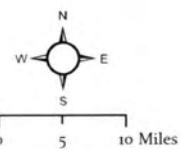


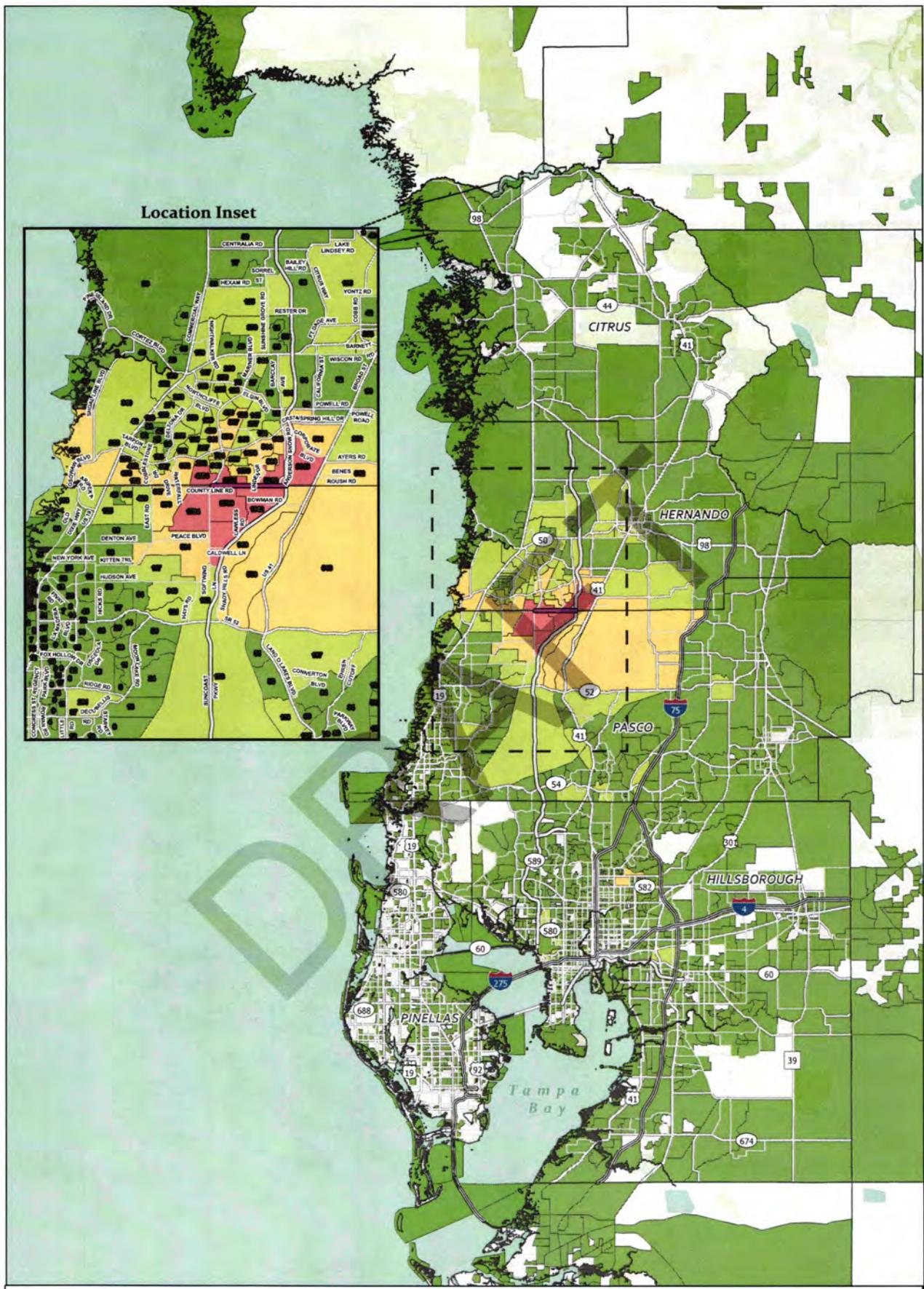
Trip Origin by Block Group

- [Green] 1 - 100
- [Light Green] 101 - 500
- [Yellow] 501 - 1,500
- [Red] >1,501 (max 5,207)
- [Purple] Project Limits

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

Source Data: Replica HQ, Typical Weekday Spring 2023



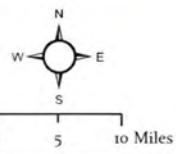


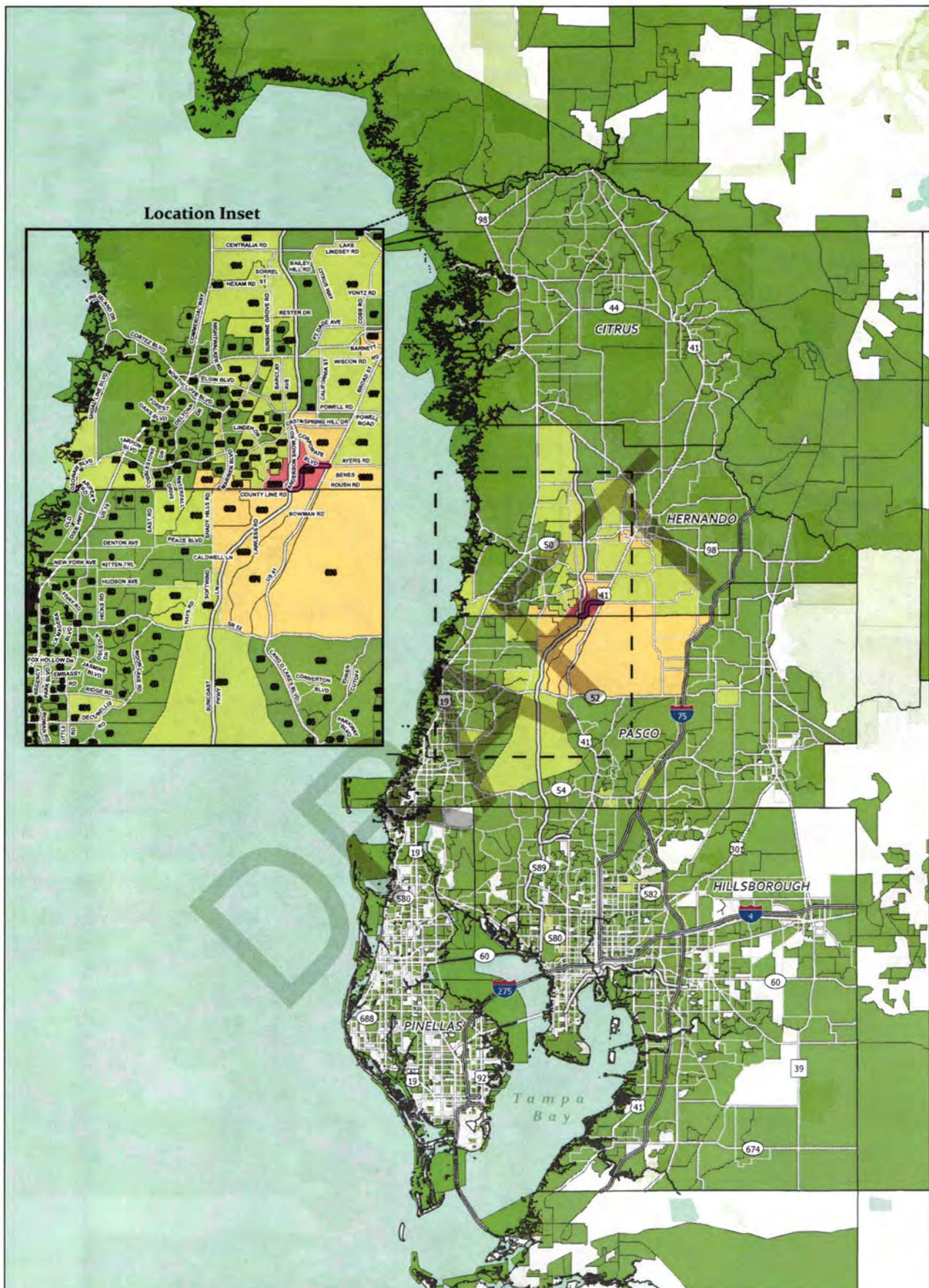
Trip Destination by Block Group

- [Green] 1 - 100
- [Light Green] 101 - 500
- [Yellow] 501 - 1,500
- [Red] >1,501 (max 5,210)
- [Black] Project Limits

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

Source Data: Replica HQ, Typical  
Weekday Spring 2023



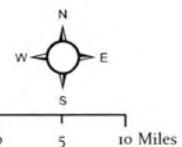


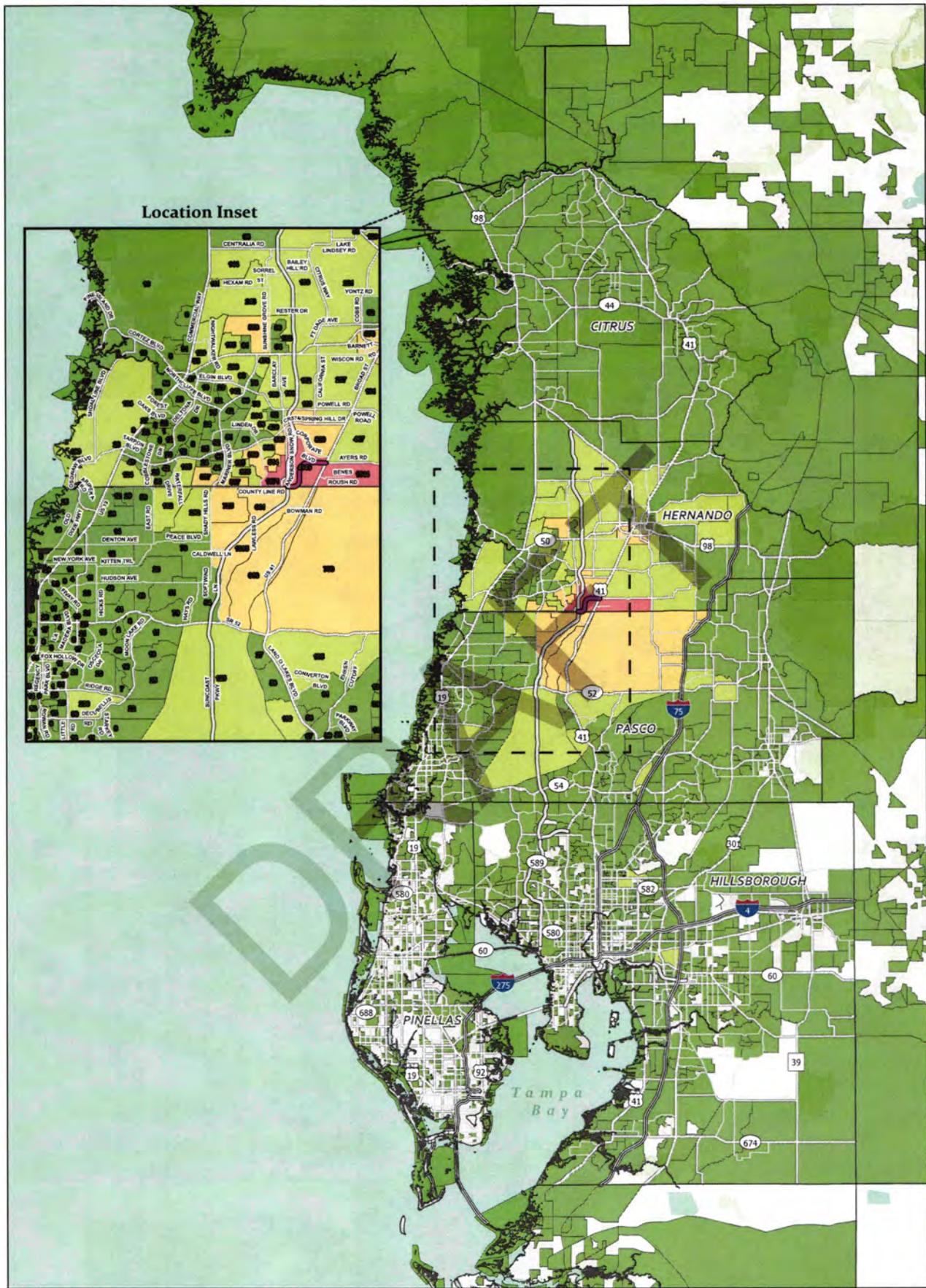
Trip Origin by Block Group

- [Green] 1 - 100
- [Light Green] 101 - 500
- [Yellow] 501 - 1,500
- [Red] >1,501 (max 4,806)
- [Maroon] Project Limits

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

Source Data: Replica HQ, Typical Weekday Spring 2023



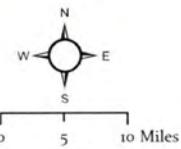


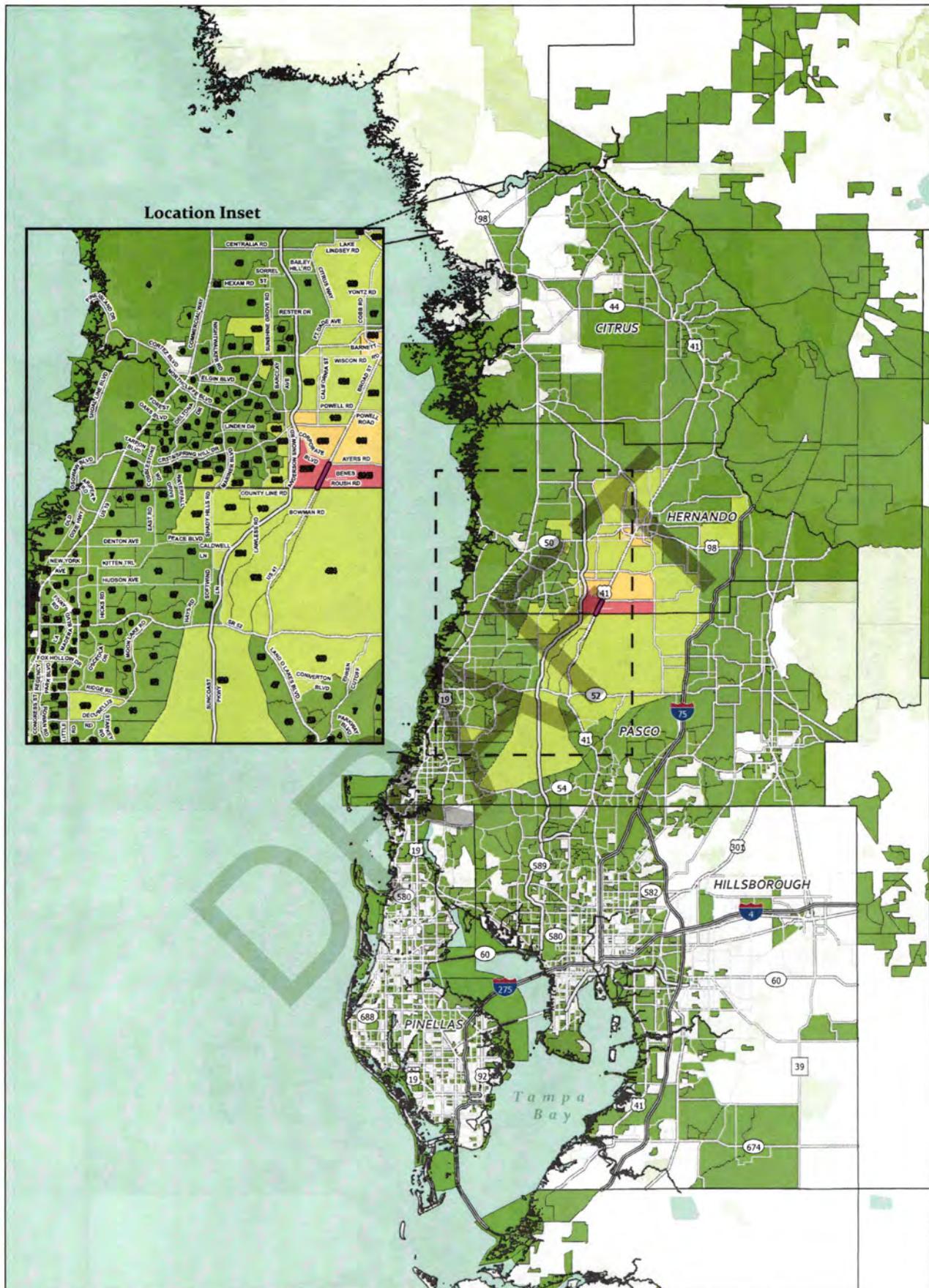
Trip Destination by Block Group

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

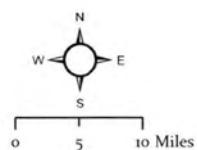
**Corridor 1: County Line Road**  
**Suncoast Pkwy to US-41**  
**Trip Destination by Block Group**

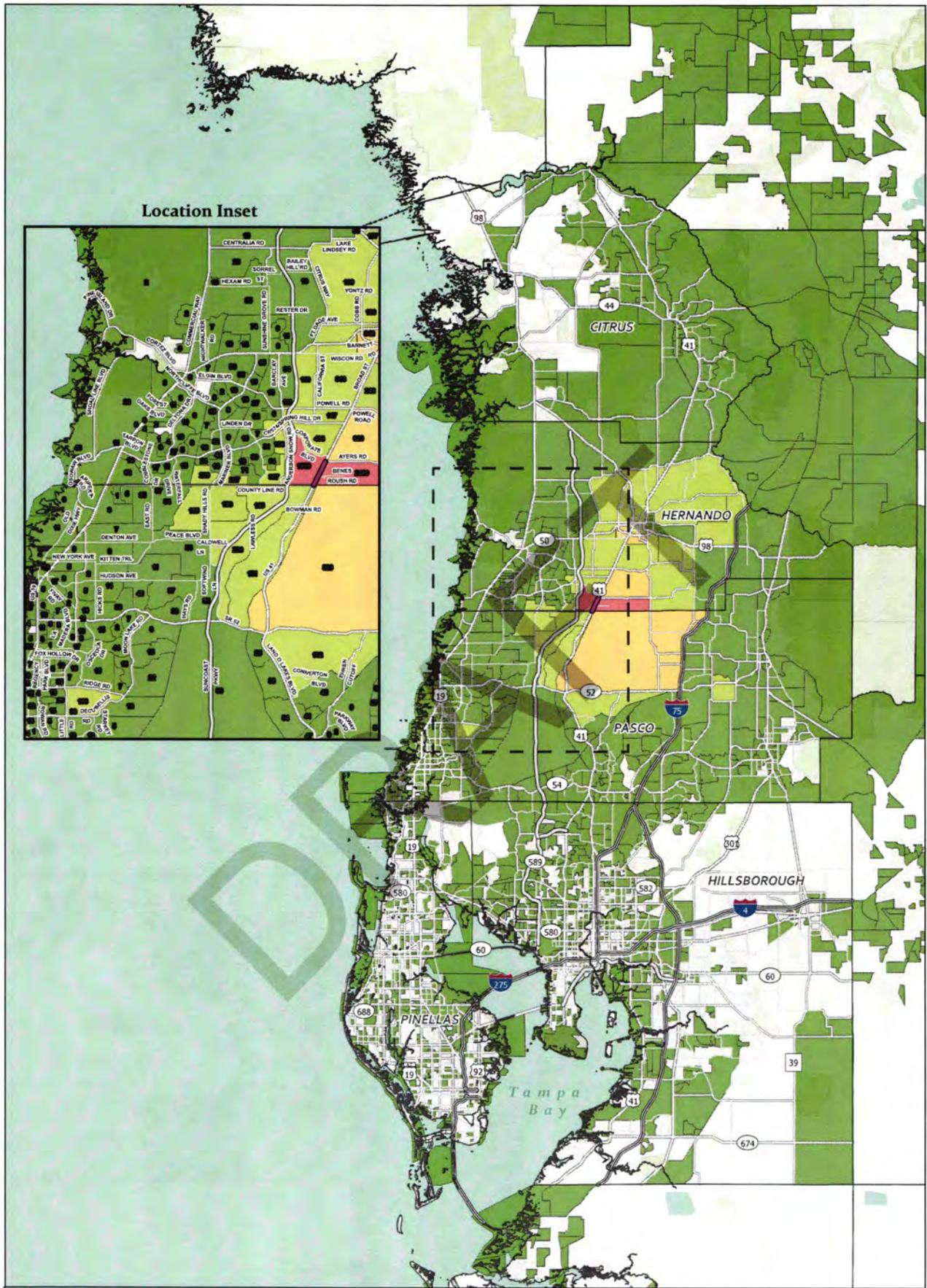
Source Data: Replica HQ, Typical Weekday Spring 2023





04/18/2022



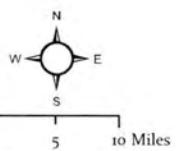


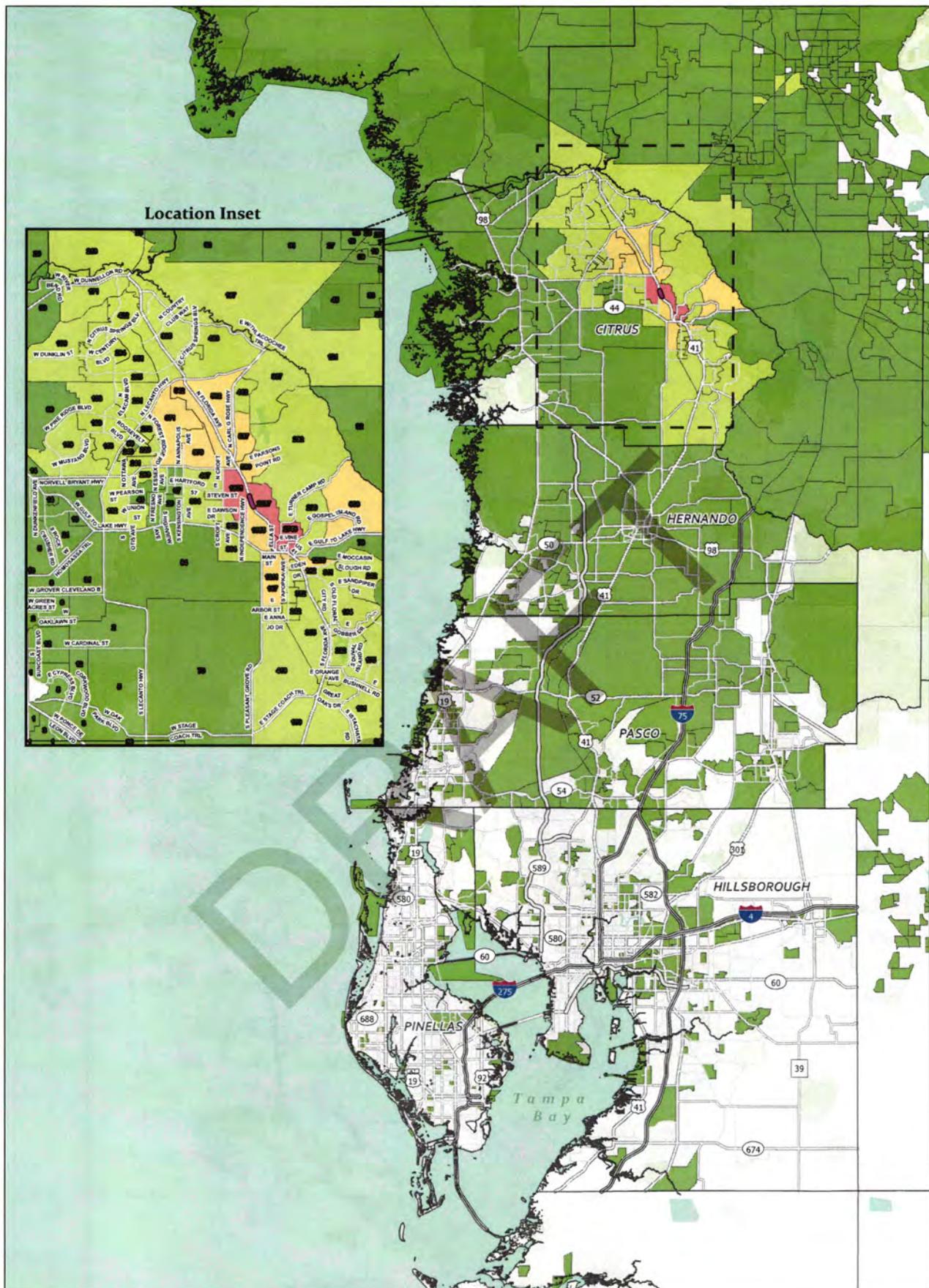
Trip Destination by Block Group

- [Green] 1 - 100
- [Yellow] 101 - 500
- [Orange] 501 - 1,500
- [Red] >1,501 (max 2,480)
- [Black line] Project Limits

**Corridor 2: US 41  
County Line Rd to Ayers Rd  
Trip Destination by Block Group**

Source Data: Replica HQ, Typical Weekday Spring 2023



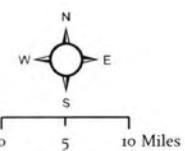


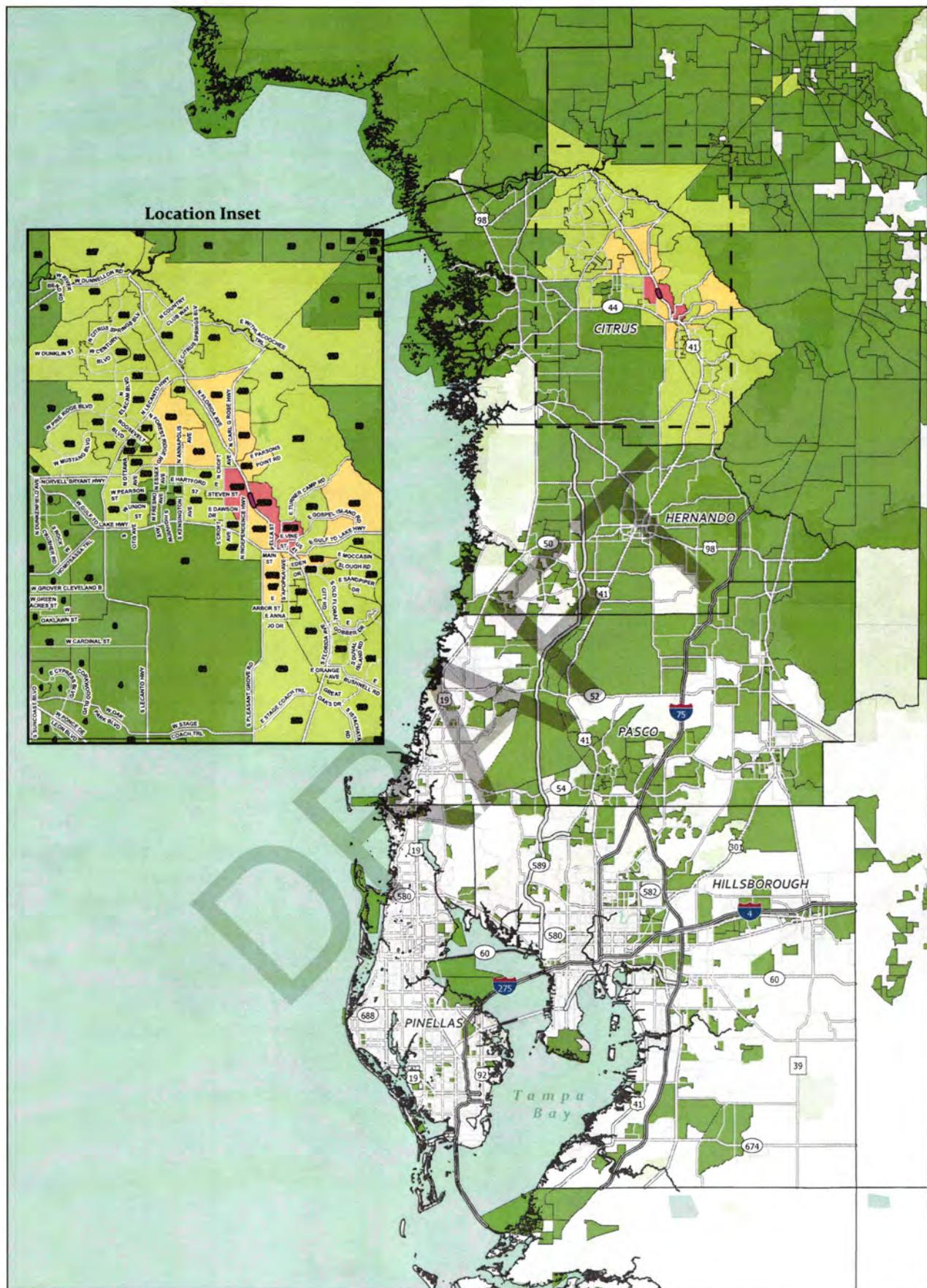
Trip Origin by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 2,748)
- Project Limits

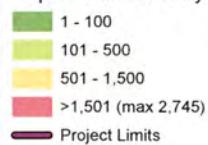
### Corridor 3: US 41 E Arlington St to Independence Hwy Trip Origin by Block Group

Source Data: Replica HQ, Typical  
Weekday Spring 2023



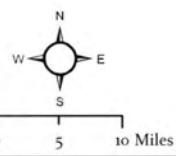


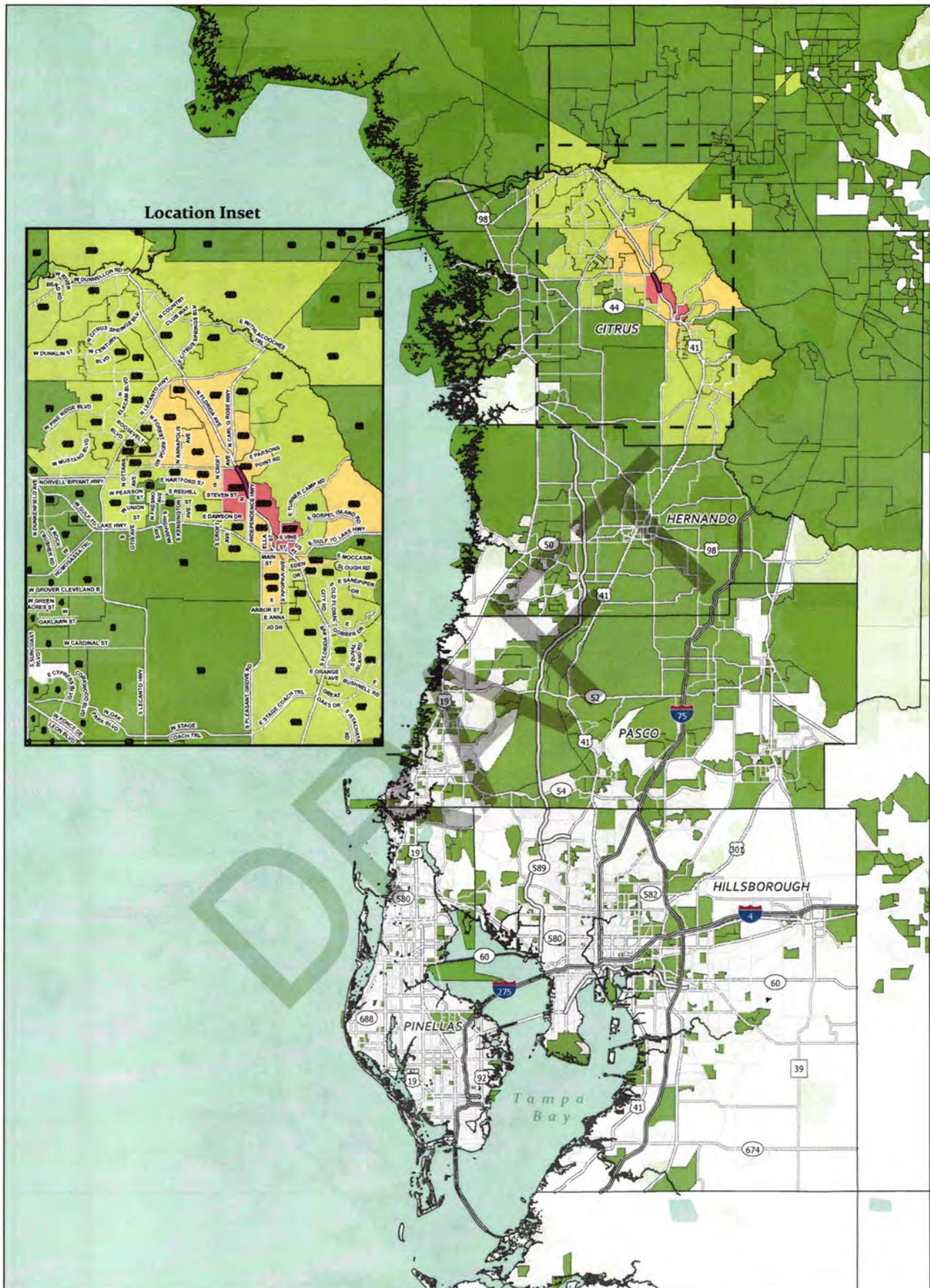
### Trip Destination by Block Group



**Corridor 3: US 41  
E Arlington St to Independence Hwy  
Trip Destination by Block Group**

Source Data: Replica HQ, Typical Weekday Spring 2023



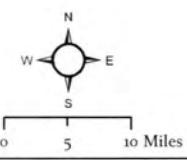


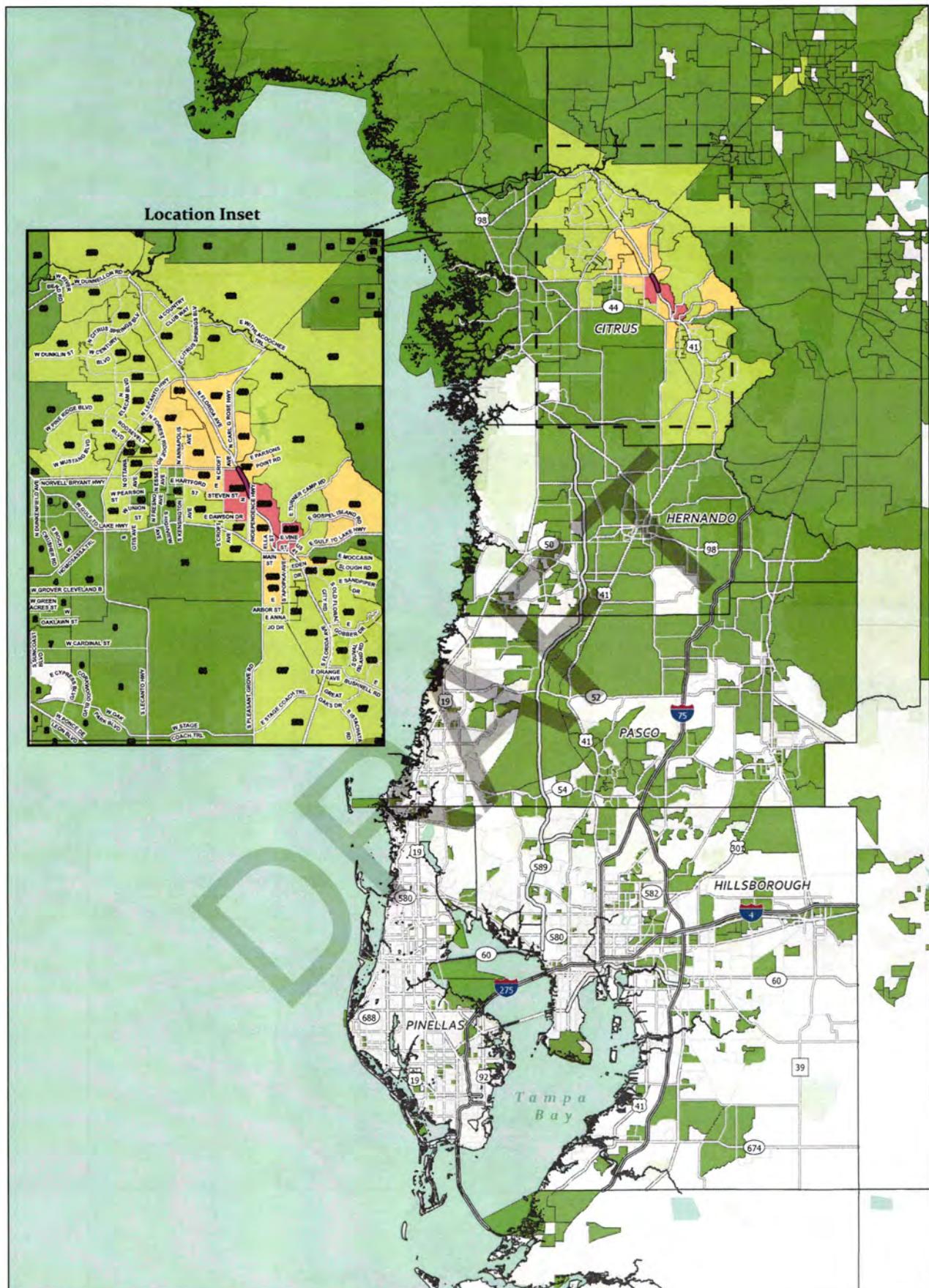
Trip Origin by Block Group

- [Dark Green] 1 - 100
- [Light Green] 101 - 500
- [Yellow] 501 - 1,500
- [Red] >1,501 (max 2,457)
- [Purple] Project Limits

**Corridor 3: US 41  
Independence Hwy to Norvell  
Bryant Hwy  
Trip Origin by Block Group**

Source Data: Replica HQ, Typical  
Weekday Spring 2023





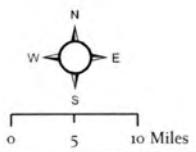
### Trip Destination by Block Group

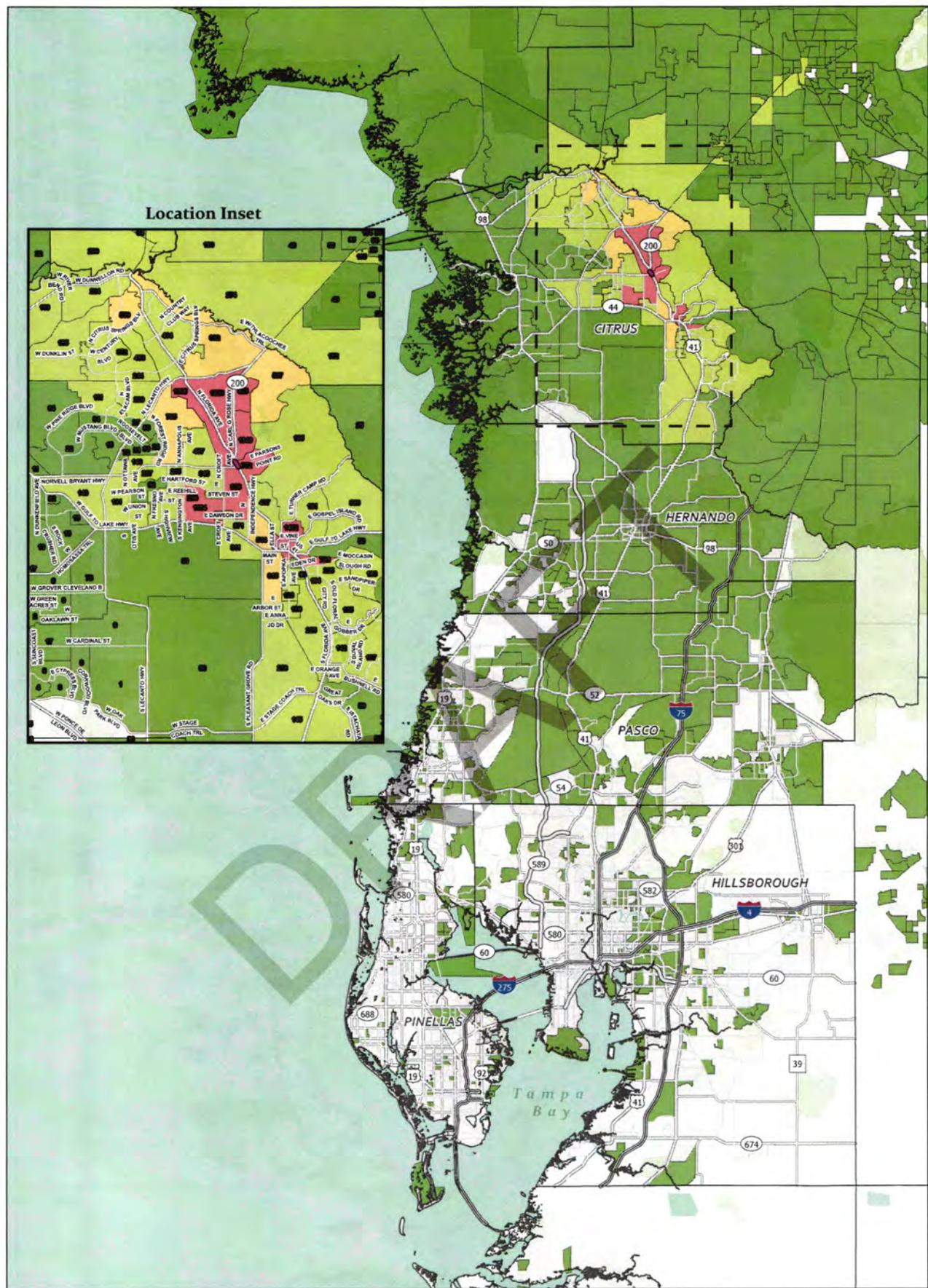
- A legend for trip distribution by distance. It includes five color-coded categories: green for 1-100, light green for 101-500, yellow for 501-1,500, red for >1,501 (max 2,435), and dark purple for Project Limits.

Distance Range	Color
1 - 100	Green
101 - 500	Light Green
501 - 1,500	Yellow
>1,501 (max 2,435)	Red
Project Limits	Dark Purple

**Corridor 3: US 41  
Independence Hwy to Norvell  
Bryant Hwy  
Trip Destination by Block Group**

**Source Data: Replica HQ, Typical Weekday Spring 2023**



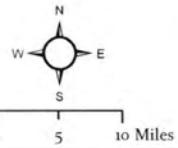


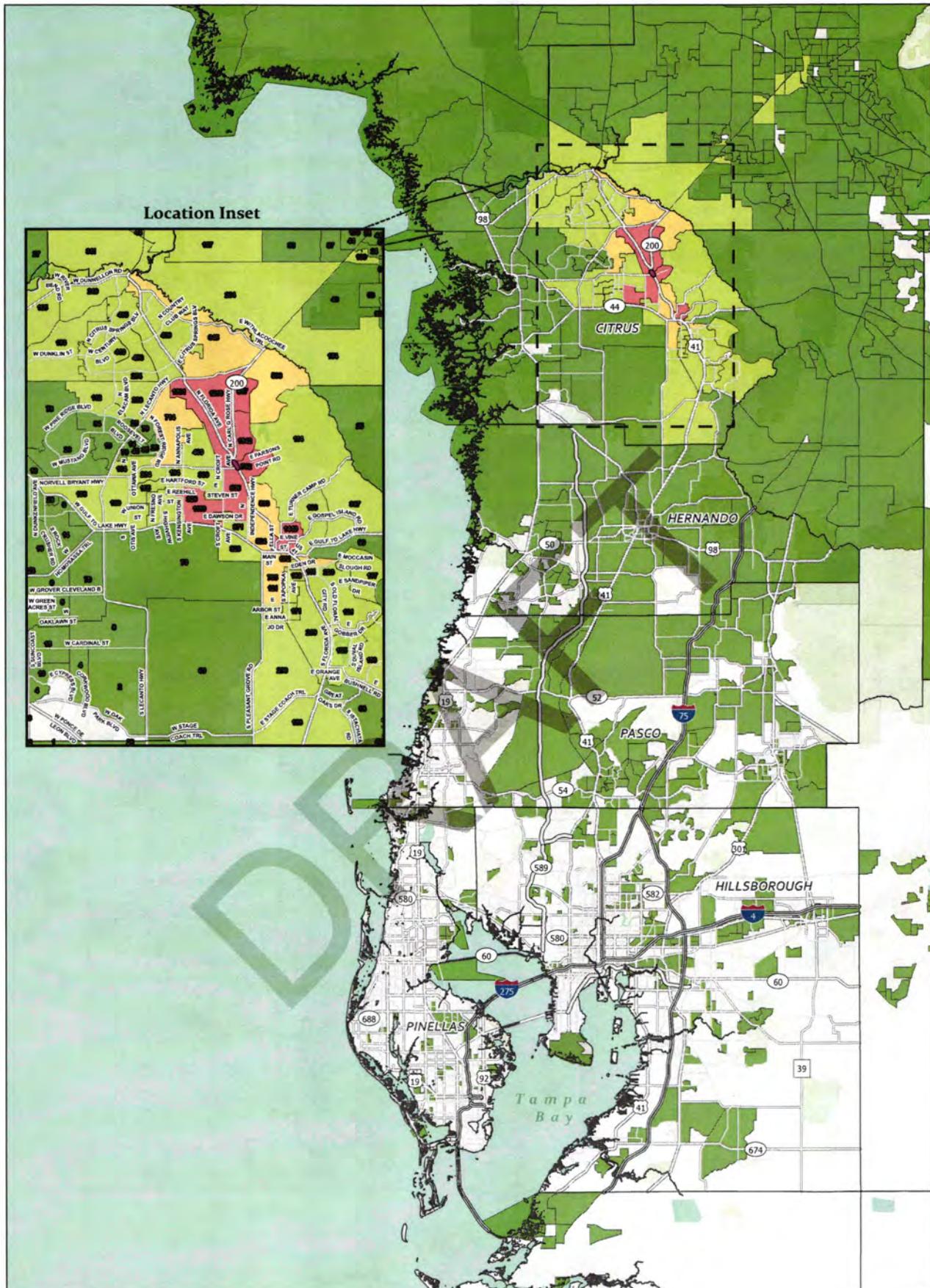
### Trip Origin by Block Group

- 1 - 100  
101 - 500  
501 - 750  
>750 (max 1,452)  
Project Limits

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

**Source Data: Replica HQ, Typical Weekday Spring 2023**



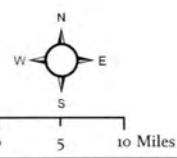


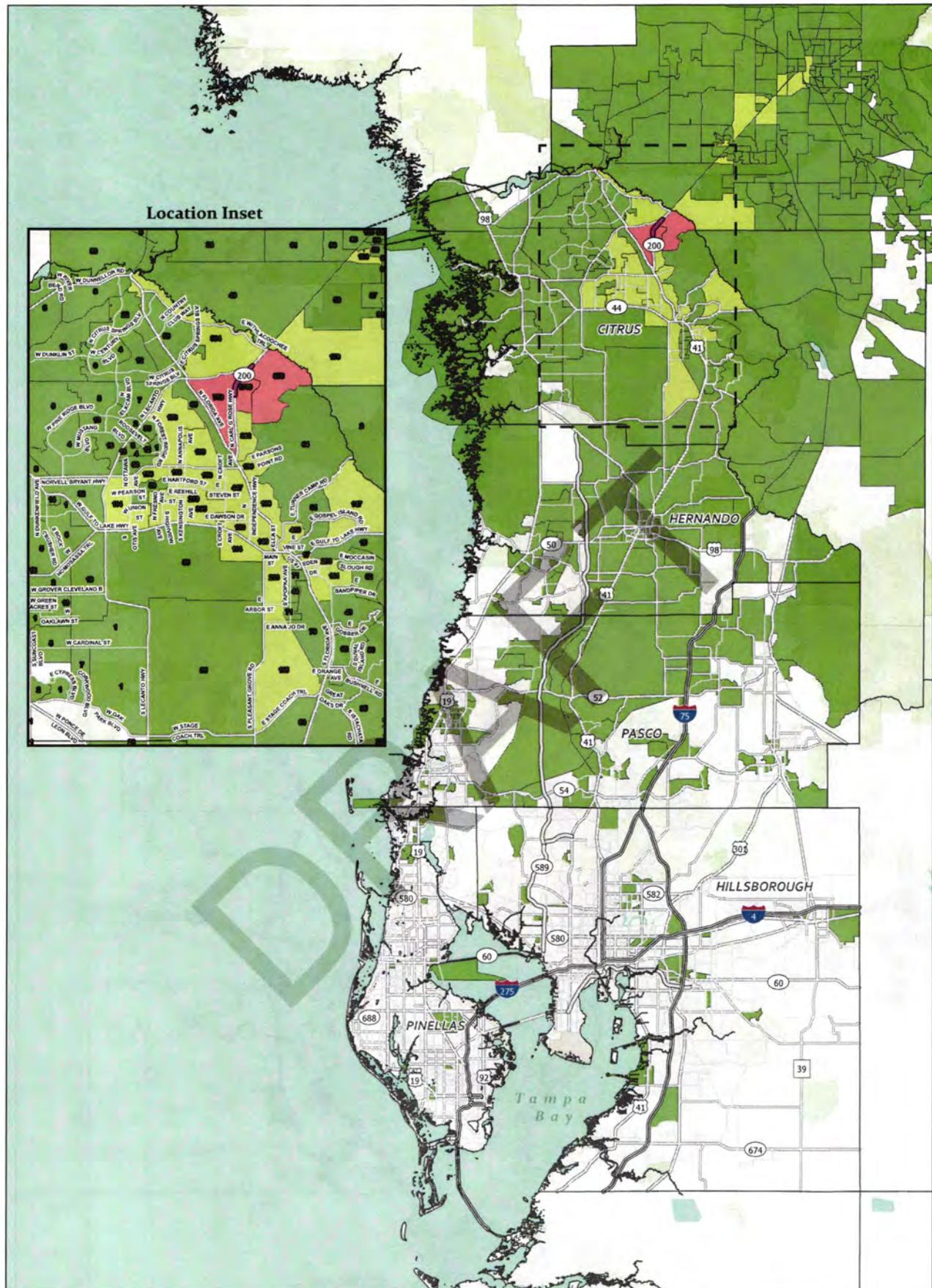
Trip Destination by Block Group

- 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





Trip Origin by Block Group

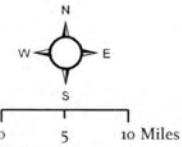
- 1 - 100
- 101 - 500
- 501 - 750
- >750 (max 1,740)
- Project Limits

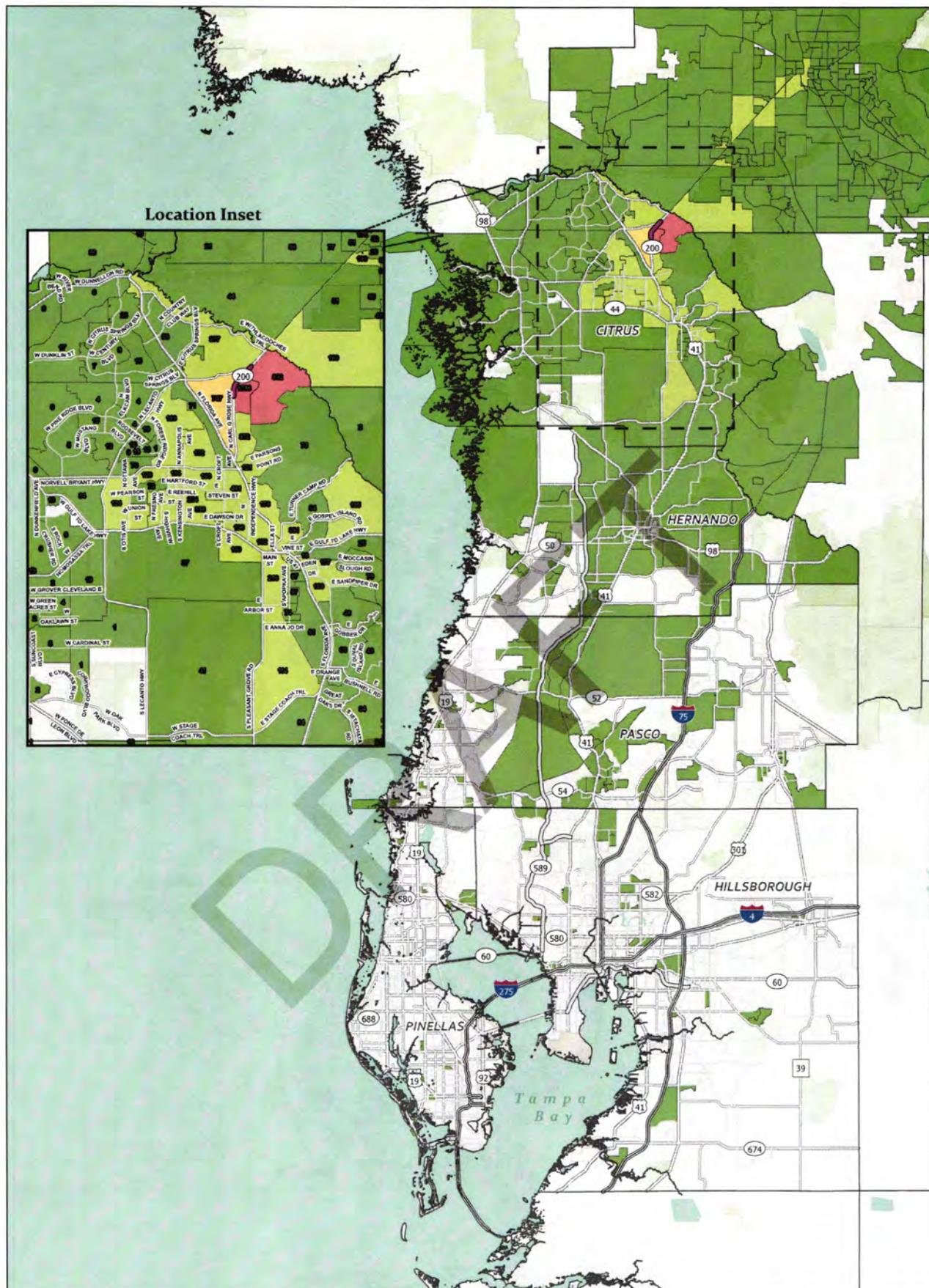
#### Corridor 4: SR 200

#### E Adams St to Lecanto Hwy (CR 491)

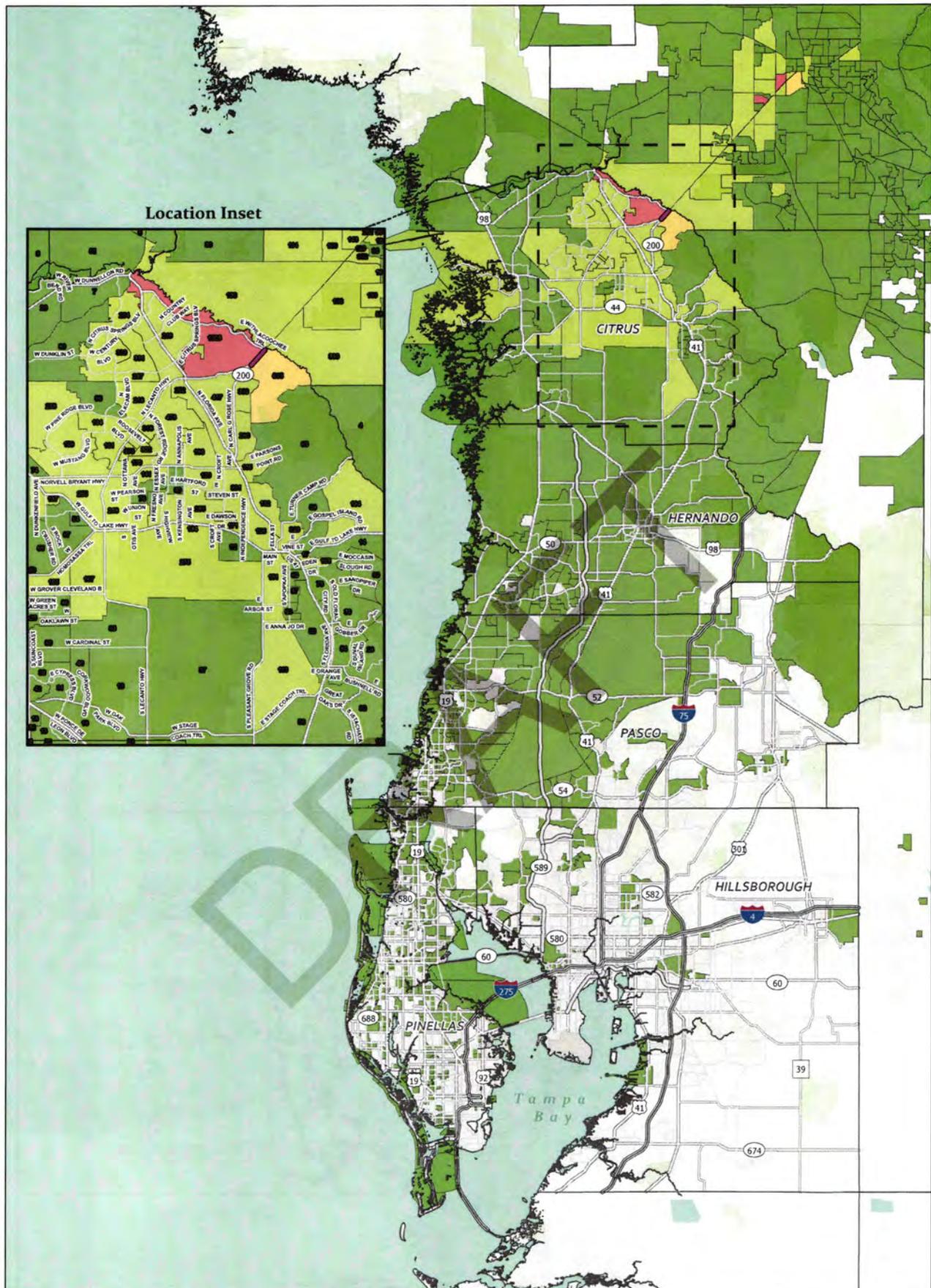
#### Trip Origin by Block Group

Source Data: Replica HQ, Typical Weekday Spring 2023





DATE: 05/24



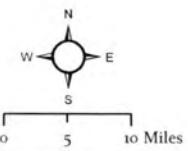
Trip Origin by Block Group

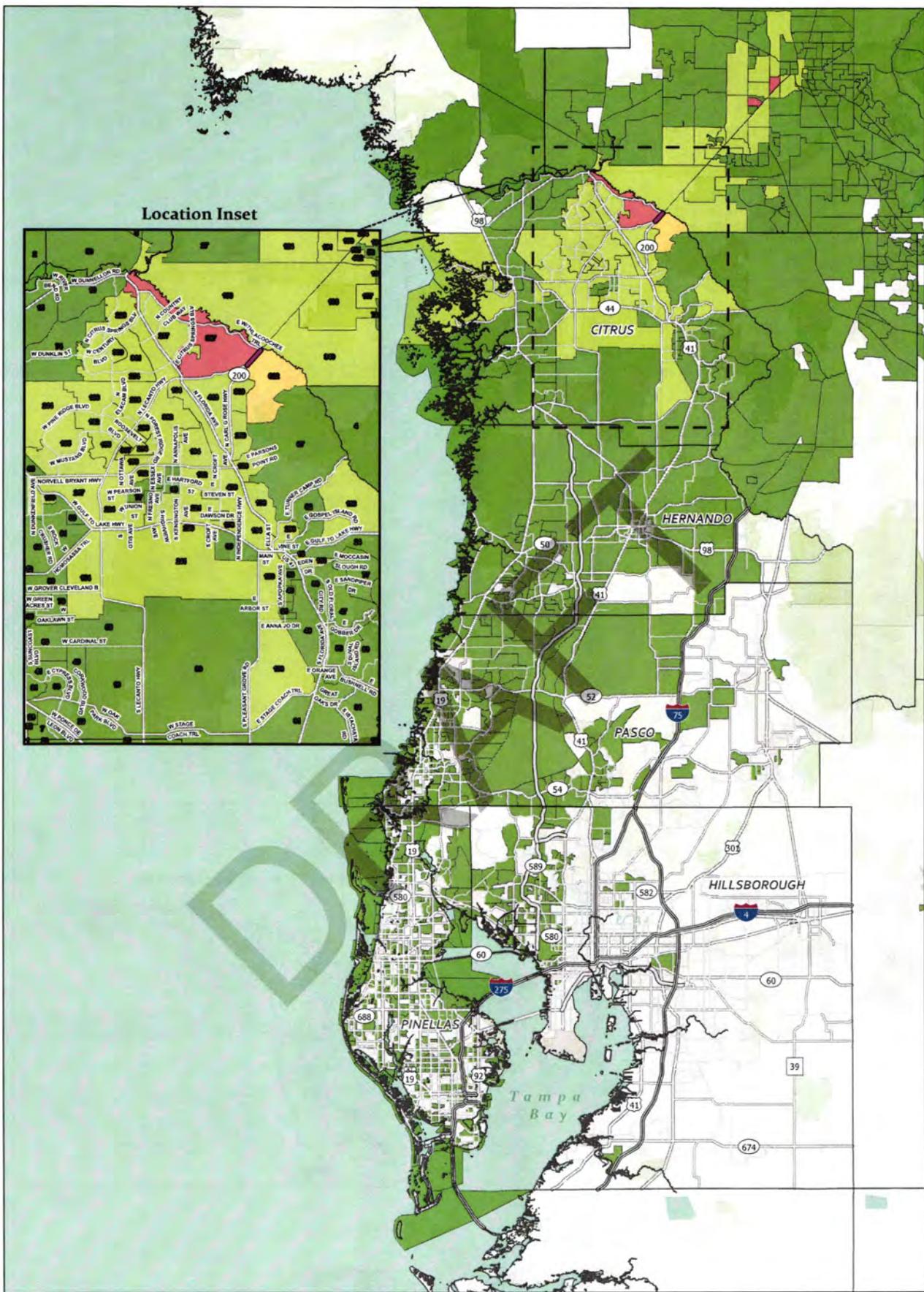
- [Green square] 1 - 100
- [Light Green square] 101 - 500
- [Yellow square] 501 - 750
- [Orange square] >750 (max 1,003)
- [Red square] Project Limits

**Corridor 4: SR 200**  
**Lecanto Hwy (CR 491) to SR 39 (W**  
**Withlacoochee Trl)**

**Trip Origin by Block Group**

Source Data: Replica HQ, Typical  
 Weekday Spring 2023



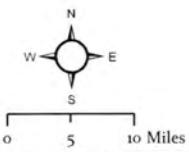


Trip Destination by Block Group

- 1 - 100
- 101 - 500
- 501 - 750
- >750 (max 1,160)
- Project Limits

**Corridor 4: SR 200**  
**Lecanto Hwy (CR 491) to SR 39 (W)**  
**Withlacoochee Trl)**  
**Trip Destination by Block Group**

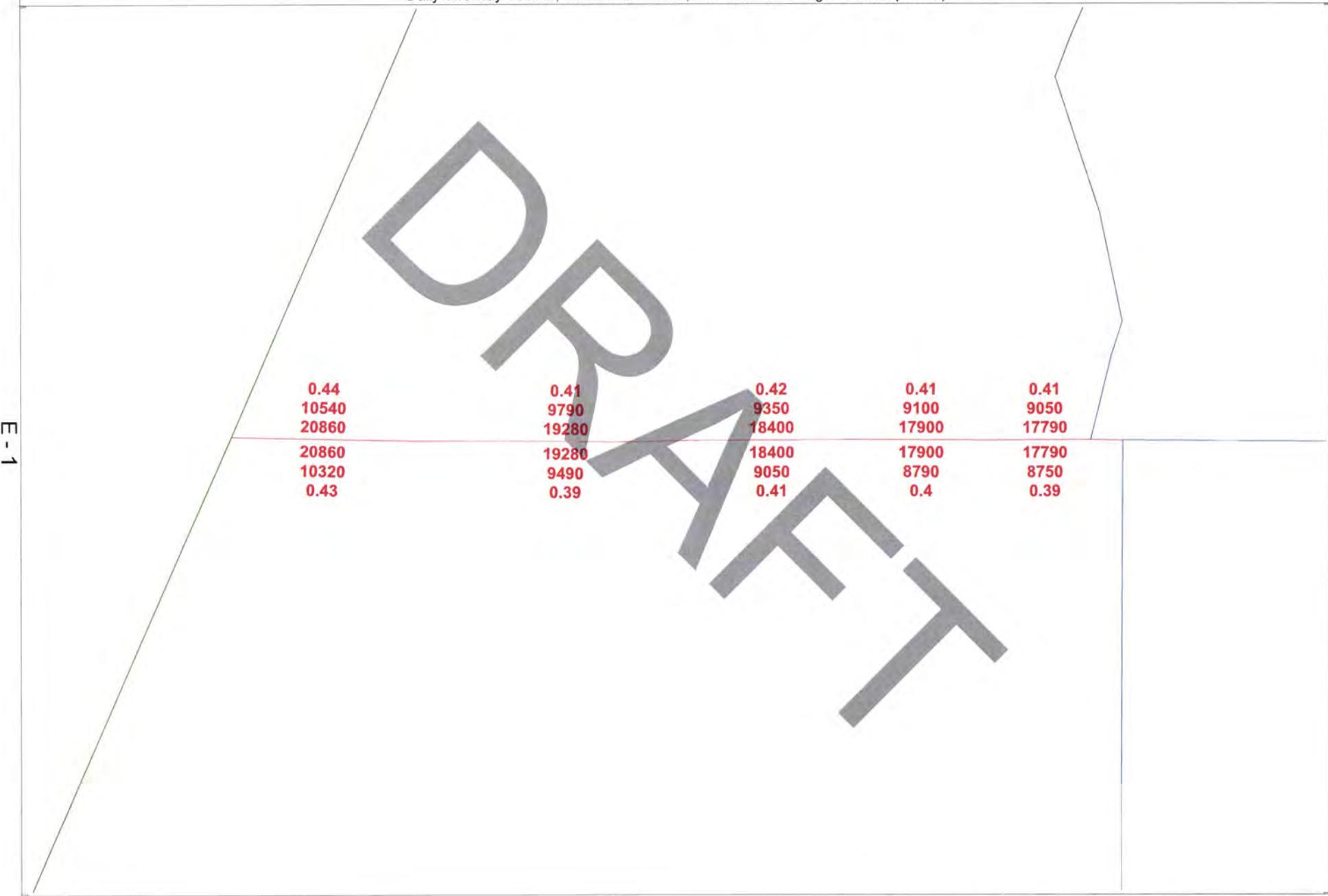
Source Data: Replica HQ, Typical  
Weekday Spring 2023



**APPENDIX E:**  
**TBRPM 9.3 MODEL VOLUME PLOTS**

**DRAFT**

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)



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)

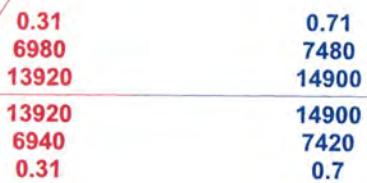
DRAFT

Segment	Two-way Volume (V)	Eastbound Volume (E)	Westbound Volume (W)	Planning V:C Ratio (LOS E)
1	9260	5	9140	0.5
2	18450	18450	18300	0.5
3	8230	45	8340	0.45
4	16560	45	17620	0.48
5	8800	48	8820	0.48
6	17620	51	18710	0.51
7	9340	26	9360	0.26
8	19870	26	19870	0.26

E  
W

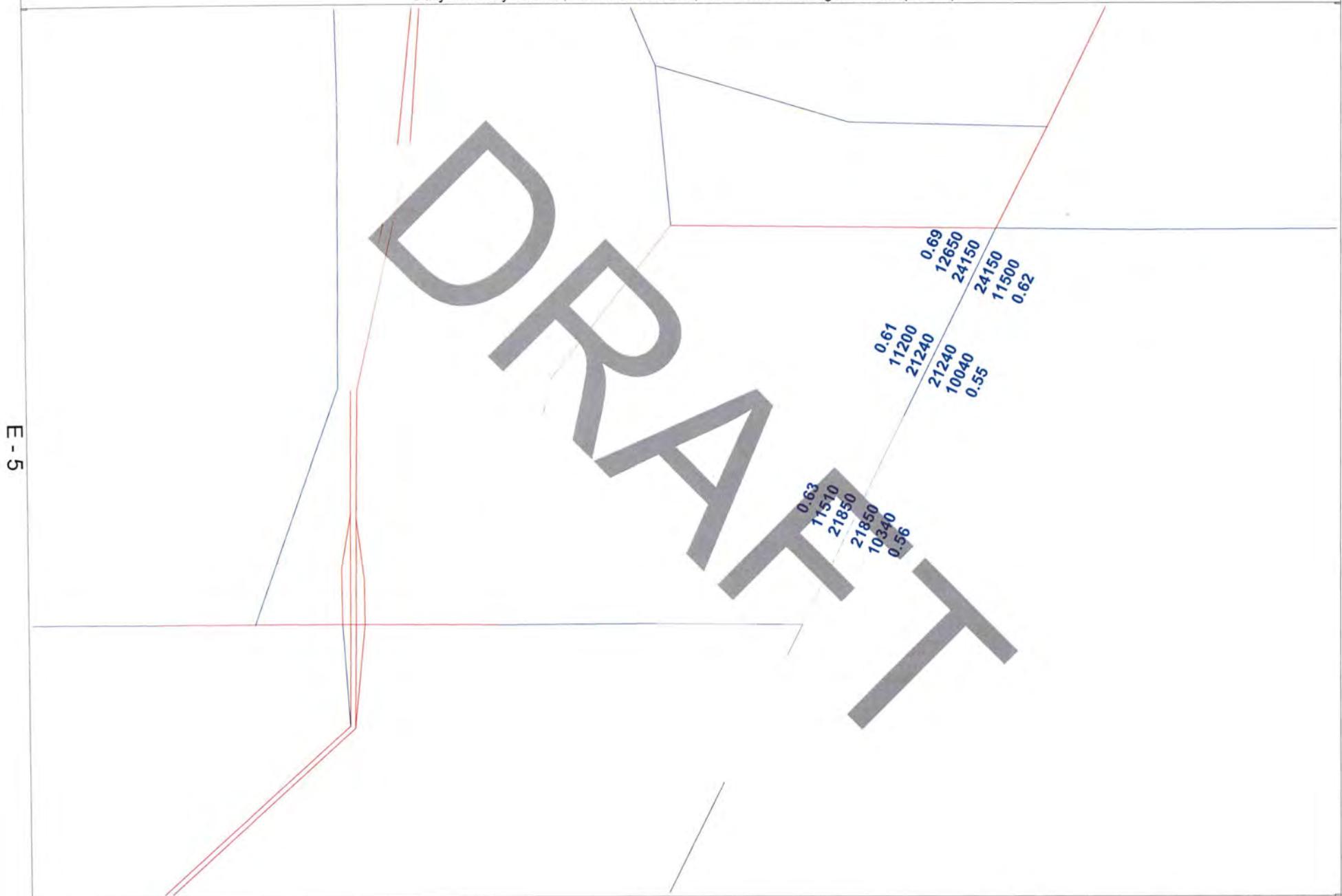
**TBRPM 9.3 2024 E+C Network with 2045 SE Data**  
**Hernando/Pasco County Line Road - Mariner to Suncoast**  
**Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)**

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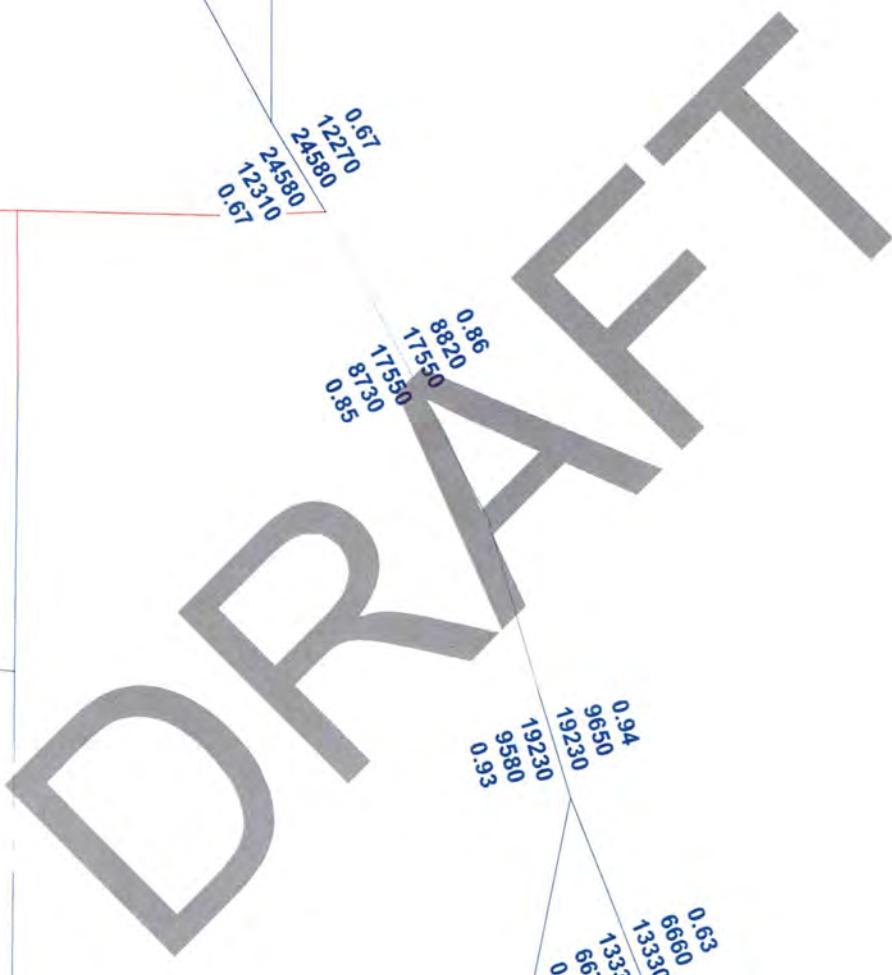


TBRPM 9.3 2024 E+C Network with 2045 SE Data  
Hernando/Pasco County Line/Ayers Road -Suncoast to US 41  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)





TBRPM 9.3 2024 E+C Network with 2045 SE Data  
US 41 - Arlington to SR 200  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



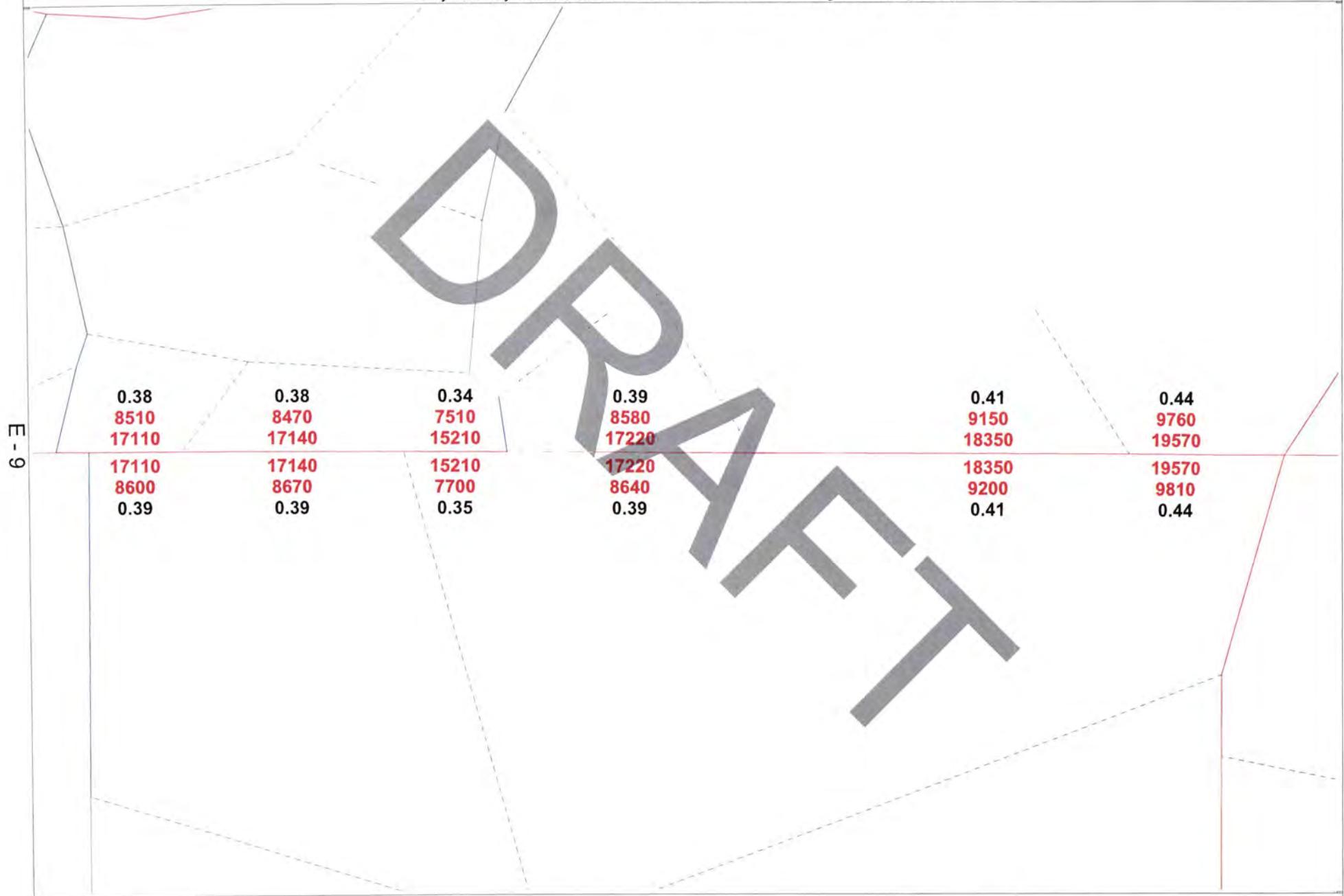


TBRPM 9.3 2045 CF Network with 2045 SE Data  
Hernando/Pasco County Line Road - US 19 to Cobblestone  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

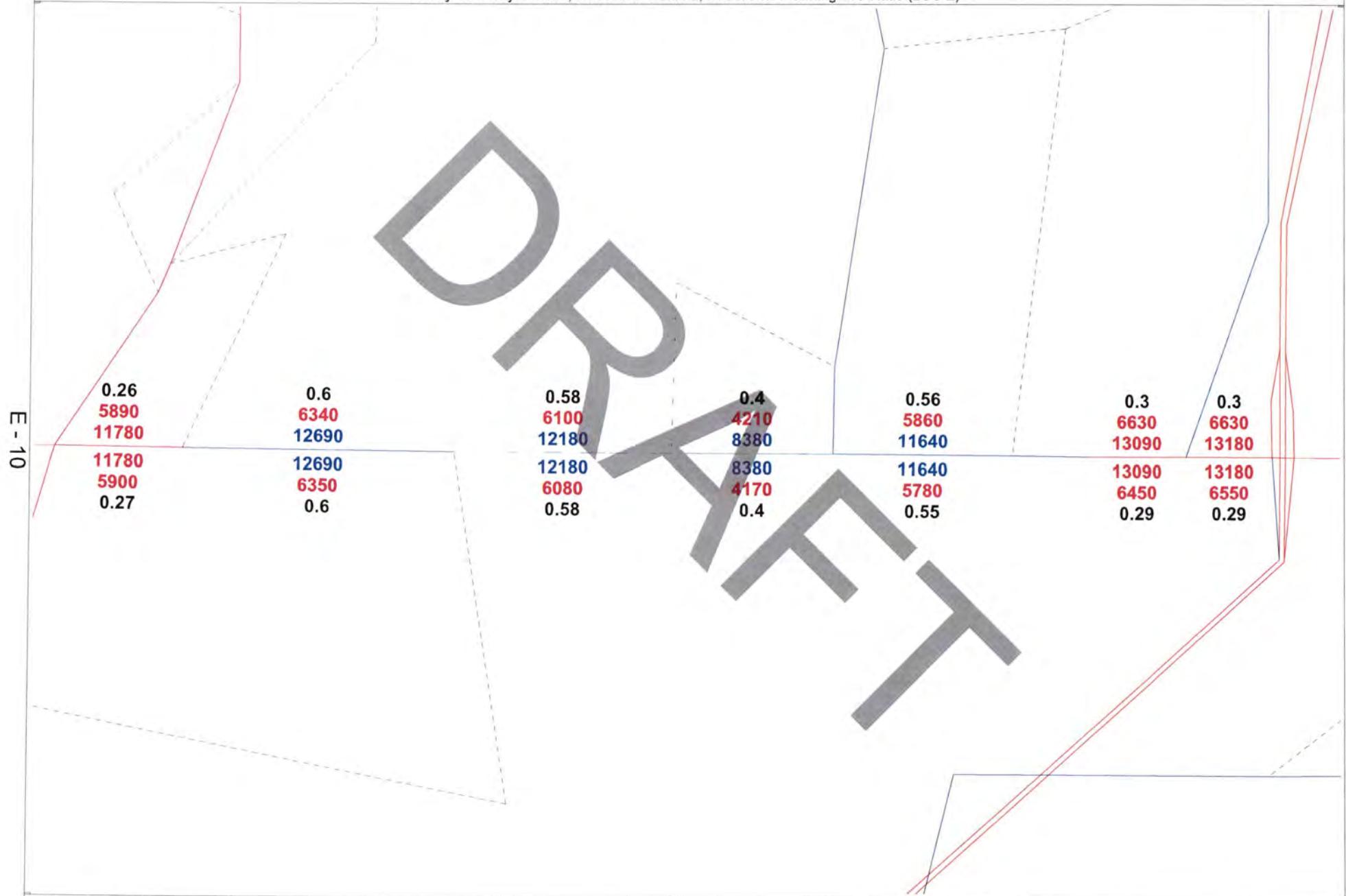
DRAFT

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

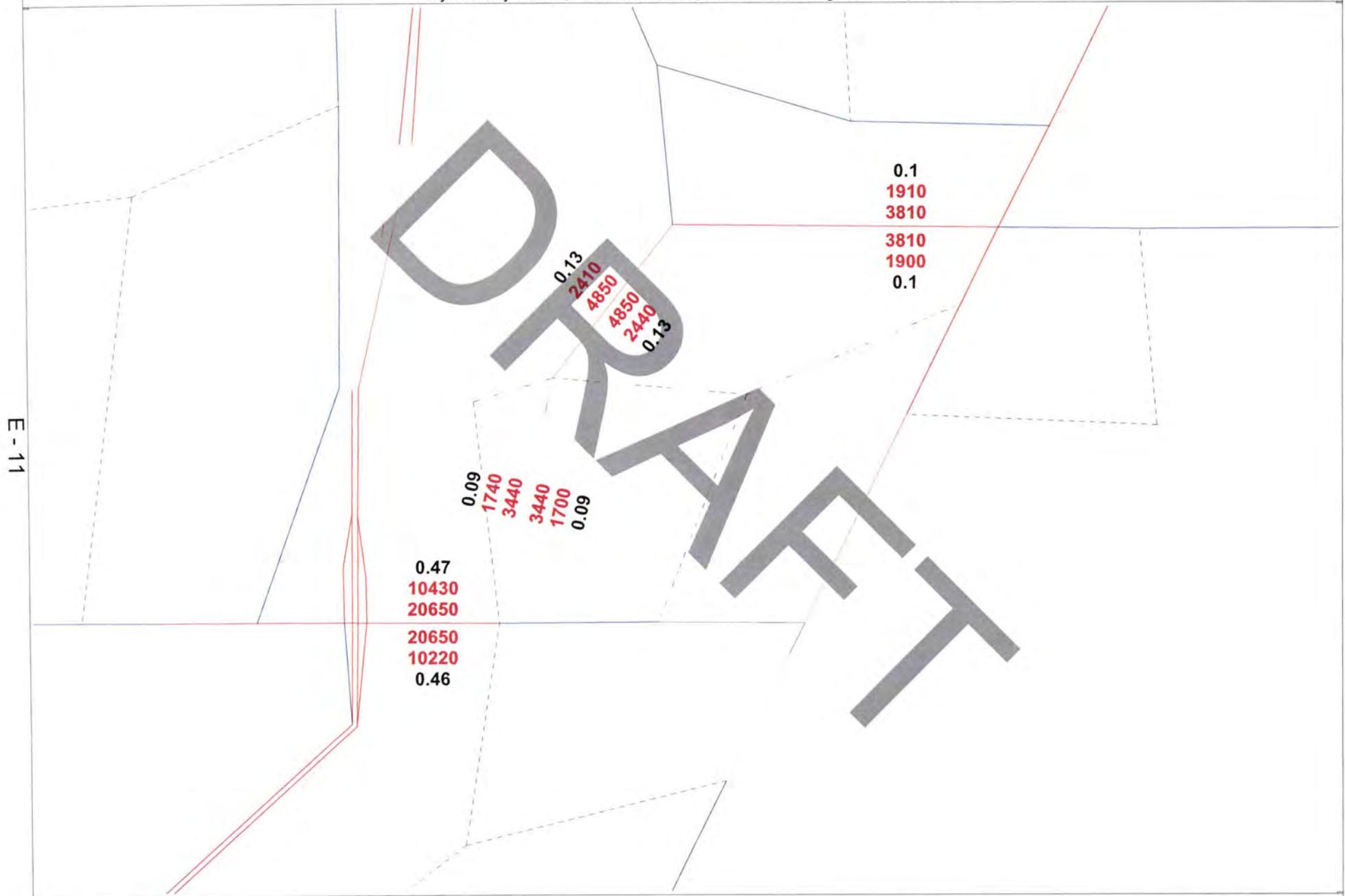
TBRPM 9.3 2045 CF Network with 2045 SE Data  
Hernando/Pasco County Line Road - Cobblestone to Mariner  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



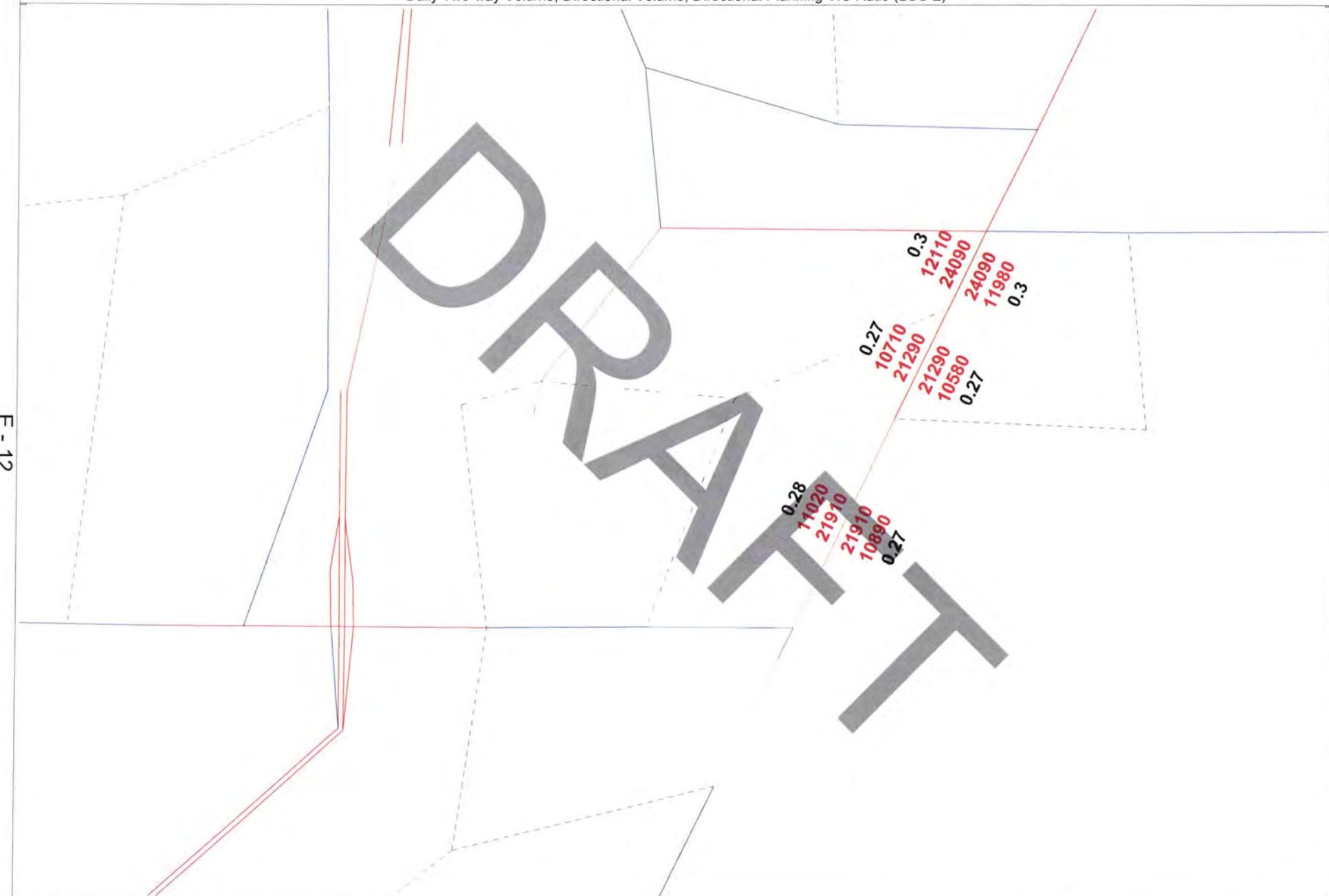
TBRPM 9.3 2045 CF Network with 2045 SE Data  
Hernando/Pasco County Line Road - Mariner to Suncoast  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



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)



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)



TBRPM 9.3 2045 CF Network with 2045 SE Data  
US 41 - Arlington to SR 200  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

DRAFT

0.3  
11780  
23690  
23690  
11910  
0.3  
0.51  
9930  
20010  
20010  
10070  
0.52  
0.51  
9930  
20010  
20010  
10070  
0.52  
0.56  
10810  
21760  
21760  
10950  
0.57  
0.44  
9850  
19820  
19820  
9970  
0.45

TBRPM 9.3 2045 CF Network with 2045 SE Data  
SR 200 - Adams to Marion CL  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

