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

MAY 2024

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DEFINITIONS

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

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

PURPOSE AND OBJECTIVES

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

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

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

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

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

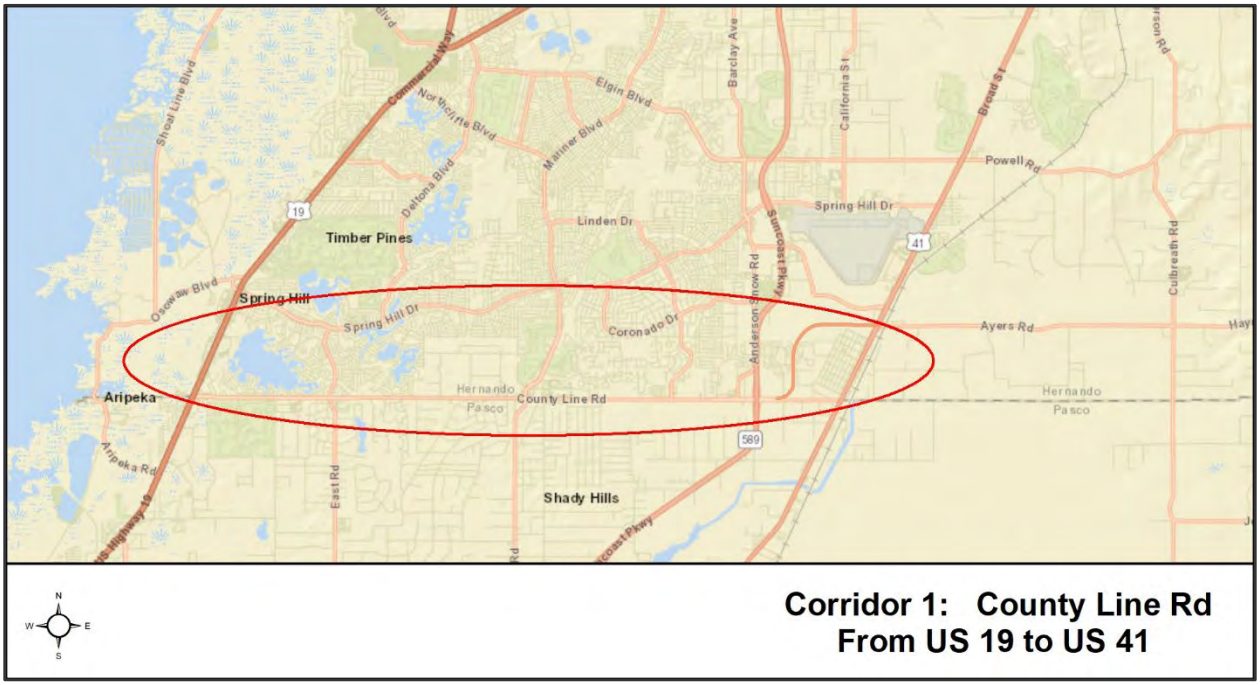
The County Line Road corridor runs east-west along the county line between Pasco County and Hernando County. For the purpose of this analysis, the corridor has been divided into the four following segments:

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

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

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

Figure 1-1: Corridor Location



EXISTING CONDITIONS

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

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

Table 1-1: Existing Conditions – Daily Traffic

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

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

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

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

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

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

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

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

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

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

FIVE YEAR FORECAST

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

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

Table 1-3: Five Year Forecast – Daily Traffic

County Line Road - Hernando County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AADT*	Est. 2028 AADT*	Est. 2028 LOS	Trend 3a AGR
US 19 to Cobblestone	4LD	50	D	C3R	32,585	35,435	19,675	20,032	C	0.36%
Cobblestone to Mariner	2LU	50	D	C3R	17,640	20,160	22,594	24,641	F	1.75%
Mariner to Suncoast	2LU	50	D	C3R	17,640	20,160	21,972	24,908	F	2.54%
Suncoast to US 41 (Ayers Ext.)	4LD	45	D	C3R	32,585	35,435	6,842	8,154	C	3.57%

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

* 2023 AADT from 2023 Hernando/Citrus MPO counts. 2028 AADT estimated using Trend 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

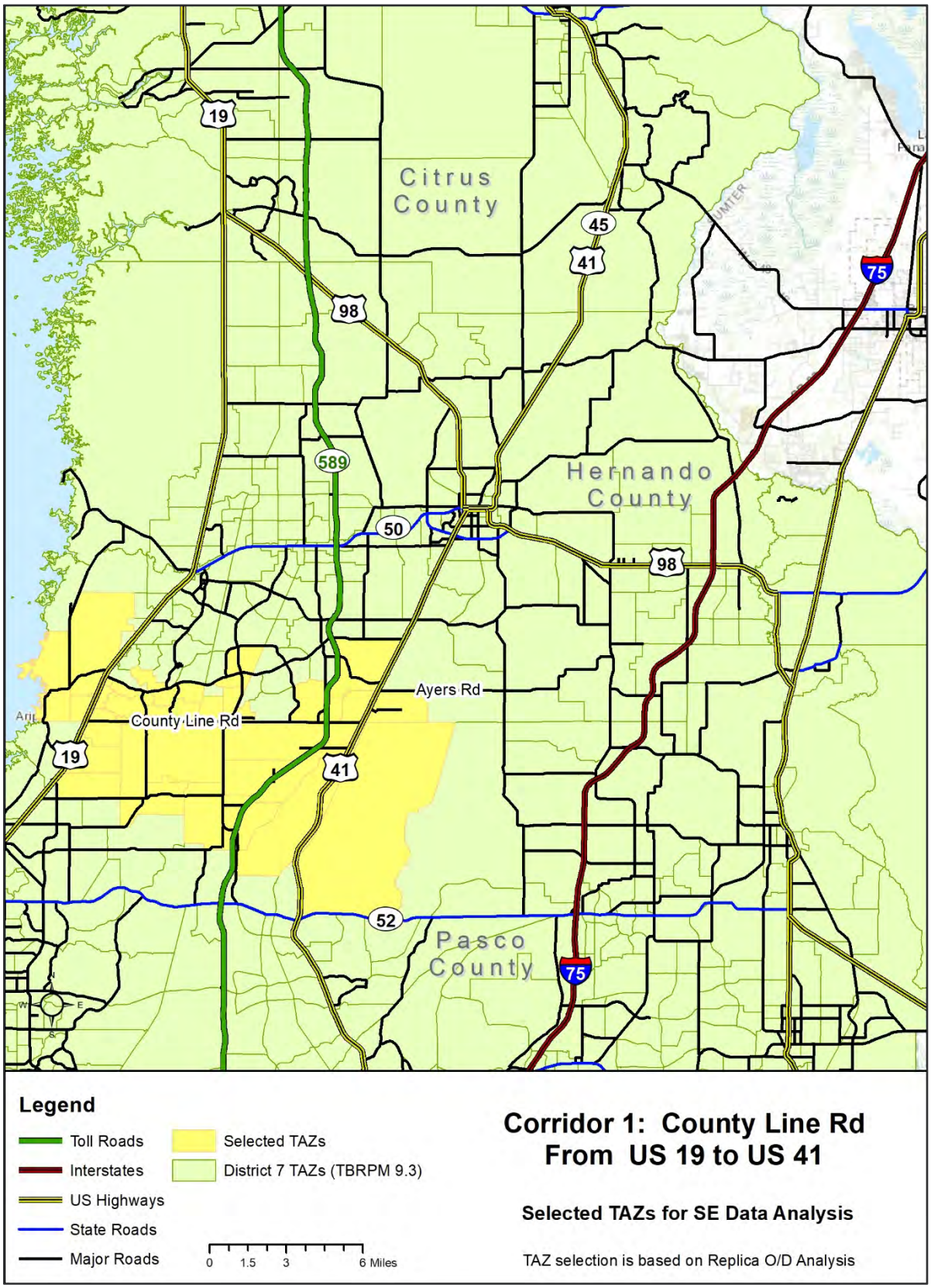
	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
D.U.s	21,923	0.79%	25,681	0.95%	28,217	0.84%
Population	47,127	0.86%	55,938	0.94%	61,451	0.89%
Employees	14,895	1.04%	18,325	1.26%	20,761	1.11%
K-12 Enrol.	4,574	0.69%	5,252	0.19%	5,350	0.52%

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

AGR is an annualized (compounding) growth rate.

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

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



TBRPM FORECAST

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

Table 1-6: TBRPM 9.3 Future Forecast

County Line Road - Hernando County	Posted Speed	LOS Standard	Context Class	2024 TBRPM Lanes	MSV 2024	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
US 19 to Cobblestone	50	D	C3R	4LD	35,435	19,819	0.56	4LD	35,435	17,486	0.49
Cobblestone to Mariner	50	D	C3R	2LU	20,160	18,872	0.94	4LD	35,435	18,592	0.52
Mariner to Suncoast	50	D	C3R	2LU	20,160	15,407	0.76	2LU	20,160	12,520	0.62
Suncoast to US 41 (Ayers Ext.)	45	D	C3R	4LD	35,435	18,325	0.52	4LD	35,435	19,617	0.55

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

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

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

CONCLUSIONS

County Line Road from Cobblestone Drive to Mariner Boulevard, and from Mariner Boulevard to Suncoast Parkway is currently deficient for both daily traffic and for PM peak-hour traffic conditions throughout the two-lane portions of the corridor. By 2028, the Mariner to Suncoast segment is also projected to become deficient in the AM peak-hour. No capacity improvements such as four-laning are funded at this time with the Cobblestone to Mariner segment showing as becoming four-laned between 2036 and 2045 in the LRTP.

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

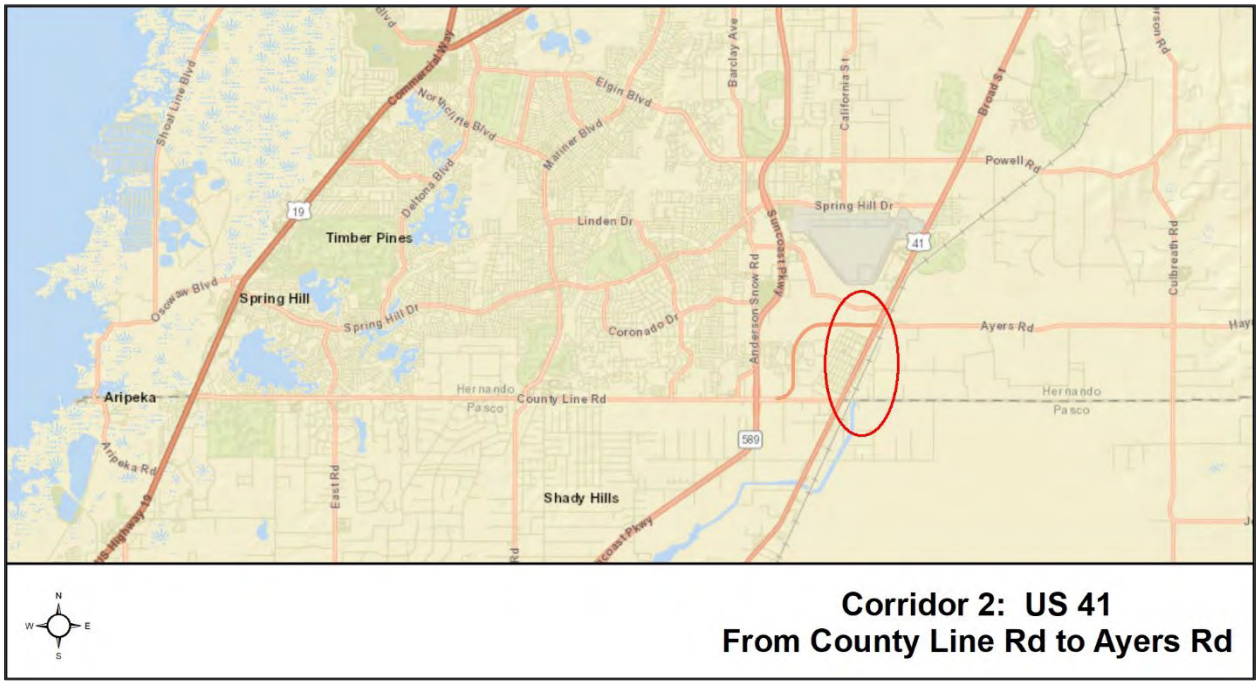
2 US 41 (BROAD ST), FROM COUNTY LINE ROAD TO AYERS ROAD

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

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

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

Figure 2-1: Corridor Location



EXISTING CONDITIONS

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

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

Table 2-1: Existing Conditions – Daily Traffic

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

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * 2023 AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.
Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

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

Table 2-2: Existing Conditions – Peak Hour Traffic

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

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

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

FIVE YEAR FORECAST

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

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

Table 2-3: Five Year Forecast – Daily Traffic

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

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

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

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

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

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

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

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

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

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

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

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

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

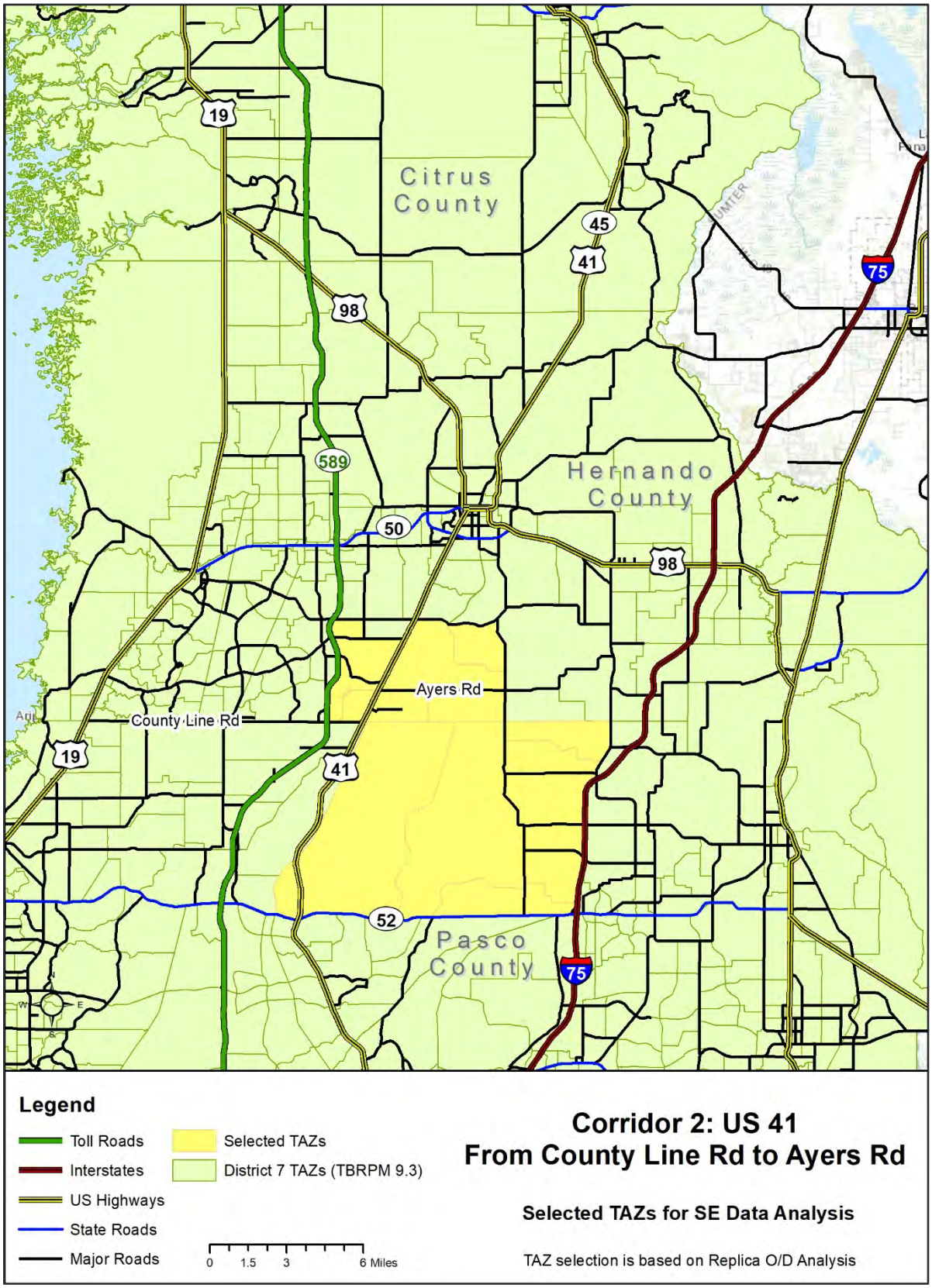


Table 2-5: Change in TBRPM Socioeconomic Data 2015 – 2045

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

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

TBRPM FORECAST

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

Table 2-6: TBRPM 9.3 Future Forecast

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

[1] Number of Lanes from TBRPM scenario year. [2] MSV is the capacity at the LOS standard for the segmentbased on the FDOT 2023 QLOS Handbook.
[3] Volume has been adjusted to AADT using an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

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

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

CONCLUSIONS

US 41 from County Line Road to Ayers Road is currently operating within adopted LOS standard at LOS C with V/C of less than 1.0. Current growth rates for the corridor and future volume estimates from the TBRPM suggest corridor volumes exceeding existing capacity by 2040. This corridor is currently listed in the LRTP as being widened from two to four lanes between 2031 and 2035.

3 US 41, FROM E ARLINGTON STREET TO SR 200

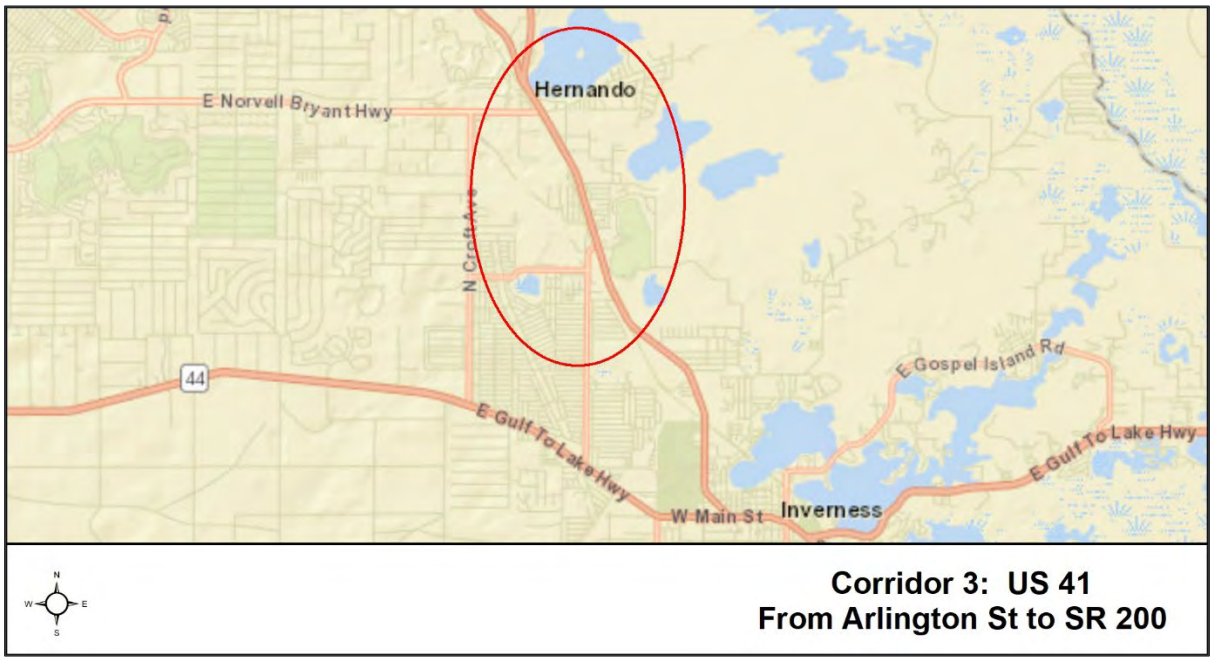
This US 41 corridor runs north-south between SR 44 and SR 200, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the three following segments:

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

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

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

Figure 3-1: Corridor Location



EXISTING CONDITIONS

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

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

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

Table 3-1: Existing Conditions –Daily Traffic

US 41 - Citrus County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2022 AADT	2023 Est AADT*	2023 V/C	2023 LOS
E Arlington to Independence	2LU	50	D	C3R	19,600	23,520	22,000	22,306	0.95	D
Independence to Norvell Bryant	2LU	50	D	C3C	15,300	22,785	22,000	19,798	0.87	D
Norvell 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 AM LOS	Est. 2028 PM LOS	Trend 3a AGR
E Arlington to Independence	2LU	D	C3R	1,848	2,121	1,980	1,980	2,121	2,121	F	F	1.39%
Independence to Norvell Bryant	2LU	D	C3C	1,449	2,048	1,470	1,703	1,575	1,825	D	D	1.39%
Norvell 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.

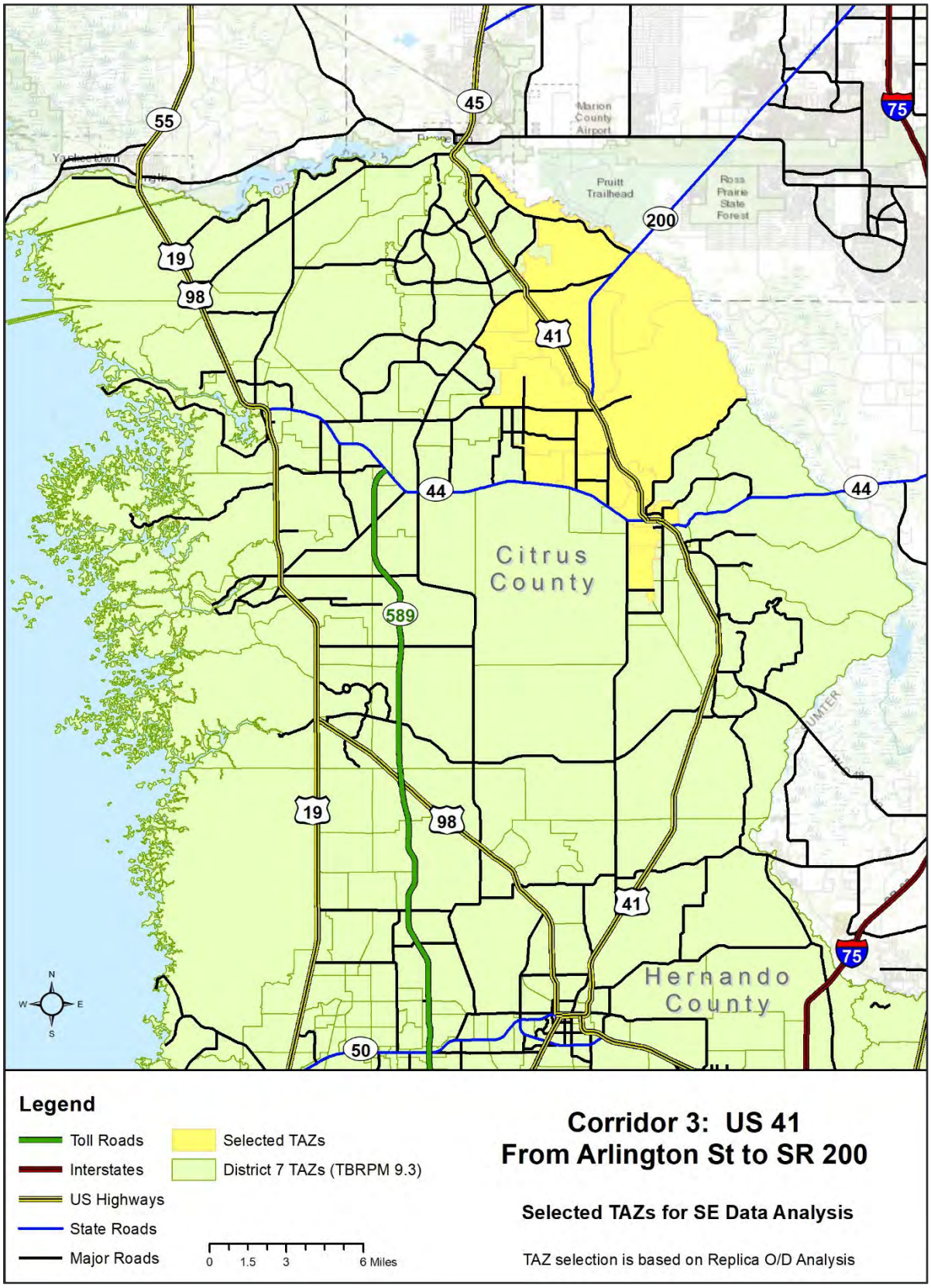
The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the 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[1]	MSV 2024[2]	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
E Arlington to Independence	50	D	C3R	2LU	23,520	12,662	0.54	4LD	37,300	18,830	0.50
Independence to Norvell Bryant	50	D	C3C	2LU	22,785	18,269	0.80	4LD	36,600	20,669	0.56
Norvell Brayant to SR 200	50	D	C3C	2LU	22,785	23,350	1.02	4LD	36,600	22,504	0.61

[1] Number of Lanes from TBRPM scenario year. [2] MSV is the capacity at the LOS standard for the segmentbased on the FDOT 2023 QLOS Handbook.
[3] Volume has been adjusted to AADT using an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

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

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

CONCLUSIONS

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

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

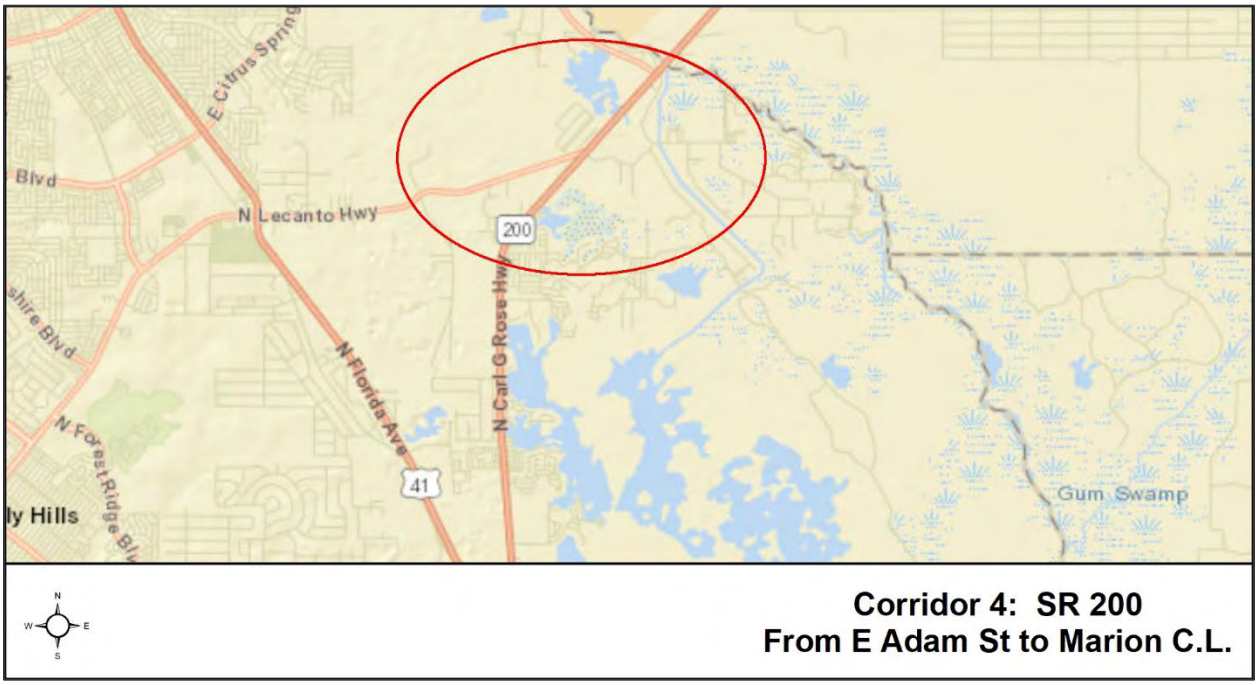
The SR 200 corridor runs north-south between US 41 and the Marion County Line, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the two following segments:

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

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

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

Figure 4-1: Corridor Location



EXISTING CONDITIONS

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

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

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

Table 4-1: Existing Conditions –Daily Traffic

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

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

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

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

Table 4-2: Existing Conditions – Peak Hour Traffic

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

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

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

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

FIVE YEAR FORECAST

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

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

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

Table 4-3: Five Year Forecast – Daily Traffic

SR 200 - Citrus County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2023 Est AADT*	Est. 2028 AADT*	Est. 2028 LOS	Trend 3a AGR
E Adams to N Lecanto Hwy	2LU	55	D	C2T	13,800	18,000	11,618	13,344	C	2.81%
N Lecanto Hwy to Marion CL	2LU	55	C	C2	8,200	14,000	14,869	16,296	F	1.85%

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

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

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

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

SR 200 - Citrus County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	Est. 2028 AM PH 2W Vol*	Est. 2028 PM PH 2W Vol*	Est. 2028 AM LOS	Est. 2028 PM LOS	Trend 3a AGR
E Adams to N Lecanto Hwy	2LU	D	C2T	1,310	1,710	494	576	567	662	C	C	2.81%
N Lecanto Hwy to Marion CL	2LU	C	C2	780	1,330	1,091	1,240	1,196	1,359	D	F	1.85%

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

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

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

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

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

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

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

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

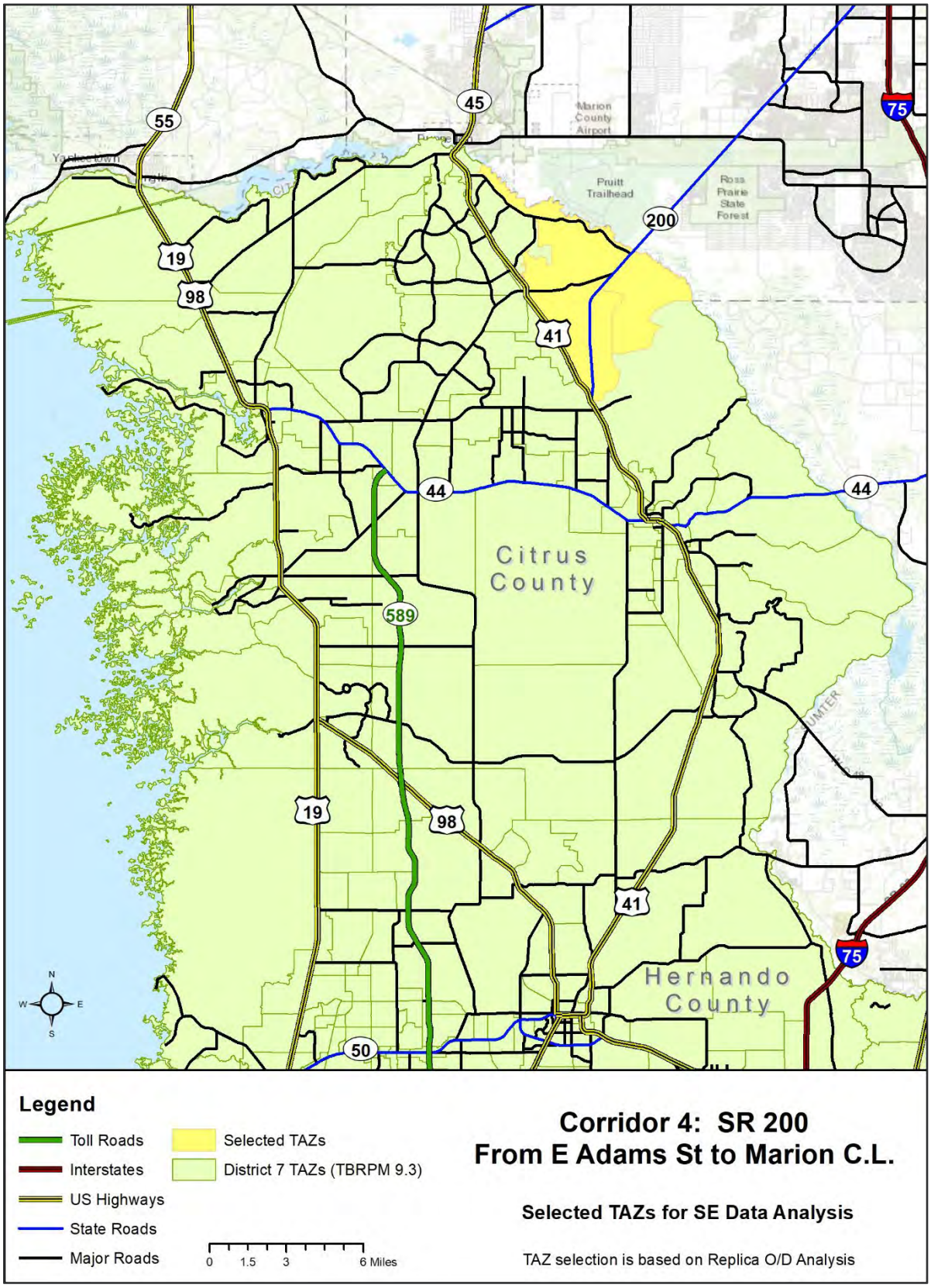
Table 4-5: Change in TBRPM Socioeconomic Data 2015 - 2045

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

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

AGR is an annualized (compounding) growth rate.

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



TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (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	MSV 2024	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
E Adams to N Lecanto Hwy	55	D	C2T	2LU	18,000	23,350	1.30	2LU/4LD	18,000	22,504	1.25
N Lecanto Hwy to Marion CL	55	C	C2	2LU	8,200	28,505	3.48	2LU	8,200	28,494	3.47

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

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

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

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

CONCLUSIONS

SR 200 from US 41 to Marion County Line is currently listed in the TIP as an unfunded Priority Project. SR 200 from North Lecanto Highway to Marion County Line is currently deficient at LOS F under existing daily and peak-hour traffic conditions. All remaining two-lane sections of this roadway are projected to be deficient by 2045 as estimated by the TBRPM 9.3 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

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.

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

Prepared by NDS/ATD

VOLUME

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

Day: Tues-Thurs
Date: March 21-23, 2023

Average Annual Daily Traffic

City: Hudson
Project #: FL23_120075_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,803	9,872	19,675

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			13		13		26		12:00			152		154		306	
00:15			11		10		21		12:15			152		159		311	
00:30			11		10		21		12:30			158		163		321	
00:45			9	44	9	42	18	86	12:45			160	622	168	644	328	1266
01:00			12		6		18		13:00			159		156		315	
01:15			7		8		15		13:15			161		149		310	
01:30			5		6		11		13:30			166		157		323	
01:45			5	29	8	28	13	57	13:45			164	650	156	618	320	1268
02:00			6		6		12		14:00			164		161		325	
02:15			7		4		11		14:15			178		144		322	
02:30			6		5		11		14:30			182		145		327	
02:45			5	24	7	22	12	46	14:45			175	699	160	610	335	1309
03:00			6		7		13		15:00			213		156		369	
03:15			9		8		17		15:15			197		172		369	
03:30			10		10		20		15:30			231		182		413	
03:45			8	33	12	37	20	70	15:45			192	833	171	681	363	1514
04:00			13		17		30		16:00			215		176		391	
04:15			12		16		28		16:15			225		152		377	
04:30			15		34		49		16:30			222		167		389	
04:45			18	58	30	97	48	155	16:45			228	890	172	667	400	1557
05:00			23		37		60		17:00			233		176		409	
05:15			34		47		81		17:15			258		171		429	
05:30			32		75		107		17:30			215		155		370	
05:45			48	137	81	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	115	513	265	1173
07:00			92		153		245		19:00			143		102		245	
07:15			106		193		299		19:15			122		98		220	
07:30			131		236		367		19:30			120		80		200	
07:45			127	456	230	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
TOTALS				3106		4491		7597	TOTALS				6697		5381		12078
SPLIT %				40.9%		59.1%		38.6%	SPLIT %				55.4%		44.6%		61.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,803	9,872	19,675

AM Peak Hour			11:45	07:15	07:30	PM Peak Hour			16:30	15:15	16:30
AM Pk Volume			602	872	1365	PM Pk Volume			941	701	1627
Pk Hr Factor			0.953	0.924	0.930	Pk Hr Factor			0.912	0.963	0.948
7 - 9 Volume	0	0	945	1597	2542	4 - 6 Volume	0	0	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	0	0	496	872	1365	4 - 6 Pk Volume	0	0	941	686	1627
Pk Hr Factor	0.000	0.000	0.947	0.924	0.930	Pk Hr Factor	0.000	0.000	0.912	0.974	0.948

2022 FDOT Seasonal Factor: 0.95

Prepared by NDS/ATD

VOLUME

County Line Rd/CR 578 Bet. Cobblestone Dr & 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	SB	EB	WB	Total
	0	0	11,091	11,503	22,594

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			12		23		35		12:00			162		168		330	
0:15			12		17		29		12:15			162		181		343	
0:30			9		15		24		12:30			159		176		335	
0:45			11	44	14	69	25	113	12:45			168	651	181	706	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	8	40	15	69	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	9	30	17	60	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	13	39	25	89	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	21	72	63	199	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	56	185	172	528	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	407	284	959	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	692	387	1401	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	790	384	1491	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	685	333	1335	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	650	305	1248	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	676	325	1275	23:45			19	107	20	118	39	225
TOTALS				4432		4335		**8767**	**TOTALS**				6659		7168		**13827**
SPLIT %				50.6%		49.4%		**38.8%**	**SPLIT %**				48.2%		51.8%		**61.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,091	11,503	22,594

AM Peak Hour			7:15	8:15	**7:30**	**PM Peak Hour**			16:30	16:30	**16:30**
AM Pk Volume			741	795	**1496**	**PM Pk Volume**			896	954	**1850**
Pk Hr Factor			0.926	0.924	**0.966**	**Pk Hr Factor**			0.933	0.924	**0.929**
7 - 9 Volume	0	0	1410	1482	**2892**	**4 - 6 Volume**	0	0	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	0	0	741	790	**1496**	**4 - 6 Pk Volume**	0	0	896	954	**1850**
Pk Hr Factor	0.000	0.000	0.926	0.919	**0.966**	**Pk Hr Factor**	0.000	0.000	0.933	0.924	**0.929**

2022 FDOT Seasonal Factor: **0.94**

Prepared by NDS/ATD

VOLUME

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

Day: Tues-Thurs
Date: March 21-23, 2023

Average Annual Daily Traffic

City: Spring Hill
Project #: FL23_120075_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,027	10,945	21,972

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		14		25		12:00			149		147		296	
00:15			8		9		17		12:15			157		147		304	
00:30			8		11		19		12:30			130		157		287	
00:45			9	36	8	42	17	78	12:45			145	581	164	615	309	1196
01:00			7		9		16		13:00			154		154		308	
01:15			7		5		12		13:15			154		171		325	
01:30			7		7		14		13:30			157		165		322	
01:45			8	29	7	28	15	57	13:45			168	633	173	663	341	1296
02:00			6		4		10		14:00			155		178		333	
02:15			7		8		15		14:15			176		172		348	
02:30			9		5		14		14:30			165		195		360	
02:45			9	31	8	25	17	56	14:45			177	673	211	756	388	1429
03:00			10		6		16		15:00			189		213		402	
03:15			13		7		20		15:15			236		219		455	
03:30			15		6		21		15:30			215		228		443	
03:45			19	57	11	30	30	87	15:45			221	861	222	882	443	1743
04:00			21		6		27		16:00			196		211		407	
04:15			25		14		39		16:15			215		229		444	
04:30			37		20		57		16:30			202		253		455	
04:45			37	120	20	60	57	180	16:45			230	843	240	933	470	1776
05:00			49		22		71		17:00			250		242		492	
05:15			69		28		97		17:15			230		249		479	
05:30			91		48		139		17:30			209		247		456	
05:45			113	322	44	142	157	464	17:45			187	876	234	972	421	1848
06:00			150		63		213		18:00			167		205		372	
06:15			158		84		242		18:15			151		195		346	
06:30			190		110		300		18:30			144		173		317	
06:45			196	694	112	369	308	1063	18:45			123	585	166	739	289	1324
07:00			202		158		360		19:00			155		144		299	
07:15			218		186		404		19:15			117		127		244	
07:30			228		201		429		19:30			94		118		212	
07:45			197	845	231	776	428	1621	19:45			95	461	110	499	205	960
08:00			204		194		398		20:00			97		102		199	
08:15			207		211		418		20:15			87		87		174	
08:30			214		212		426		20:30			84		77		161	
08:45			163	788	199	816	362	1604	20:45			79	347	78	344	157	691
09:00			174		153		327		21:00			63		80		143	
09:15			161		153		314		21:15			59		74		133	
09:30			159		164		323		21:30			54		52		106	
09:45			153	647	147	617	300	1264	21:45			42	218	43	249	85	467
10:00			154		128		282		22:00			34		38		72	
10:15			152		143		295		22:15			34		33		67	
10:30			143		148		291		22:30			25		33		58	
10:45			143	592	147	566	290	1158	22:45			25	118	25	129	50	247
11:00			160		133		293		23:00			25		23		48	
11:15			133		155		288		23:15			23		25		48	
11:30			146		152		298		23:30			21		21		42	
11:45			146	585	161	601	307	1186	23:45			16	85	23	92	39	177
TOTALS				4746		4072		8818	TOTALS				6281		6873		13154
SPLIT %				53.8%		46.2%		40.1%	SPLIT %				47.7%		52.3%		59.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,027	10,945	21,972

AM Peak Hour			07:15	07:45	07:30	PM Peak Hour			16:45	16:30	16:45
AM Pk Volume			847	848	1673	PM Pk Volume			919	984	1897
Pk Hr Factor			0.929	0.918	0.975	Pk Hr Factor			0.919	0.972	0.964
7 - 9 Volume	0	0	1633	1592	3225	4 - 6 Volume	0	0	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	0	0	847	848	1673	4 - 6 Pk Volume	0	0	919	984	1897
Pk Hr Factor	0.000	0.000	0.929	0.918	0.975	Pk Hr Factor	0.000	0.000	0.919	0.972	0.964

2022 FDOT Seasonal Factor: 0.94

Prepared by NDS/ATD

VOLUME

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

Day: Tues-Thurs
Date: May 16-18, 2023

Average Annual Daily Traffic

City: Spring Hill
Project #: FL23_120075_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,481	3,361	6,842

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			5		5		10		12:00			50		52		102	
0:15			4		7		11		12:15			44		40		84	
0:30			3		5		8		12:30			48		42		90	
0:45			5	17	4	21	9	38	12:45			47	189	46	180	93	369
1:00			5		4		9		13:00			41		43		84	
1:15			4		4		8		13:15			36		40		76	
1:30			4		2		6		13:30			46		43		89	
1:45			3	16	2	12	5	28	13:45			43	166	51	177	94	343
2:00			3		2		5		14:00			41		48		89	
2:15			5		4		9		14:15			45		48		93	
2:30			7		3		10		14:30			50		54		104	
2:45			5	20	2	11	7	31	14:45			48	184	48	198	96	382
3:00			8		2		10		15:00			51		65		116	
3:15			10		5		15		15:15			58		64		122	
3:30			9		5		14		15:30			63		62		125	
3:45			12	39	4	16	16	55	15:45			63	235	63	254	126	489
4:00			11		6		17		16:00			76		71		147	
4:15			17		7		24		16:15			67		79		146	
4:30			13		10		23		16:30			78		70		148	
4:45			16	57	6	29	22	86	16:45			75	296	58	278	133	574
5:00			24		5		29		17:00			68		84		152	
5:15			49		14		63		17:15			74		75		149	
5:30			44		15		59		17:30			74		76		150	
5:45			53	170	18	52	71	222	17:45			51	267	65	300	116	567
6:00			50		31		81		18:00			52		60		112	
6:15			36		35		71		18:15			55		76		131	
6:30			59		46		105		18:30			47		60		107	
6:45			68	213	43	155	111	368	18:45			43	197	55	251	98	448
7:00			66		57		123		19:00			47		43		90	
7:15			68		68		136		19:15			25		42		67	
7:30			58		72		130		19:30			37		36		73	
7:45			58	250	54	251	112	501	19:45			33	142	28	149	61	291
8:00			51		52		103		20:00			35		37		72	
8:15			60		54		114		20:15			30		31		61	
8:30			59		60		119		20:30			29		26		55	
8:45			52	222	42	208	94	430	20:45			31	125	24	118	55	243
9:00			48		43		91		21:00			25		21		46	
9:15			46		36		82		21:15			20		22		42	
9:30			52		57		109		21:30			20		20		40	
9:45			42	188	42	178	84	366	21:45			17	82	16	79	33	161
10:00			44		38		82		22:00			16		25		41	
10:15			40		43		83		22:15			13		15		28	
10:30			35		45		80		22:30			9		13		22	
10:45			36	155	43	169	79	324	22:45			12	50	15	68	27	118
11:00			34		32		66		23:00			9		9		18	
11:15			44		49		93		23:15			10		8		18	
11:30			47		41		88		23:30			7		11		18	
11:45			45	170	48	170	93	340	23:45			5	31	9	37	14	68
TOTALS				1517		1272		**2789**	**TOTALS**				1964		2089		**4053**
SPLIT %				54.4%		45.6%		**40.8%**	**SPLIT %**				48.5%		51.5%		**59.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,481	3,361	6,842

AM Peak Hour			6:30	7:00	**7:00**	**PM Peak Hour**			16:00	17:00	**16:45**
AM Pk Volume			261	251	**501**	**PM Pk Volume**			296	300	**584**
Pk Hr Factor			0.960	0.872	**0.921**	**Pk Hr Factor**			0.949	0.893	**0.961**
7 - 9 Volume	0	0	472	459	**931**	**4 - 6 Volume**	0	0	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	0	0	250	251	**501**	**4 - 6 Pk Volume**	0	0	296	300	**584**
Pk Hr Factor	0.000	0.000	0.919	0.872	**0.921**	**Pk Hr Factor**	0.000	0.000	0.949	0.893	**0.961**

2022 FDOT Seasonal Factor: **0.99**

Prepared by NDS/ATD

VOLUME

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

Day: Tues-Thurs
Date: April 11-13, 2023

Average Annual Daily Traffic

City: Inverness
Project #: FL23_120075_045

DAILY TOTALS	NB	SB	EB	WB	Total
	8,460	8,630	0	0	17,090

AM Period	NB		SB		EB		WB		TOTAL	
00:00	11		6						17	
00:15	7		6						13	
00:30	6		6						12	
00:45	8	32	6	24					14	56
01:00	9		5						14	
01:15	8		4						12	
01:30	4		6						10	
01:45	4	25	3	18					7	43
02:00	7		6						13	
02:15	6		7						13	
02:30	7		7						14	
02:45	7	27	7	27					14	54
03:00	4		4						8	
03:15	7		8						15	
03:30	5		11						16	
03:45	6	22	11	34					17	56
04:00	5		13						18	
04:15	11		15						26	
04:30	18		21						39	
04:45	13	47	29	78					42	125
05:00	14		36						50	
05:15	20		41						61	
05:30	30		55						85	
05:45	39	103	73	205					112	308
06:00	36		77						113	
06:15	55		105						160	
06:30	70		117						187	
06:45	84	245	153	452					237	697
07:00	75		184						259	
07:15	120		203						323	
07:30	135		179						314	
07:45	132	462	167	733					299	1195
08:00	128		155						283	
08:15	122		179						301	
08:30	115		162						277	
08:45	112	477	157	653					269	1130
09:00	108		162						270	
09:15	121		148						269	
09:30	129		140						269	
09:45	119	477	162	612					281	1089
10:00	127		146						273	
10:15	128		130						258	
10:30	127		138						265	
10:45	137	519	151	565					288	1084
11:00	132		125						257	
11:15	130		135						265	
11:30	130		140						270	
11:45	133	525	146	546					279	1071
TOTALS		2961		3947						**6908**
SPLIT %		42.9%		57.1%						**40.4%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	137		136						273	
12:15	133		130						263	
12:30	120		142						262	
12:45	122	512	144	552					266	1064
13:00	128		140						268	
13:15	122		141						263	
13:30	142		136						278	
13:45	136	528	149	566					285	1094
14:00	134		144						278	
14:15	150		137						287	
14:30	149		149						298	
14:45	175	608	143	573					318	1181
15:00	210		131						341	
15:15	184		139						323	
15:30	181		159						340	
15:45	156	731	156	585					312	1316
16:00	182		147						329	
16:15	185		170						355	
16:30	212		138						350	
16:45	196	775	154	609					350	1384
17:00	218		143						361	
17:15	206		173						379	
17:30	170		148						318	
17:45	165	759	132	596					297	1355
18:00	151		130						281	
18:15	114		116						230	
18:30	110		101						211	
18:45	117	492	88	435					205	927
19:00	111		75						186	
19:15	95		70						165	
19:30	91		65						156	
19:45	88	385	55	265					143	650
20:00	89		62						151	
20:15	75		53						128	
20:30	73		49						122	
20:45	61	298	44	208					105	506
21:00	58		42						100	
21:15	73		46						119	
21:30	48		36						84	
21:45	42	221	33	157					75	378
22:00	34		29						63	
22:15	30		22						52	
22:30	27		21						48	
22:45	24	115	16	88					40	203
23:00	23		16						39	
23:15	20		12						32	
23:30	18		13						31	
23:45	14	75	8	49					22	124
TOTALS		5499		4683						**10182**
SPLIT %		54.0%		46.0%						**59.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	8,460	8,630	0	0	17,090

AM Peak Hour	11:30	07:00			**07:15**
AM Pk Volume	533	733			**1219**
Pk Hr Factor	0.973	0.903			**0.943**
7 - 9 Volume	939	1386	0	0	**2325**
7 - 9 Peak Hour	07:30	07:00			**07:15**
7 - 9 Pk Volume	517	733	0	0	**1219**
Pk Hr Factor	0.957	0.903	0.000	0.000	**0.943**

PM Peak Hour	16:30	15:30			**16:30**
PM Pk Volume	832	632			**1440**
Pk Hr Factor	0.954	0.929			**0.950**
4 - 6 Volume	1534	1205	0	0	**2739**
4 - 6 Peak Hour	16:30	16:45			**16:30**
4 - 6 Pk Volume	832	618	0	0	**1440**
Pk Hr Factor	0.954	0.893	0.000	0.000	**0.950**

2022 FDOT Seasonal Factor: **0.94**

Prepared by NDS/ATD

VOLUME

US 41/SR 45 Bet. N Indepedence Pkwy & 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	SB	EB	WB	Total
	9,723	10,075	0	0	19,798

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

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

AM Peak Hour	11:00	7:00				**7:15**	**PM Peak Hour**	16:30	16:30				**16:30**
AM Pk Volume	628	878				**1470**	**PM Pk Volume**	940	763				**1703**
Pk Hr Factor	0.969	0.930				**0.930**	**Pk Hr Factor**	0.963	0.879				**0.924**
7 - 9 Volume	1154	1634	0	0		**2788**	**4 - 6 Volume**	1737	1455	0	0		**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	0	0		**1470**	**4 - 6 Pk Volume**	940	763	0	0		**1703**
Pk Hr Factor	0.947	0.930	0.000	0.000		**0.930**	**Pk Hr Factor**	0.963	0.879	0.000	0.000		**0.924**

2022 FDOT Seasonal Factor: **0.94**

Prepared by NDS/ATD

VOLUME

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

Day: Tues-Thurs
Date: April 11-13, 2023

Average Annual Daily Traffic

City: Hernando
Project #: FL23_120075_047

DAILY TOTALS	NB	SB	EB	WB	Total
	9,878	9,805	0	0	19,683

AM Period	NB		SB		EB		WB		TOTAL	
0:00	11		10						21	
0:15	11		7						18	
0:30	5		9						14	
0:45	8	35	10	36					18	71
1:00	8		6						14	
1:15	10		7						17	
1:30	8		8						16	
1:45	4	30	5	26					9	56
2:00	7		8						15	
2:15	4		9						13	
2:30	6		11						17	
2:45	7	24	9	37					16	61
3:00	8		9						17	
3:15	9		7						16	
3:30	7		11						18	
3:45	13	37	12	39					25	76
4:00	10		10						20	
4:15	16		11						27	
4:30	20		22						42	
4:45	23	69	32	75					55	144
5:00	24		35						59	
5:15	32		42						74	
5:30	47		55						102	
5:45	56	159	74	206					130	365
6:00	61		68						129	
6:15	69		97						166	
6:30	87		119						206	
6:45	114	331	159	443					273	774
7:00	126		186						312	
7:15	156		196						352	
7:30	157		229						386	
7:45	156	595	203	814					359	1409
8:00	137		193						330	
8:15	141		170						311	
8:30	133		178						311	
8:45	133	544	173	714					306	1258
9:00	149		171						320	
9:15	146		149						295	
9:30	145		163						308	
9:45	148	588	163	646					311	1234
10:00	143		135						278	
10:15	160		148						308	
10:30	153		143						296	
10:45	162	618	157	583					319	1201
11:00	166		146						312	
11:15	149		159						308	
11:30	149		168						317	
11:45	169	633	159	632					328	1265
TOTALS		3663		4251						**7914**
SPLIT %		46.3%		53.7%						**40.2%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	156		141						297	
12:15	156		156						312	
12:30	156		166						322	
12:45	148	616	162	625					310	1241
13:00	150		155						305	
13:15	141		155						296	
13:30	165		165						330	
13:45	174	630	169	644					343	1274
14:00	157		155						312	
14:15	174		169						343	
14:30	183		170						353	
14:45	173	687	164	658					337	1345
15:00	201		166						367	
15:15	217		175						392	
15:30	203		192						395	
15:45	201	822	176	709					377	1531
16:00	226		179						405	
16:15	205		190						395	
16:30	235		190						425	
16:45	229	895	184	743					413	1638
17:00	228		183						411	
17:15	253		192						445	
17:30	197		171						368	
17:45	187	865	168	714					355	1579
18:00	175		151						326	
18:15	149		136						285	
18:30	120		117						237	
18:45	122	566	107	511					229	1077
19:00	107		93						200	
19:15	107		91						198	
19:30	97		86						183	
19:45	97	408	80	350					177	758
20:00	95		72						167	
20:15	88		66						154	
20:30	68		62						130	
20:45	76	327	56	256					132	583
21:00	57		49						106	
21:15	66		57						123	
21:30	46		47						93	
21:45	42	211	36	189					78	400
22:00	31		30						61	
22:15	30		28						58	
22:30	29		22						51	
22:45	24	114	19	99					43	213
23:00	24		17						41	
23:15	21		13						34	
23:30	15		16						31	
23:45	14	74	10	56					24	130
TOTALS		6215		5554						**11769**
SPLIT %		52.8%		47.2%						**59.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	9,878	9,805	0	0	19,683

AM Peak Hour	10:15	7:15			**7:15**	**PM Peak Hour**	16:30	16:30			**16:30**
AM Pk Volume	641	821			**1427**	**PM Pk Volume**	945	749			**1694**
Pk Hr Factor	0.965	0.896			**0.924**	**Pk Hr Factor**	0.934	0.975			**0.952**
7 - 9 Volume	1139	1528	0	0	**2667**	**4 - 6 Volume**	1760	1457	0	0	**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	0	0	**1427**	**4 - 6 Pk Volume**	945	749	0	0	**1694**
Pk Hr Factor	0.965	0.896	0.000	0.000	**0.924**	**Pk Hr Factor**	0.934	0.975	0.000	0.000	**0.952**

2022 FDOT Seasonal Factor: **0.94**

Prepared by NDS/ATD

VOLUME

SR 200/Gari G Rose Hwy Bet. E Adams St & 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	SB	EB	WB	Total
	3,520	3,366	0	0	6,886

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		6						11		12:00	60		44						104	
00:15	4		7						11		12:15	53		46						99	
00:30	3		5						8		12:30	47		60						107	
00:45	3	15	4	22					7	37	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	23	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	25	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	38	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	58	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	145	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	328	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	486	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	446	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	402	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	409	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	397	23:45	6	27	6	32					12	59
TOTALS		1707		1087						**2794**	**TOTALS**		1813		2279						**4092**
SPLIT %		61.1%		38.9%						**40.6%**	**SPLIT %**		44.3%		55.7%						**59.4%**

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

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	0	0	**932**	**4 - 6 Volume**	486	661	0	0	**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	0	0	**494**	**4 - 6 Pk Volume**	247	332	0	0	**576**
Pk Hr Factor	0.912	0.925	0.000	0.000	**0.957**	**Pk Hr Factor**	0.908	0.965	0.000	0.000	**0.954**

2022 FDOT Seasonal Factor: 0.94

Prepared by NDS/ATD

VOLUME

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

Day: Tues-Thurs
Date: April 11-13, 2023

Average Annual Daily Traffic

City: Hernando
Project #: FL23_120075_050

DAILY TOTALS	NB	SB	EB	WB	Total
	7,626	7,243	0	0	14,869

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

DAILY TOTALS	NB	SB	EB	WB	Total
	7,626	7,243	0	0	14,869

AM Peak Hour	06:45	07:30			07:00	PM Peak Hour	16:45	16:45			16:45
AM Pk Volume	684	429			1091	PM Pk Volume	530	710			1240
Pk Hr Factor	0.955	0.886			0.915	Pk Hr Factor	0.946	0.986			0.984
7 - 9 Volume	1233	820	0	0	2053	4 - 6 Volume	1039	1376	0	0	2415
7 - 9 Peak Hour	07:00	07:30			07:00	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	683	429	0	0	1091	4 - 6 Pk Volume	530	710	0	0	1240
Pk Hr Factor	0.954	0.886	0.000	0.000	0.915	Pk Hr Factor	0.946	0.986	0.000	0.000	0.984

2022 FDOT Seasonal Factor: 0.94

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 08 - HERNANDO

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	21000 C	E 10500	W 10500	9.00	54.50	9.60
2021	20500 C	E 10500	W 10000	9.00	54.20	7.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 08 - HERNANDO

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	20000 S	E 10000	W 10000	9.00	54.50	9.60
2021	19300 F	E 9700	W 9600	9.00	54.20	7.00
2020	18900 C	E 9500	W 9400	9.00	54.30	5.90
2019	19500 X	0	0	9.00	54.30	6.90
2018	19000 X	0	0	9.00	54.40	6.40
2017	18500 X	0	0	9.00	55.60	2.90
2016	17500 E	0	0	9.00	54.80	4.70
2015	16700 E			9.00	55.00	3.80
2014	16600 S	E 8100	W 8500	9.00	56.00	6.80
2013	16800 F	E 8200	W 8600	9.00	56.80	6.80
2012	17000 C	E 8300	W 8700	9.00	55.00	6.80
2011	14800 S	E 7400	W 7400	9.00	55.00	5.50
2010	14800 F	E 7400	W 7400	9.74	54.68	5.50
2009	15000 C	E 7500	W 7500	9.60	55.47	5.50
2008	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

COUNTY: 08 - HERNANDO

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	22000 C	E 11500	W 10500	9.00	54.50	8.00
2021	22000 C	E 11000	W 11000	9.00	54.20	8.00
2012	16800 S	E 8200	W 8600	9.00	55.00	6.10
2011	17000 F	E 8300	W 8700	9.00	55.00	6.10
2010	17200 C	E 8400	W 8800	9.74	54.68	6.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 08 - HERNANDO

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	16600 S	E 8300	W 8300	9.00	54.50	9.60
2021	16000 F	E 8000	W 8000	9.00	54.20	7.00
2020	15600 C	E 7800	W 7800	9.00	54.30	5.90
2019	12000 X	0	0	9.00	54.30	6.90
2018	11500 X	0	0	9.00	54.40	6.40
2017	11000 X	0	0	9.00	55.60	2.90
2016	10300 E	0	0	9.00	54.80	4.70
2015	9800 E			9.00	55.00	3.80
2014	9700 S	E 4800	W 4900	9.00	56.00	6.90
2013	9900 F	E 4900	W 5000	9.00	56.80	6.90
2012	9900 C	E 4900	W 5000	9.00	55.00	6.90
2011	10100 S	E 5000	W 5100	9.00	55.00	8.20
2010	10100 F	E 5000	W 5100	9.74	54.68	8.20
2009	10300 C	E 5100	W 5200	9.60	55.47	8.20
2008	9900 C	E 4900	W 5000	9.72	54.99	11.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 08 - HERNANDO

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	16100 F	N 8000	S 8100	9.00	54.50	12.30
2021	15500 C	N 7700	S 7800	9.00	54.20	12.30
2020	15300 C	N 7700	S 7600	9.00	54.30	5.00
2019	14500 E			9.00	54.30	5.80
2018	14200 S	N 7100	S 7100	9.00	54.40	9.30
2017	13800 F	N 6900	S 6900	9.00	55.60	9.30
2016	13000 C	N 6500	S 6500	9.00	54.80	9.30
2015	13400 F	N 6900	S 6500	9.00	55.00	8.50
2014	12700 C	N 6500	S 6200	9.00	56.00	7.50
2013	11700 C	N 5800	S 5900	9.00	56.80	8.00
2012	10600 C	N 5300	S 5300	9.00	55.00	8.30
2011	10200 C	N 5100	S 5100	9.00	55.00	7.30
2010	11300 C	N 5600	S 5700	9.74	54.68	7.20
2009	12200 C	N 6000	S 6200	9.60	55.47	7.90
2008	12900 C	N 6500	S 6400	9.72	54.99	9.90
2007	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

COUNTY: 02 - CITRUS

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	22000 F	N 11000	S 11000	9.00	51.40	7.20
2021	21000 C	N 10500	S 10500	9.00	51.10	7.20
2020	16600 C	N 8100	S 8500	9.00	53.20	7.30
2019	18200 F	N 8900	S 9300	9.00	53.10	7.20
2018	18200 C	N 8900	S 9300	9.00	52.90	7.20
2017	16100 F	N 7800	S 8300	9.00	53.30	5.80
2016	15500 C	N 7500	S 8000	9.00	53.10	5.80
2015	17000 C	N 8300	S 8700	9.00	53.20	6.10
2014	15800 C	N 7700	S 8100	9.00	53.30	6.30
2013	15800 C	N 7600	S 8200	9.00	52.90	5.90
2012	16200 C	N 7800	S 8400	9.00	54.60	5.50
2011	16000 C	N 7800	S 8200	9.00	52.90	6.20
2010	16300 C	N 7900	S 8400	10.10	53.81	6.00
2009	16500 C	N 8100	S 8400	9.82	54.59	4.90
2008	16600 C	N 8100	S 8500	10.01	53.97	5.80
2007	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

COUNTY: 02 - CITRUS

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	23000 F	N 11000	S 12000	9.00	51.40	5.90
2021	22000 C	N 10500	S 11500	9.00	51.10	5.90
2020	16600 C	N 8300	S 8300	9.00	53.20	8.00
2019	18600 F	N 9300	S 9300	9.00	53.10	7.20
2018	18600 C	N 9300	S 9300	9.00	52.90	7.20
2017	16100 F	N 8000	S 8100	9.00	53.30	5.80
2016	15500 C	N 7700	S 7800	9.00	53.10	5.80
2015	16800 C	N 8300	S 8500	9.00	53.20	5.90
2014	16000 C	N 7900	S 8100	9.00	53.30	5.50
2013	15900 C	N 7900	S 8000	9.00	52.90	6.40
2012	17700 C	N 8800	S 8900	9.00	54.60	4.80
2011	16500 C	N 8200	S 8300	9.00	52.90	5.90
2010	16700 C	N 8300	S 8400	10.10	53.81	6.00
2009	16800 C	N 8400	S 8400	9.82	54.59	5.00
2008	17200 C	N 8600	S 8600	10.01	53.97	6.10
2007	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

COUNTY: 02 - CITRUS

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	7300 F	E 3700	W 3600	9.00	51.40	7.50
2021	7100 C	E 3600	W 3500	9.00	51.10	7.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 02 - CITRUS

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	16100 F	N 8100	S 8000	9.50	51.40	7.10
2021	15500 C	N 7800	S 7700	9.50	51.10	7.10
2020	12300 C	N 6200	S 6100	9.50	53.20	9.00
2019	13500 F	N 6800	S 6700	9.50	53.10	7.30
2018	13500 C	N 6800	S 6700	9.50	52.90	7.30
2017	12900 F	N 6500	S 6400	9.50	53.30	6.40
2016	12500 C	N 6300	S 6200	9.50	53.10	6.40
2015	12300 C	N 6200	S 6100	9.50	53.20	7.50
2014	11500 C	N 5800	S 5700	9.50	53.30	6.20
2013	11100 C	N 5600	S 5500	9.50	52.90	7.10
2012	11300 C	N 5700	S 5600	9.50	54.60	6.50
2011	11500 F	N 5800	S 5700	9.50	52.90	5.40
2010	11500 C	N 5800	S 5700	10.10	53.81	5.40
2009	11700 C	N 5900	S 5800	9.82	54.59	6.10
2008	11500 C	N 5800	S 5700	10.01	53.97	6.80
2007	12000 C	N 6000	S 6000	9.88	54.20	7.90

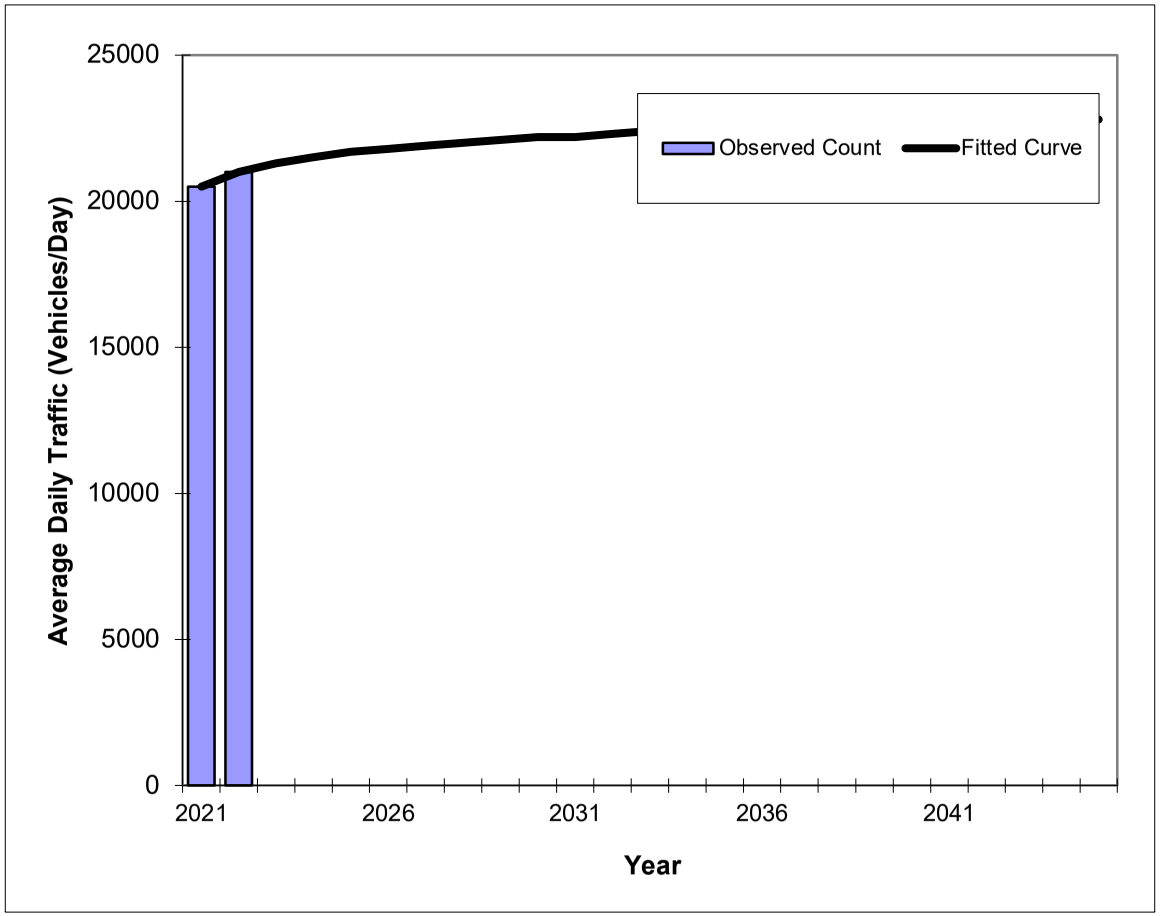
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

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

Decaying Exponential Growth Option

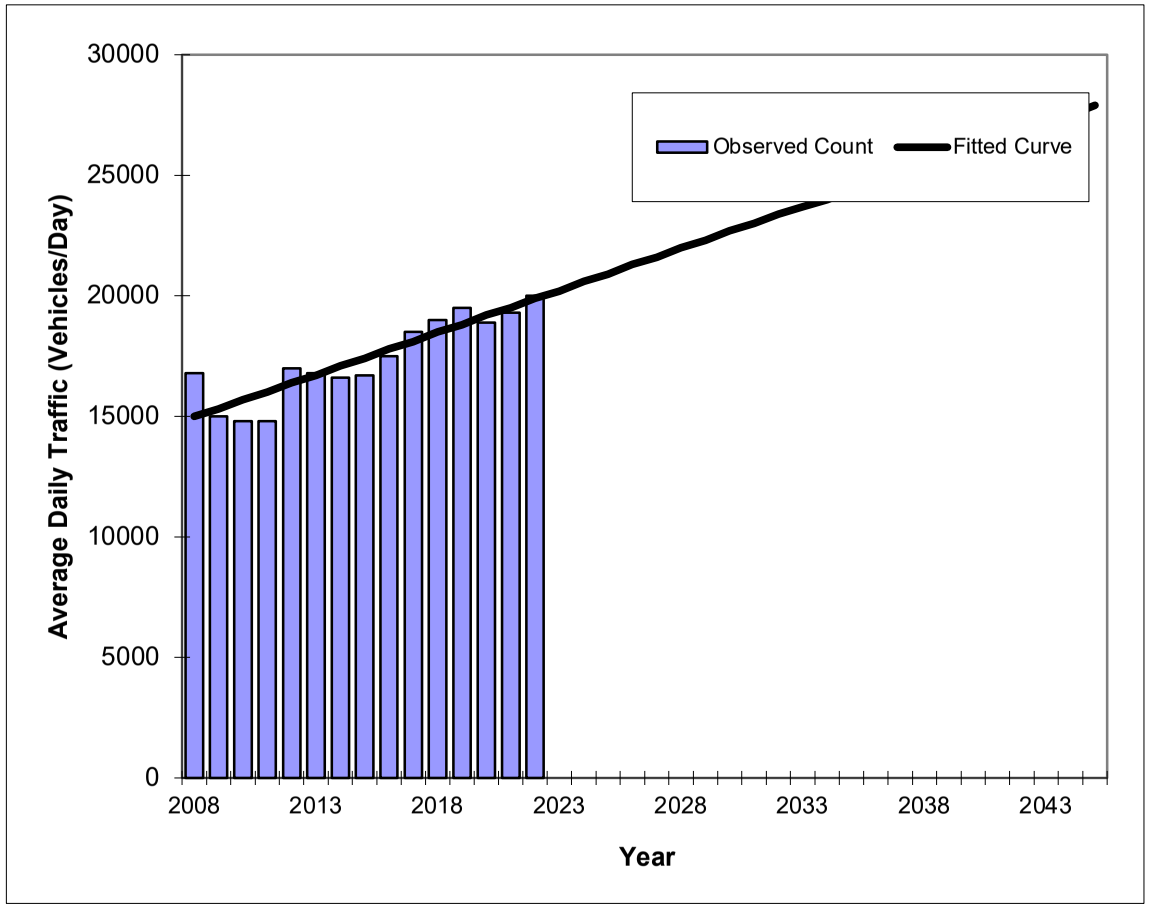
***Axle-Adjusted**

Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



Year	Traffic (ADT/AADT) Count*	Trend**
2008	16800	15000
2009	15000	15300
2010	14800	15700
2011	14800	16000
2012	17000	16400
2013	16800	16700
2014	16600	17100
2015	16700	17400
2016	17500	17800
2017	18500	18100
2018	19000	18500
2019	19500	18800
2020	18900	19200
2021	19300	19500
2022	20000	19900
2028 Opening Year Trend		
2028	N/A	22000
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	

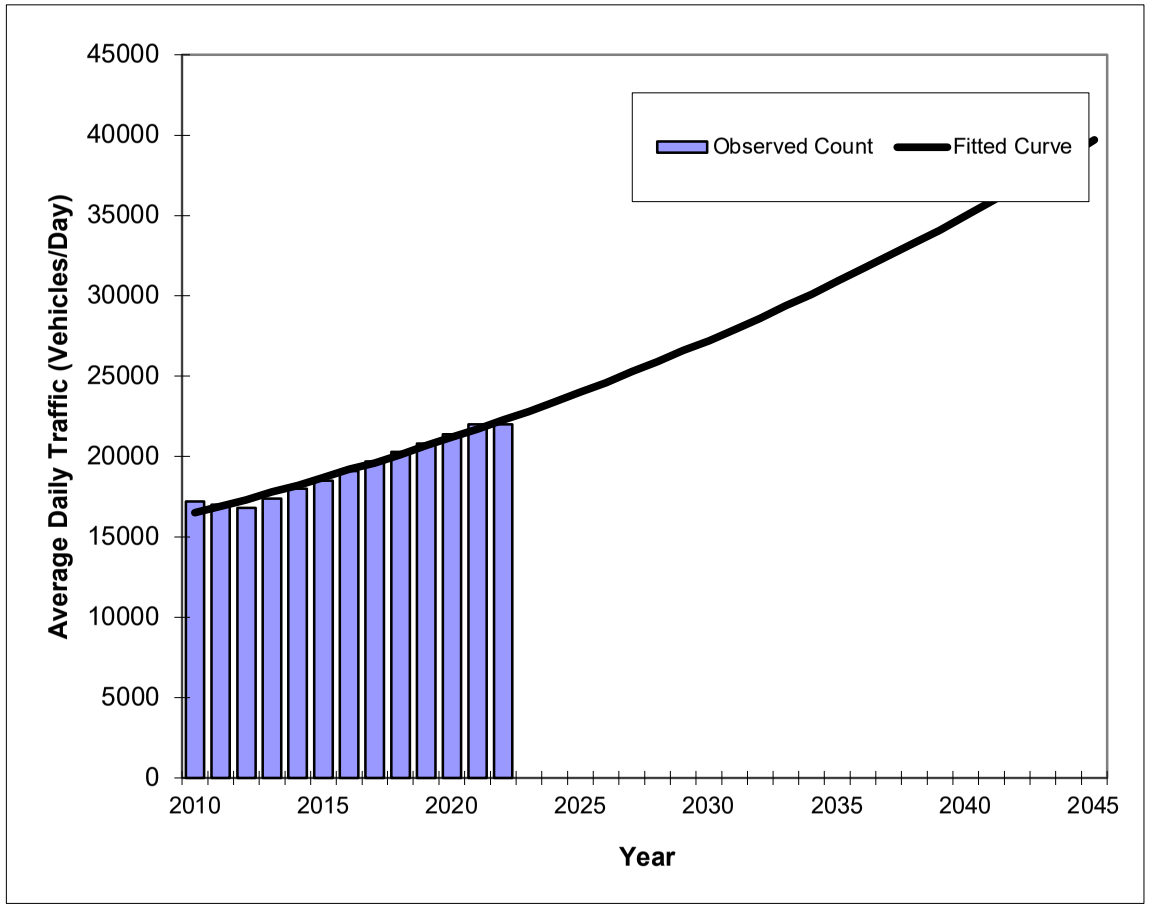
*Axle-Adjusted

Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

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

Exponential Growth Option

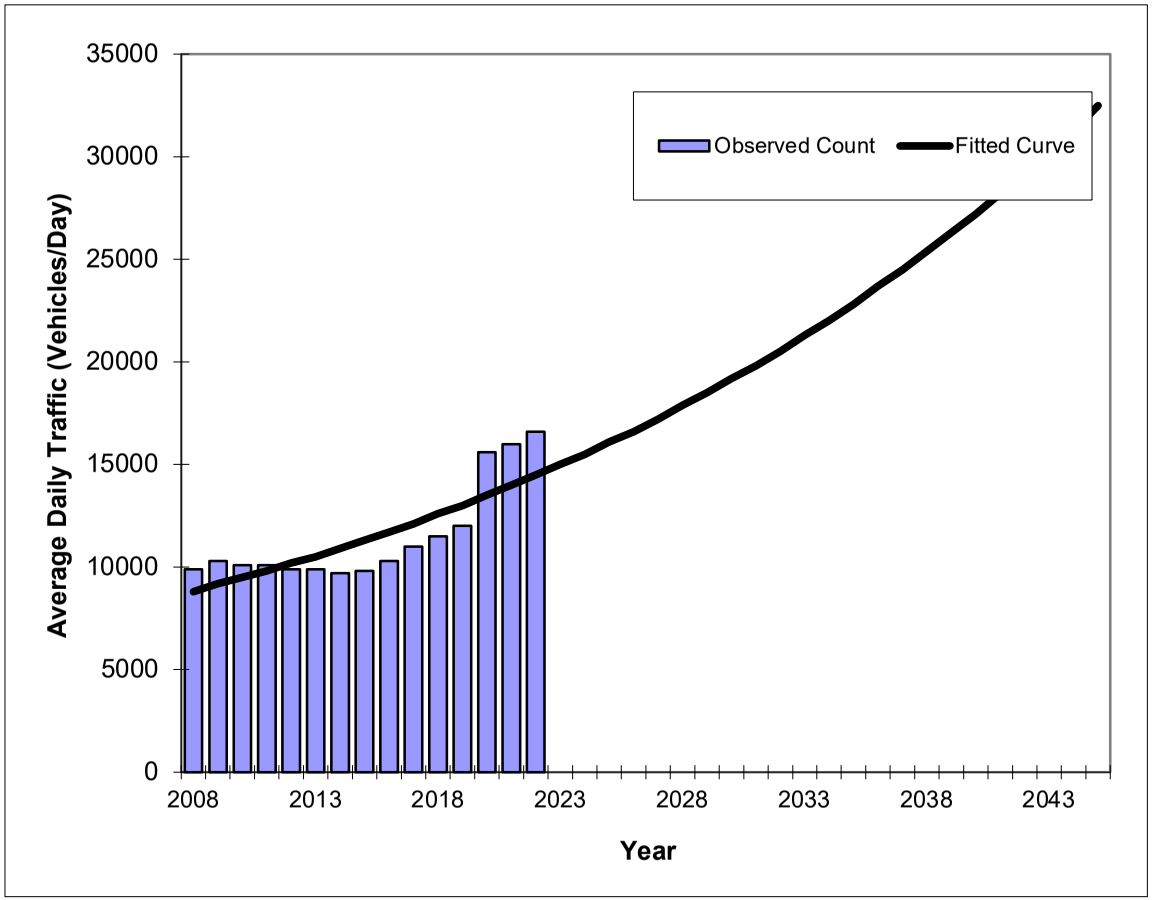
***Axle-Adjusted**

Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



Year	Traffic (ADT/AADT) Count*	Trend**
2008	9900	8800
2009	10300	9200
2010	10100	9500
2011	10100	9800
2012	9900	10200
2013	9900	10500
2014	9700	10900
2015	9800	11300
2016	10300	11700
2017	11000	12100
2018	11500	12600
2019	12000	13000
2020	15600	13500
2021	16000	14000
2022	16600	14500
2028 Opening Year Trend		
2028	N/A	17900
2035 Mid-Year Trend		
2035	N/A	22800
2045 Design Year Trend		
2045	N/A	32500
TRANPLAN Forecasts/Trends		

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

Exponential Growth Option

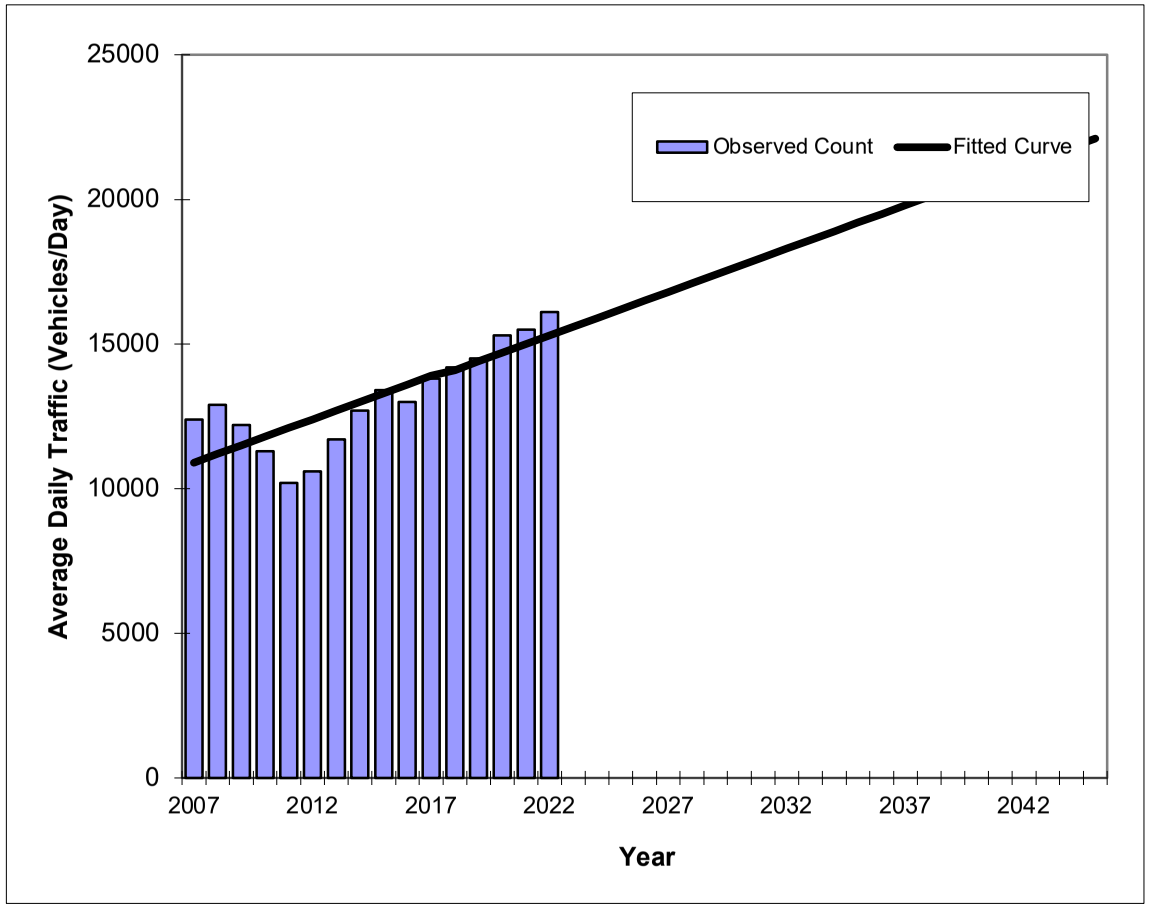
***Axle-Adjusted**

Traffic Trends - V03.a

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

FIN#	1234
Location	1

County:	0
Station #:	0
Highway:	S 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		

*Axle-Adjusted

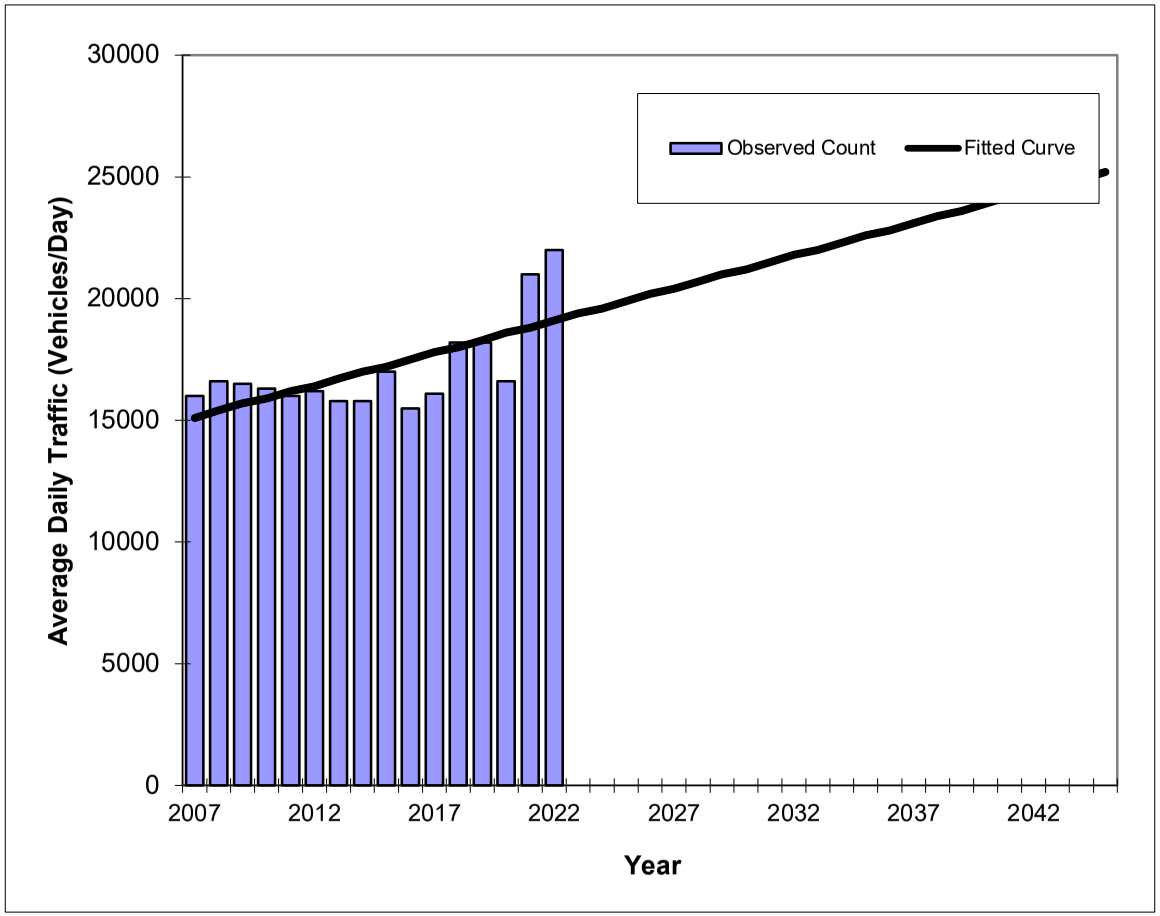
** Annual Trend Increase:	295
Trend R-squared:	66.30%
Trend Annual Historic Growth Rate:	2.69%
Trend Growth Rate (2022 to Design Year):	1.93%
Printed:	25-Mar-24
Straight Line Growth Option	

Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

*Axle-Adjusted

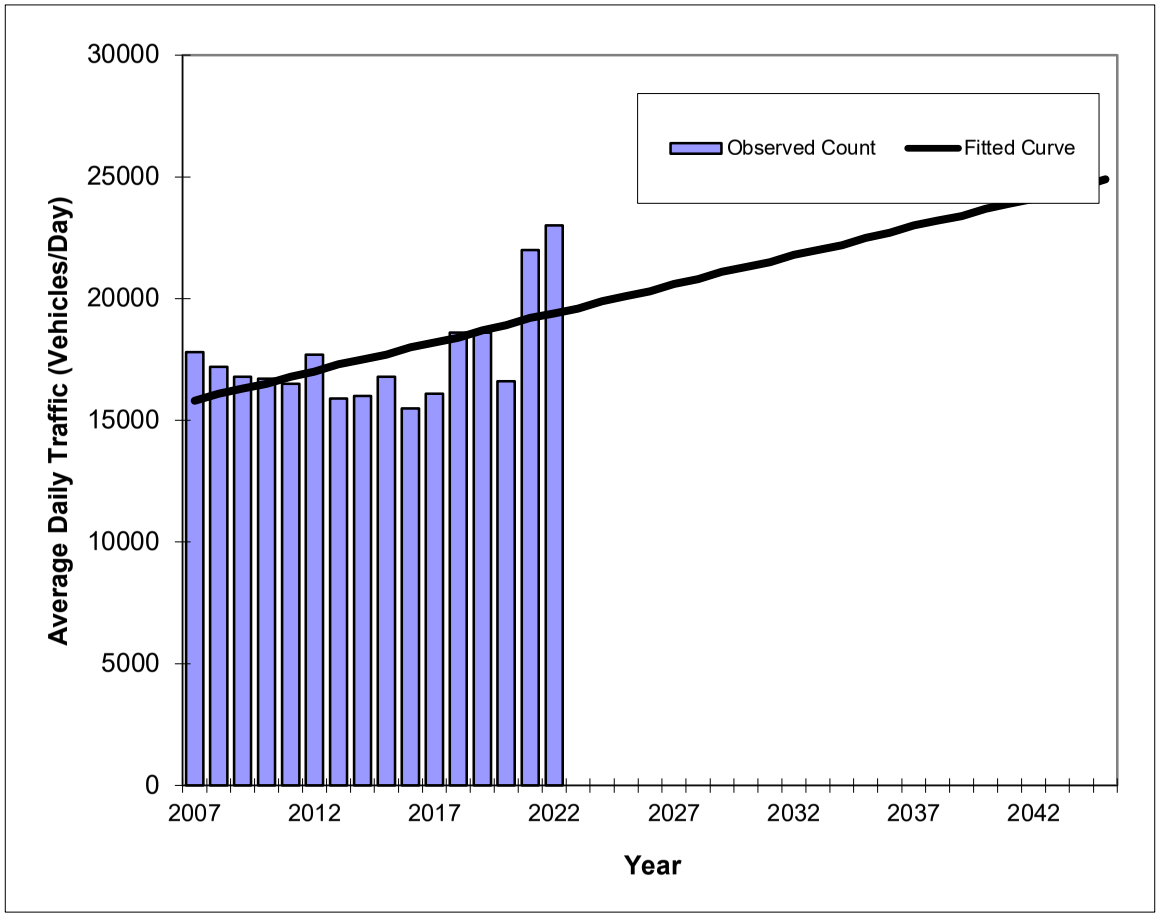
** Annual Trend Increase:	266
Trend R-squared:	44.98%
Trend Annual Historic Growth Rate:	1.77%
Trend Growth Rate (2022 to Design Year):	1.39%
Printed:	29-Mar-24
Straight Line Growth Option	

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:	JS 41/N FLORIDA AVE, SOUTH OF SR200/



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

*Axle-Adjusted

** 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

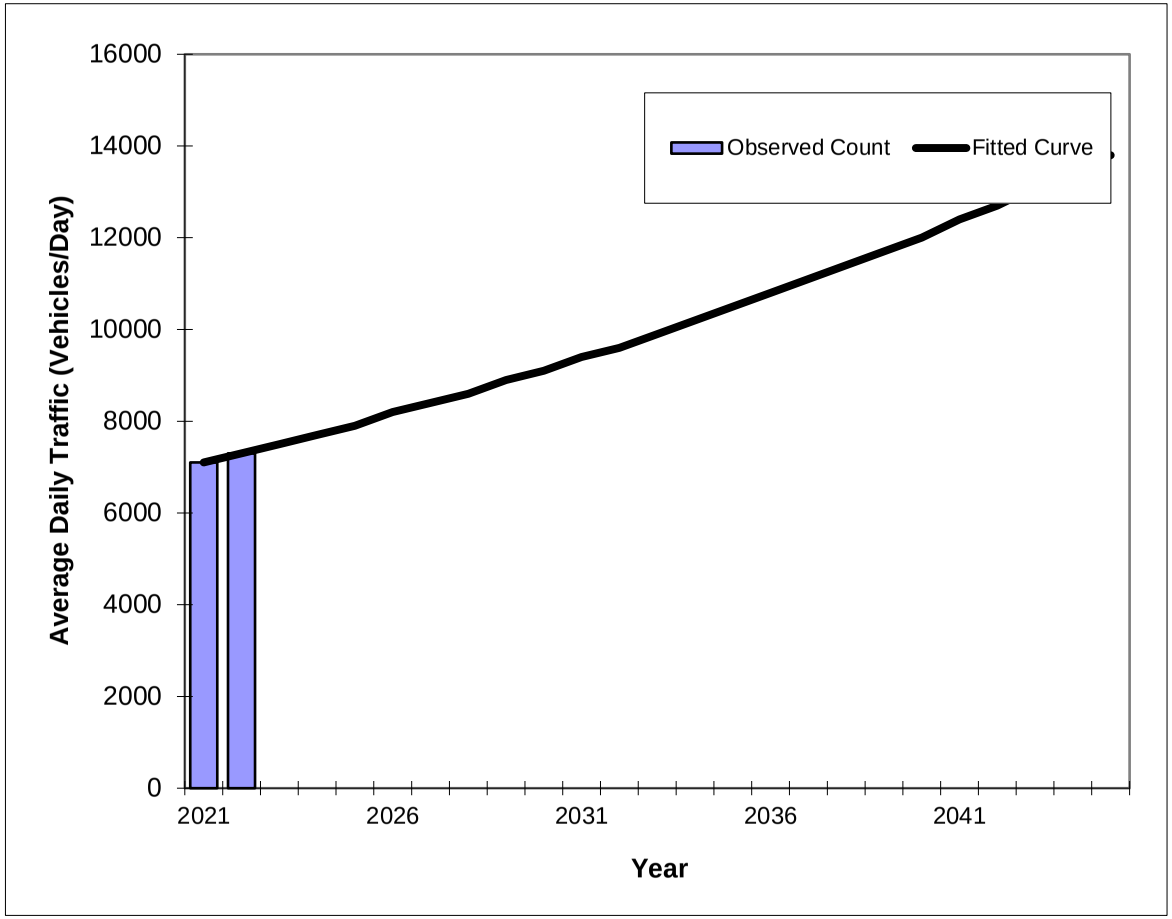
Straight Line Growth Option

Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

*Axle-Adjusted

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

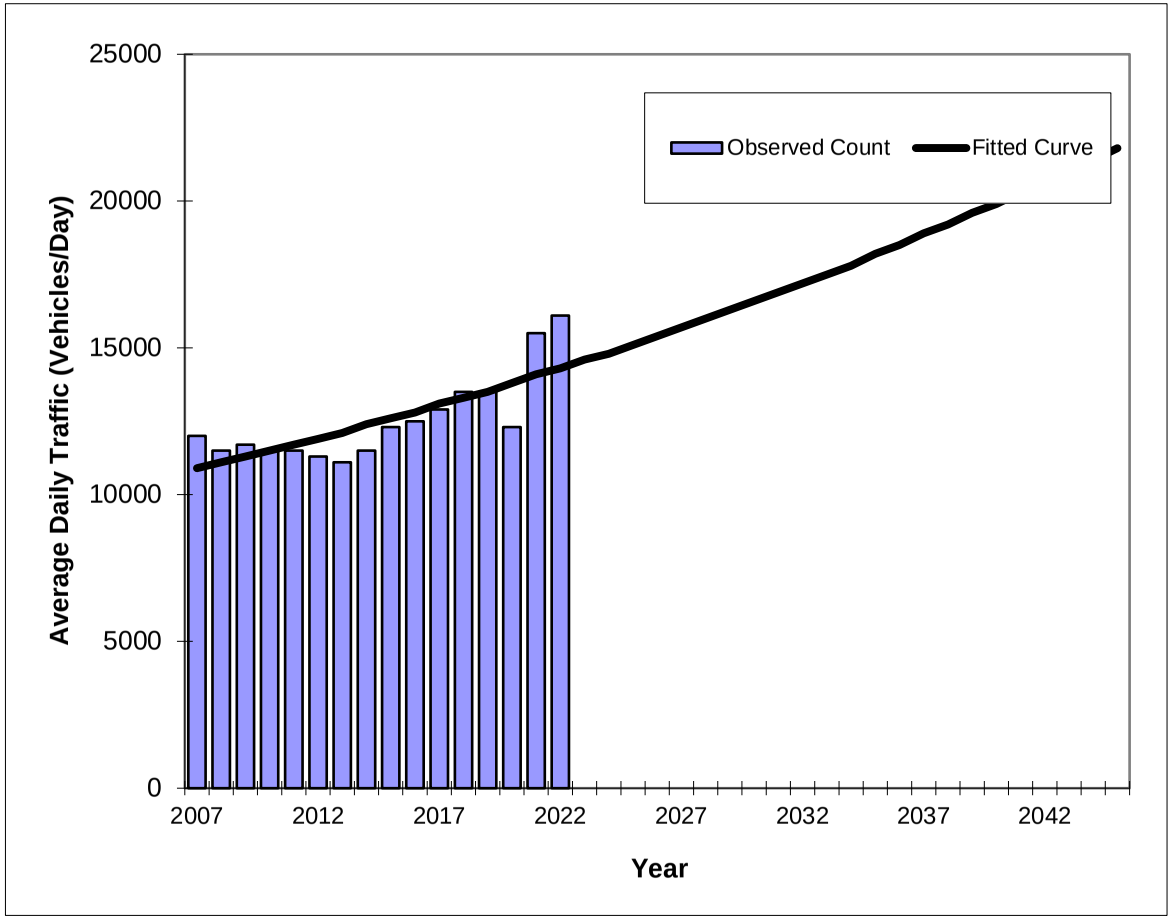
Exponential Growth Option

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 Opening Year Trend		
2028	N/A	16000
2035 Mid-Year Trend		
2035	N/A	18200
2045 Design Year Trend		
2045	N/A	21800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

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

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

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

(C1-Natural & C2-Rural)

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

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.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C3R-Suburban Residential)

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

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

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

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

(C2T-Rural Town)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C4-Urban General)

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

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

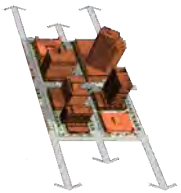
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

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

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

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



(C6-Urban Core)

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

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

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

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

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

MOCF: 0.95

WEEK	DATES	SF	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

23-FEB-2023 09:11:23 830UPD 7_0800_PKSEASON.TXT

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

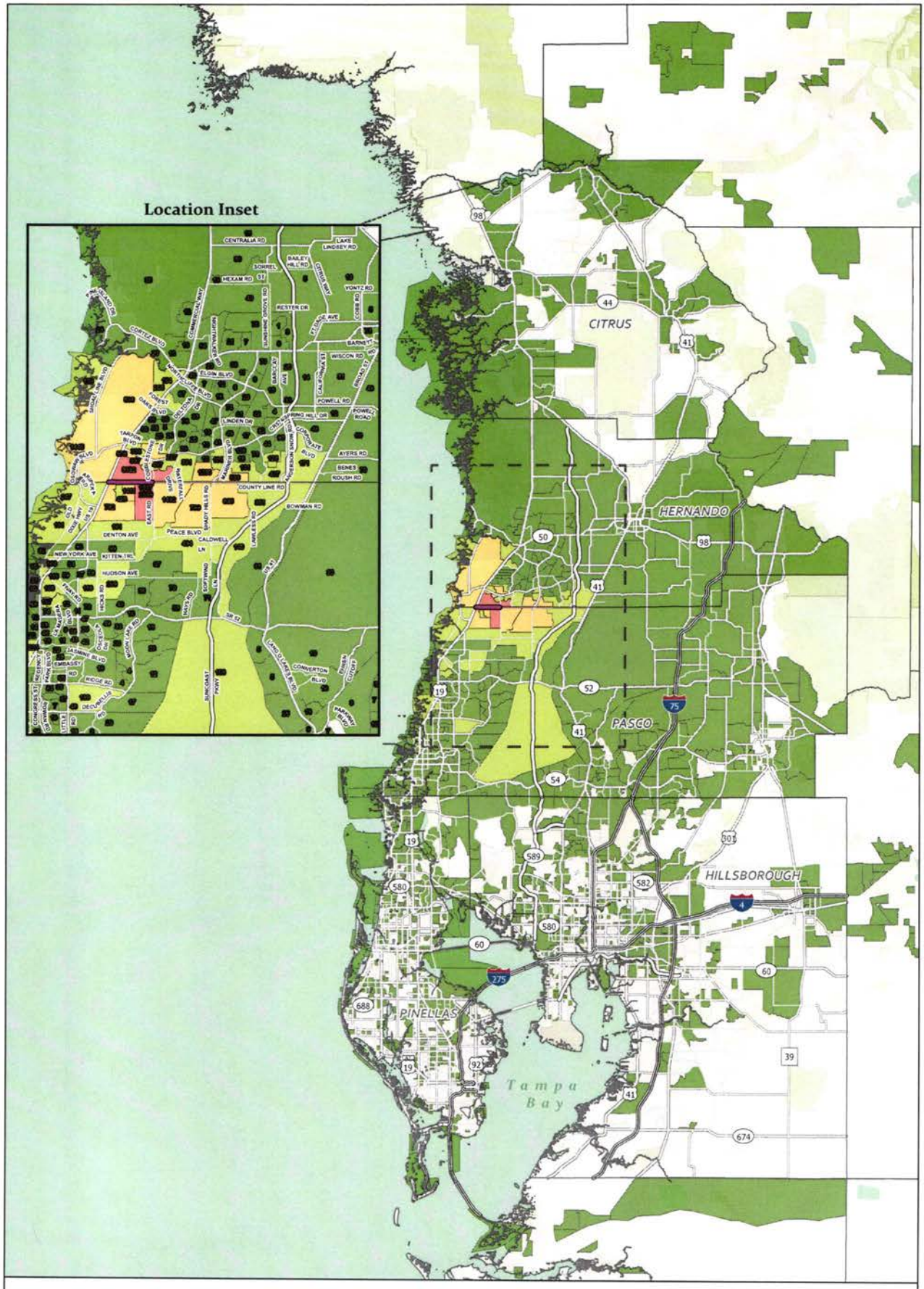
MOCF: 0.95

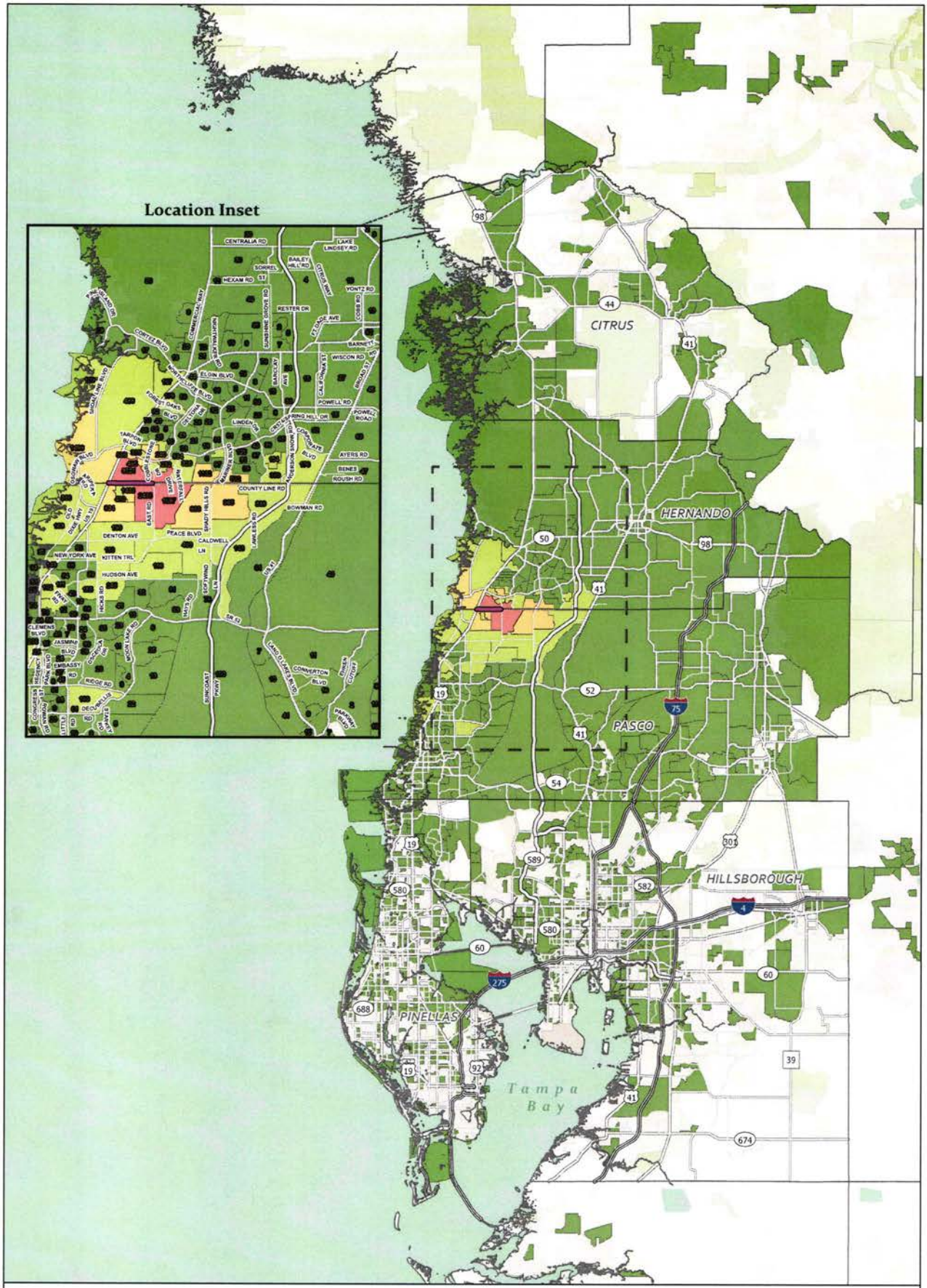
WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.04	1.09
3	01/09/2022 - 01/15/2022	1.08	1.14
4	01/16/2022 - 01/22/2022	1.06	1.12
5	01/23/2022 - 01/29/2022	1.04	1.09
6	01/30/2022 - 02/05/2022	1.02	1.07
7	02/06/2022 - 02/12/2022	1.00	1.05
8	02/13/2022 - 02/19/2022	0.98	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

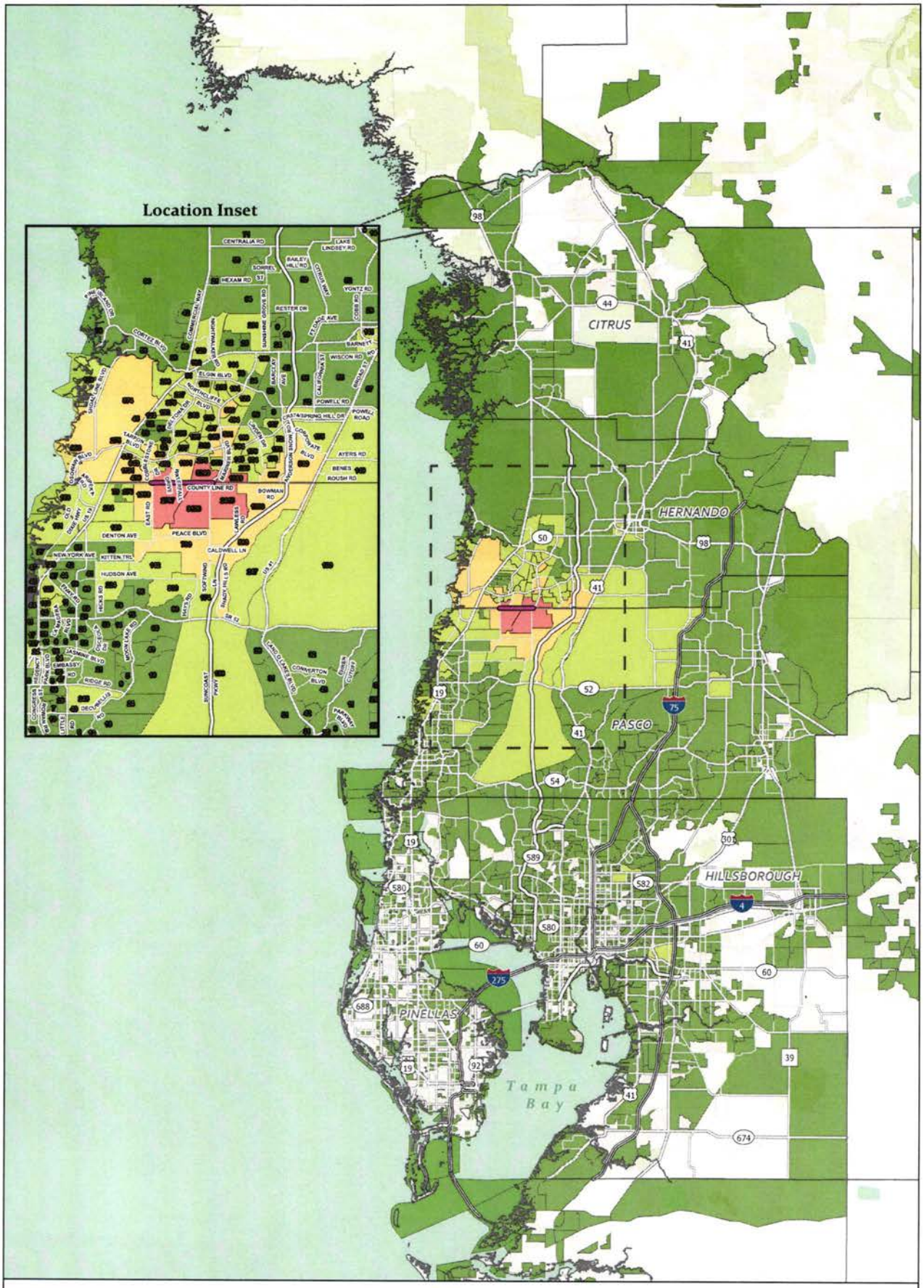
* PEAK SEASON

23-FEB-2023 09:11:23 830UPD 7_0200_PKSEASON.TXT

APPENDIX D:
REPLICA ORIGIN/DESTINATION ANALYSIS MAPS


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Origin by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 3,392)
Project Limits
Corridor 1: County Line Road
US-19 to Cobblestone Rd
Trip Origin by Block Group
Source Data: Replica HQ, Typical Weekday Spring 2023
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
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
N
W
E
S
0
5
10 Miles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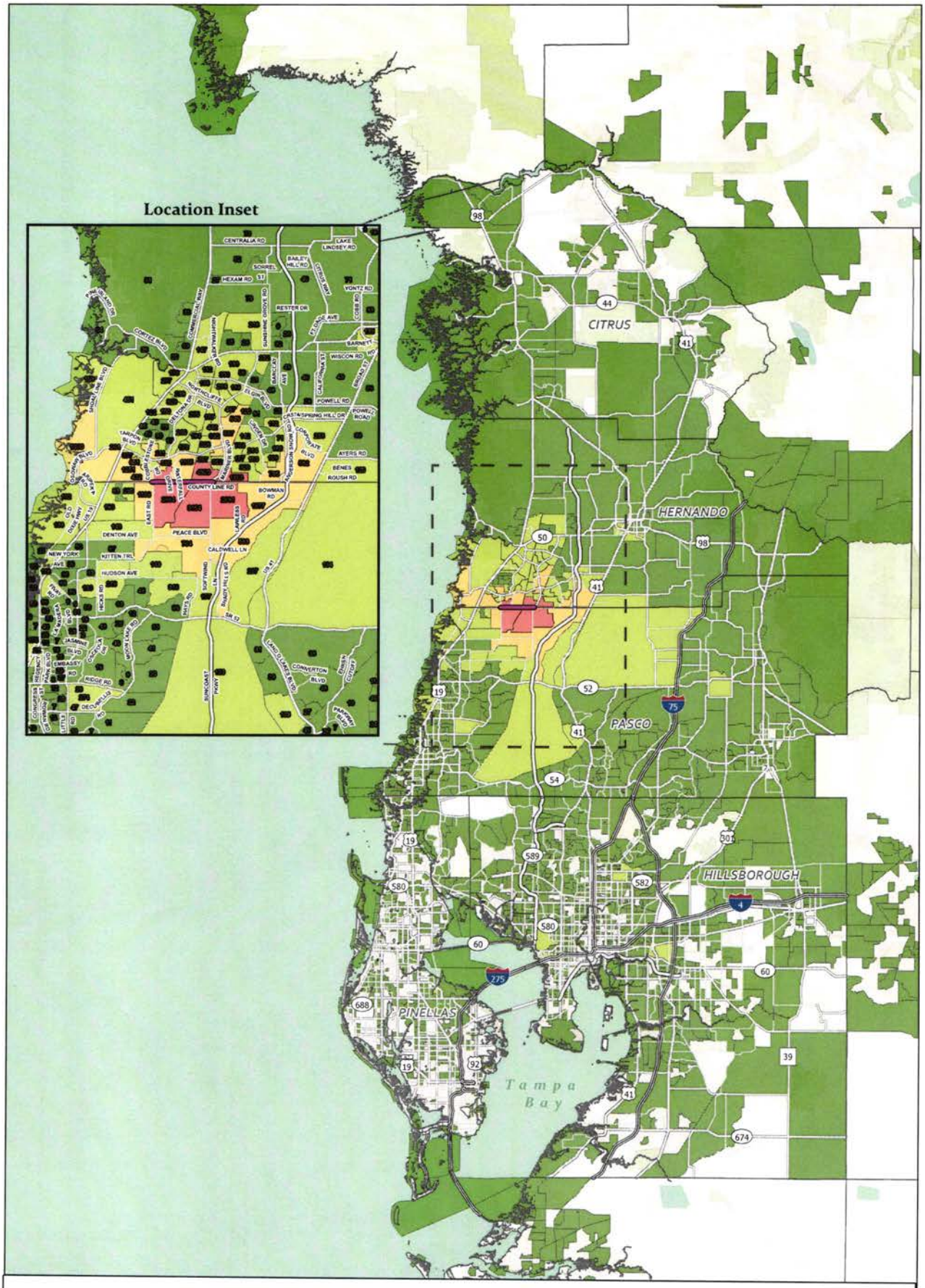
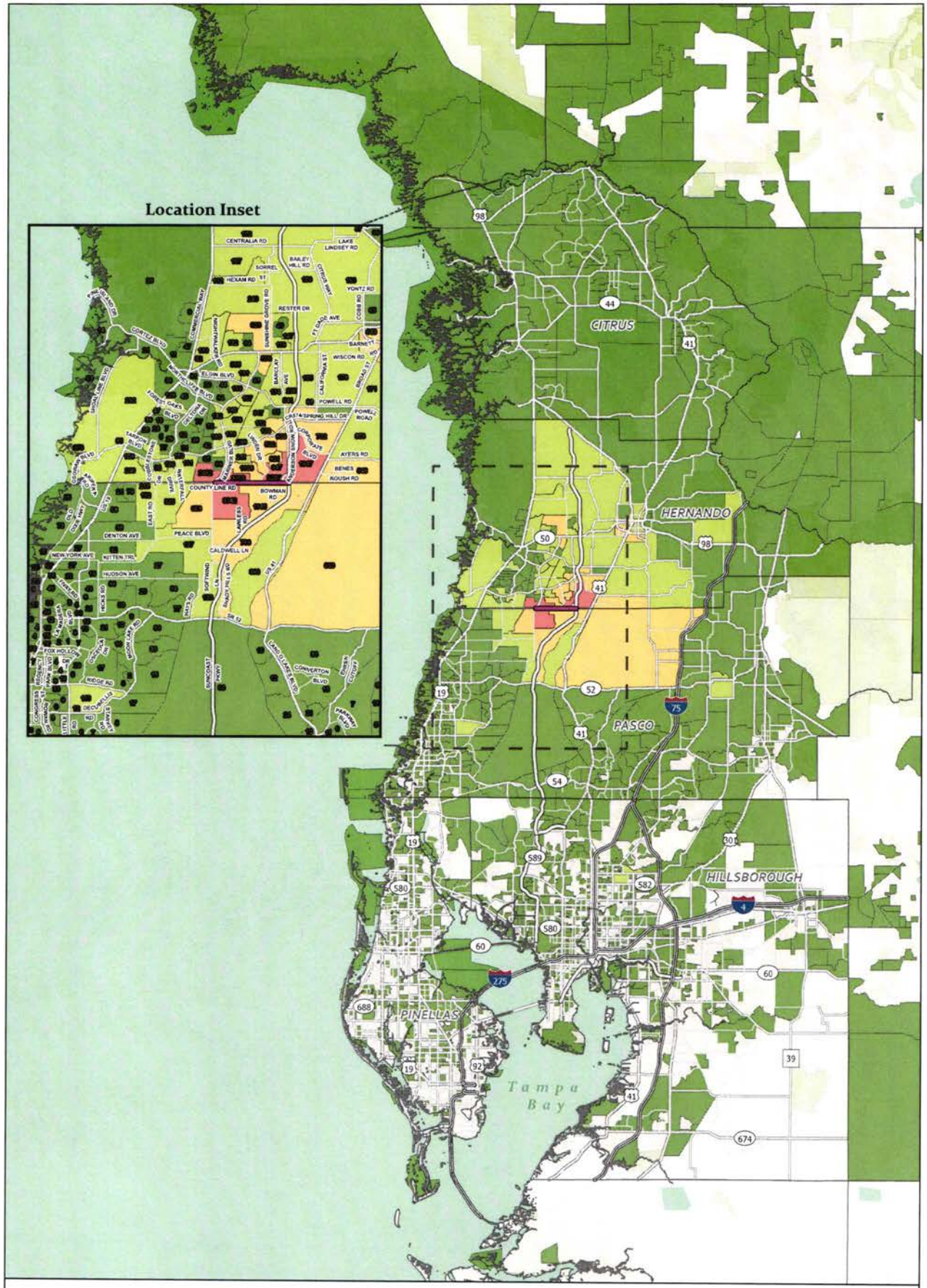
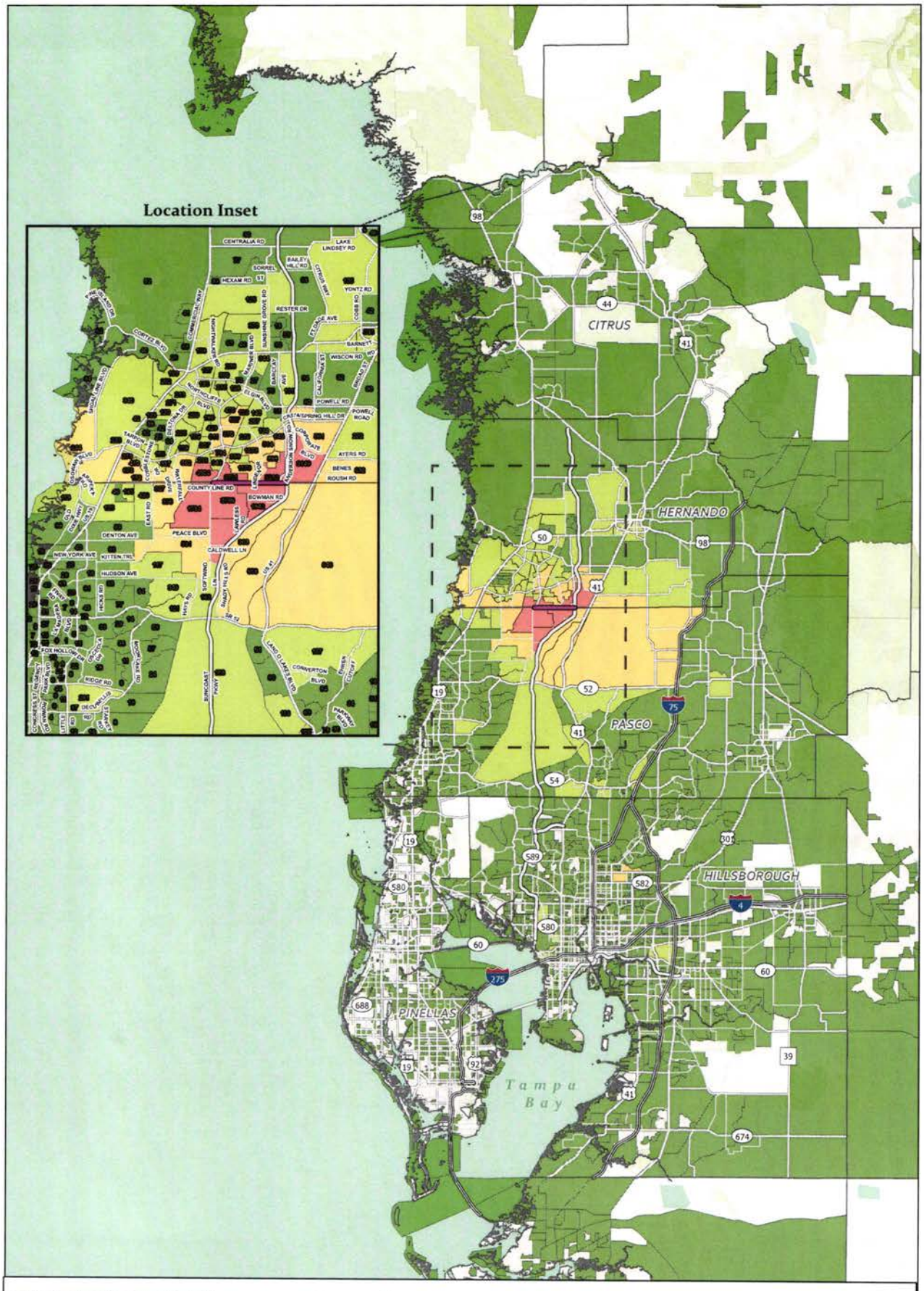
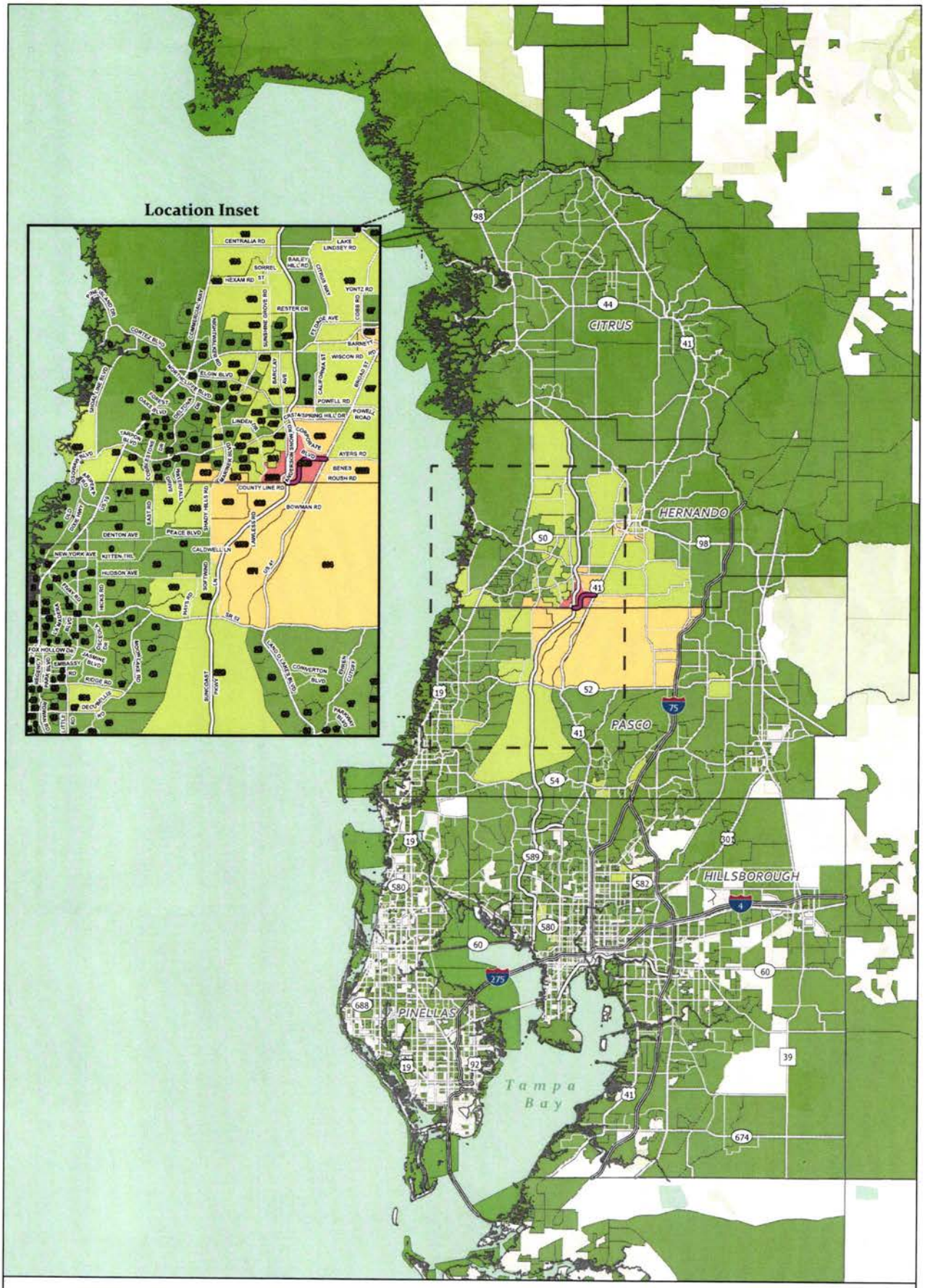
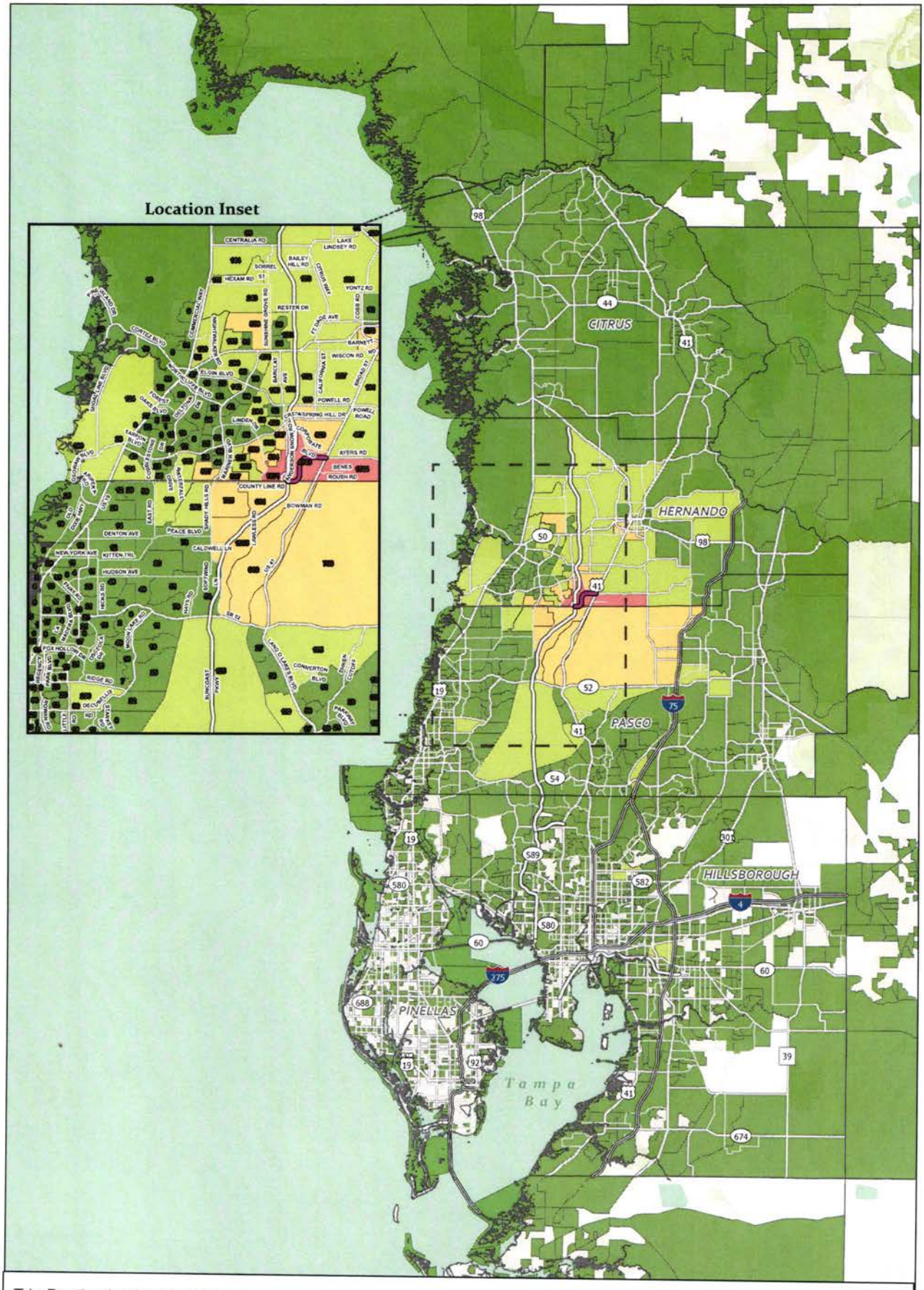
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Origin by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 5,290)
Project Limits
Corridor 1: County Line Road
Cobblestone Rd to Shady Hills Rd
Trip Origin by Block Group
Source Data: Replica HQ, Typical Weekday Spring 2023
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
COUNTY LINE RD
Trip Destination by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 4,520)
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
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Origin by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 5,207)
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
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Destination by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 5,210)
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
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Origin by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 4,806)
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
N
W
E
S
0
5
10 Miles


Location Inset
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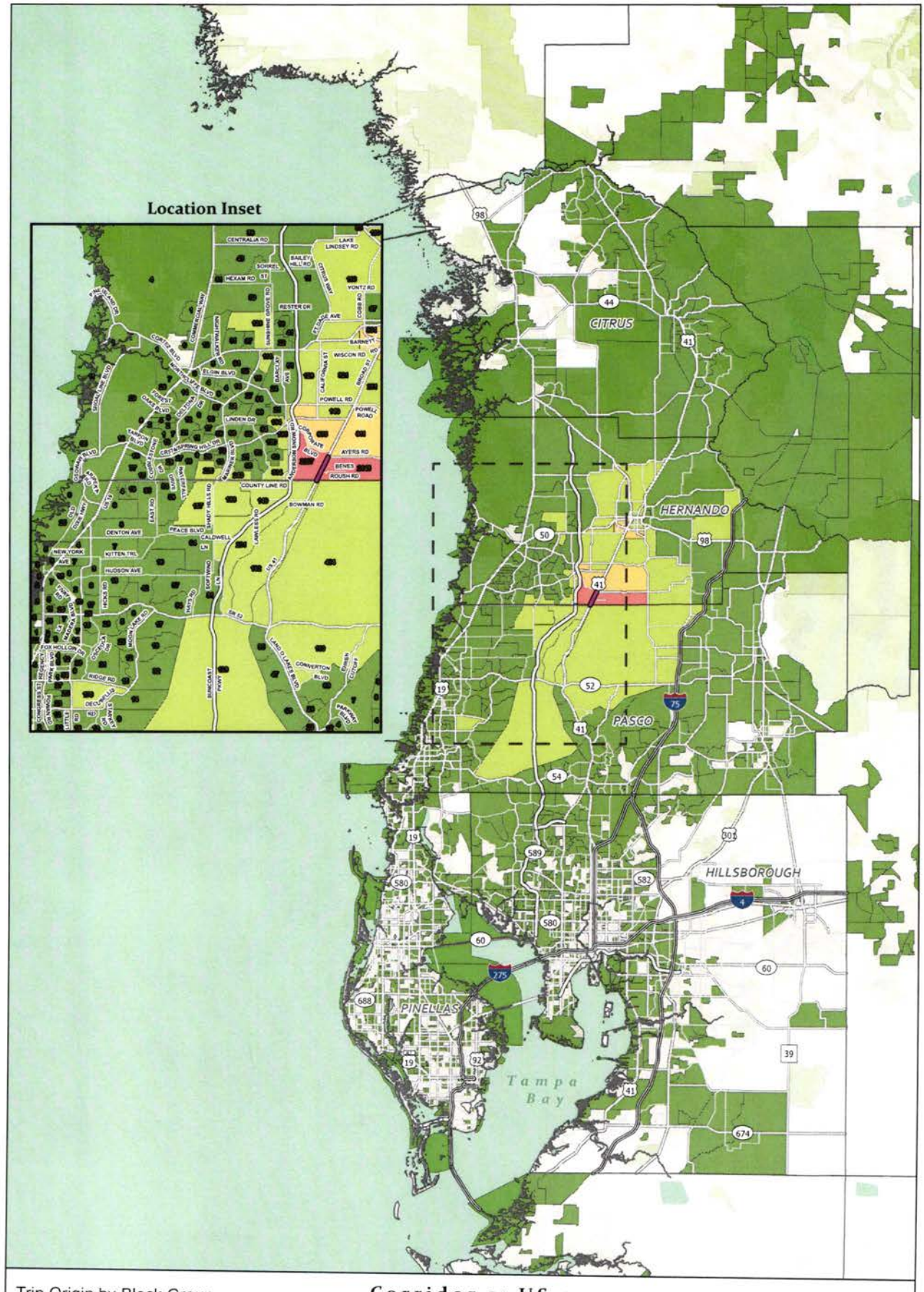
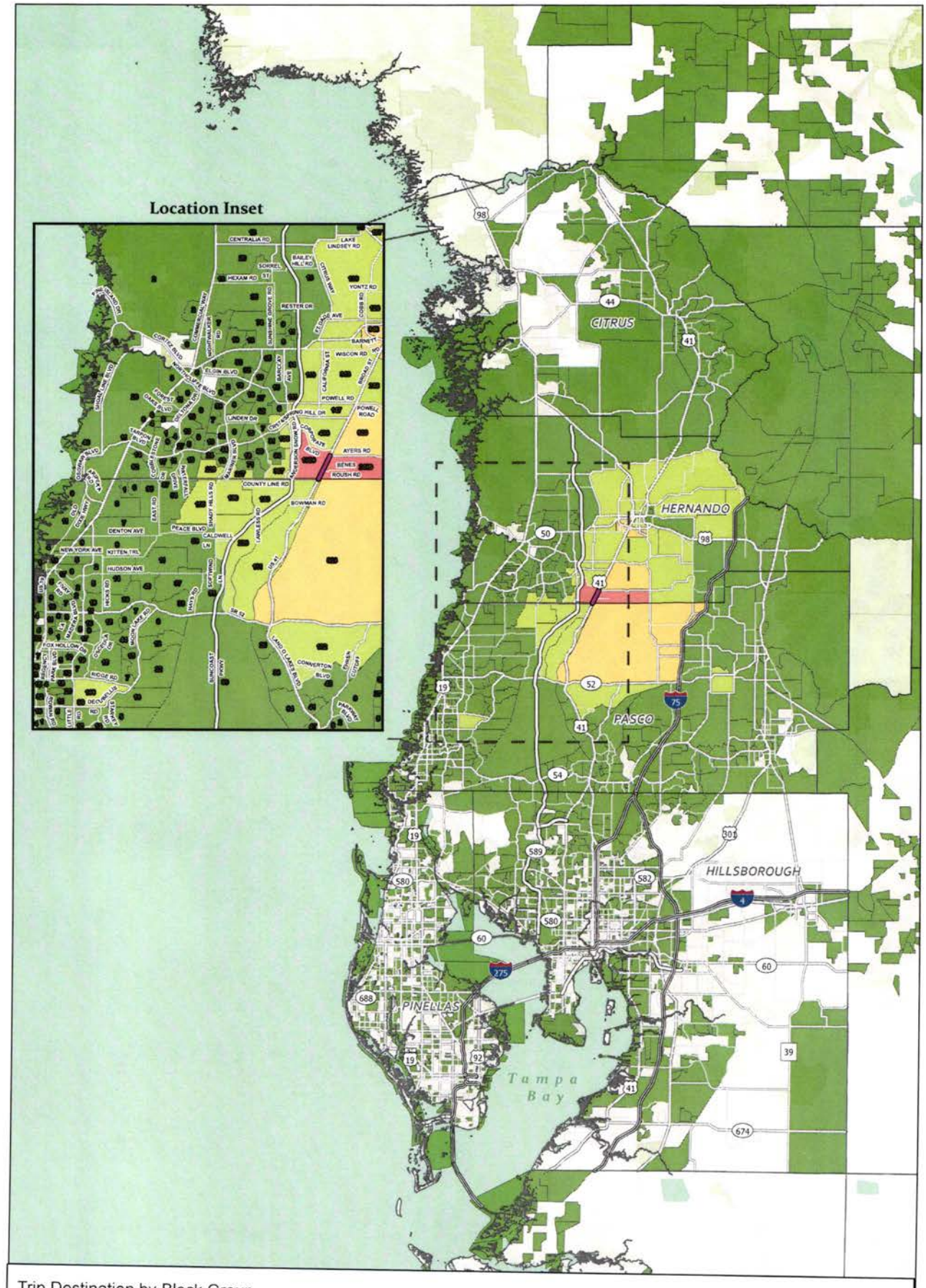
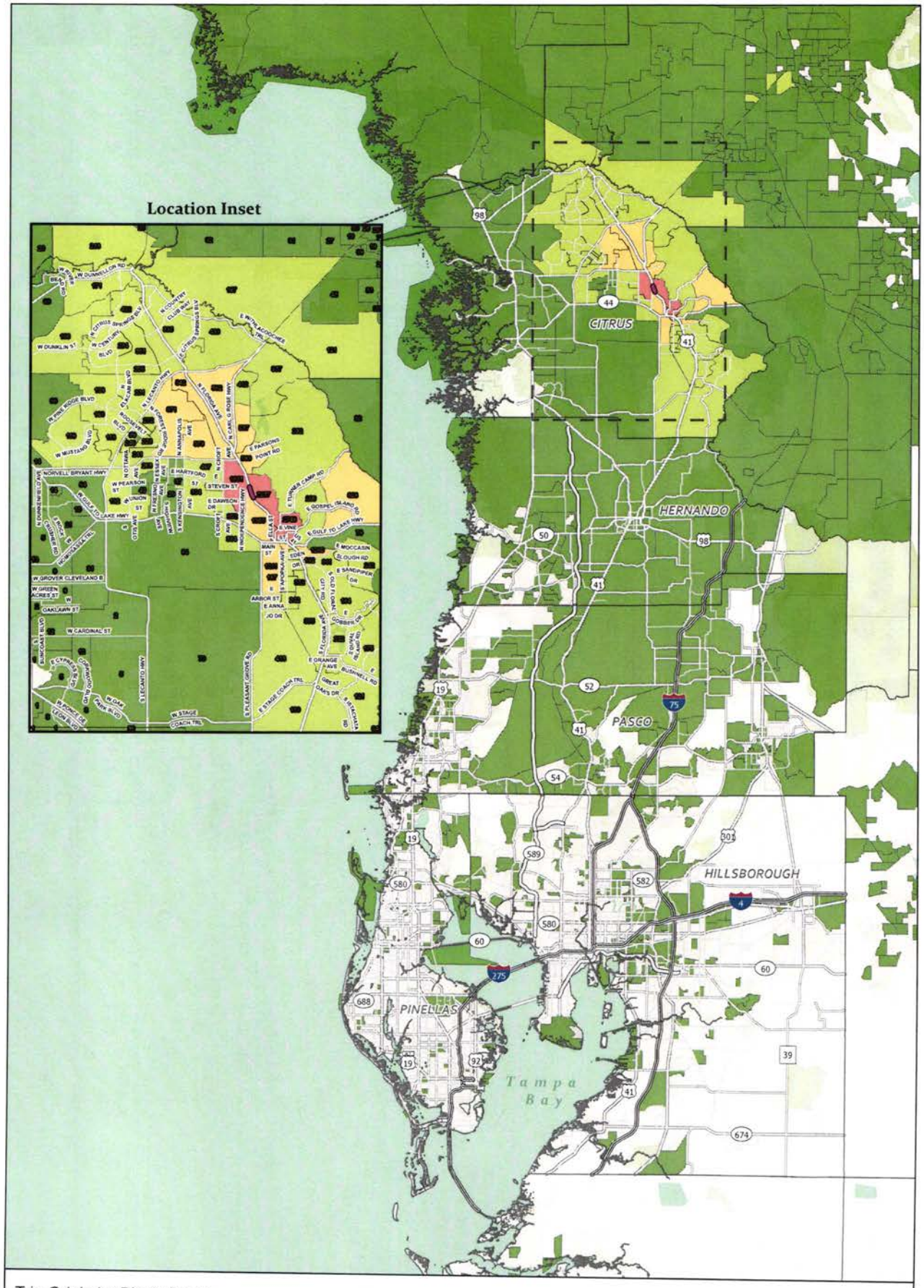
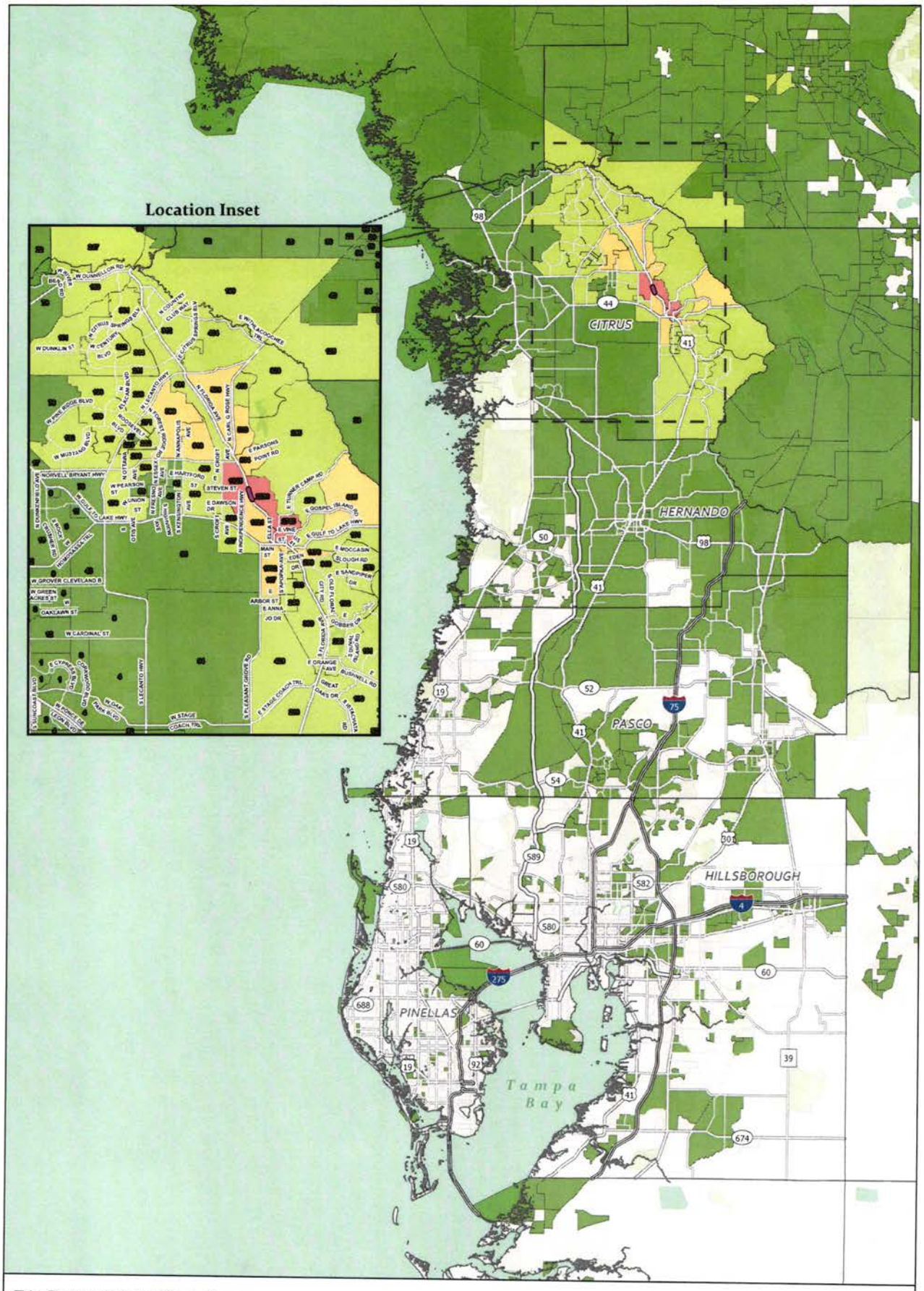
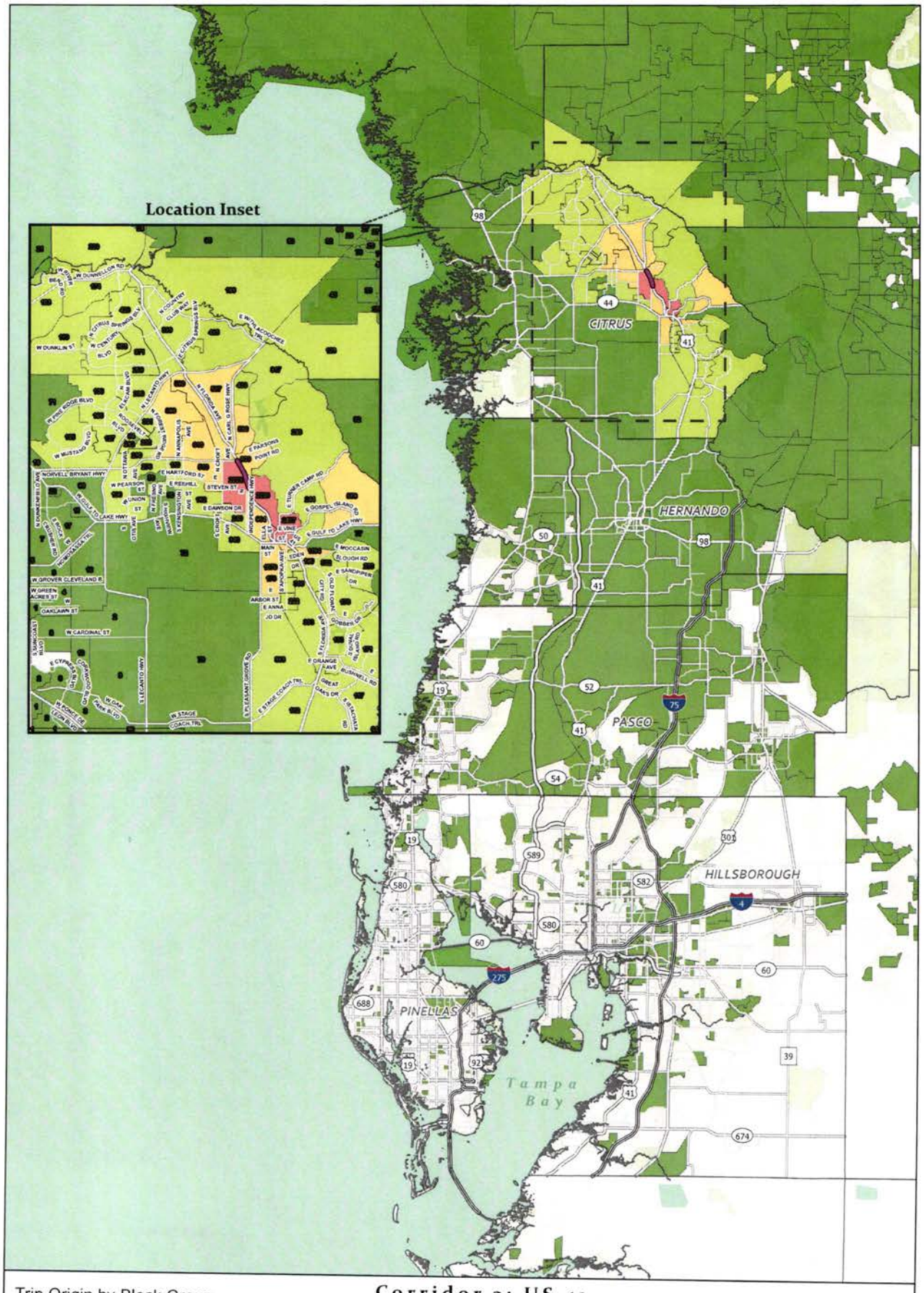
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Destination by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 4,934)
Project Limits
Corridor 1: County Line Road
Suncoast Pkwy to US-41
Trip Destination by Block Group
Source Data: Replica HQ, Typical Weekday Spring 2023
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Origin by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 2,267)
Project Limits
Corridor 2: US 41
County Line Rd to Ayers Rd
Trip Origin by Block Group
Source Data: Replica HQ, Typical Weekday Spring 2023
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Destination by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 2,480)
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
N
W
E
S
0
5
10 Miles

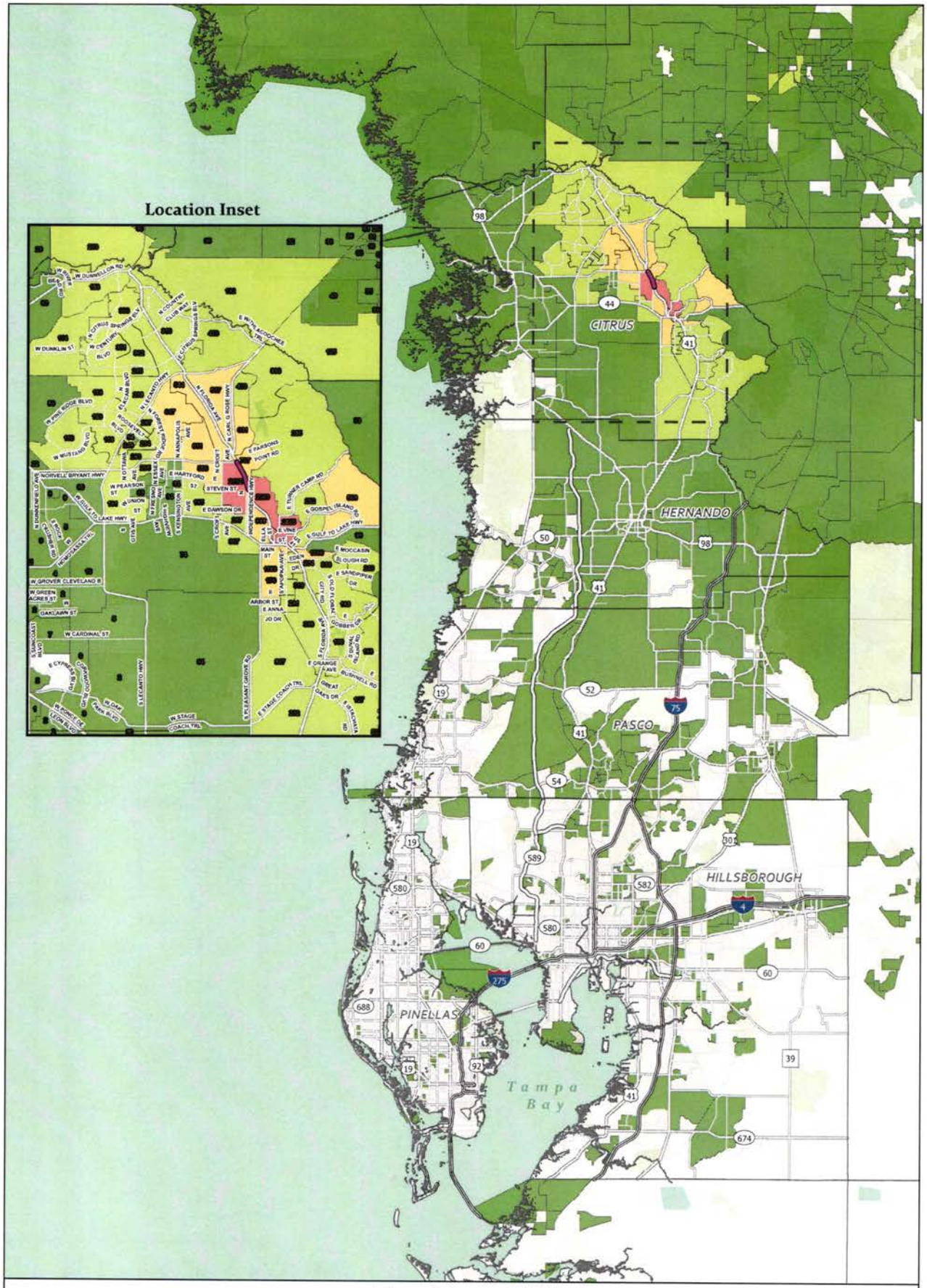

Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Origin by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 2,748)
Project Limits
Corridor 3: US 41
E Arlington St to Independence Hwy
Trip Origin by Block Group
Source Data: Replica HQ, Typical Weekday Spring 2023
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Destination by Block Group
1 - 100
101 - 500
501 - 1,500
>1,501 (max 2,745)
Project Limits
Corridor 3: US 41
E Arlington St to Independence Hwy
Trip Destination by Block Group
Source Data: Replica HQ, Typical Weekday Spring 2023
N
W
E
S
0
5
10 Miles



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

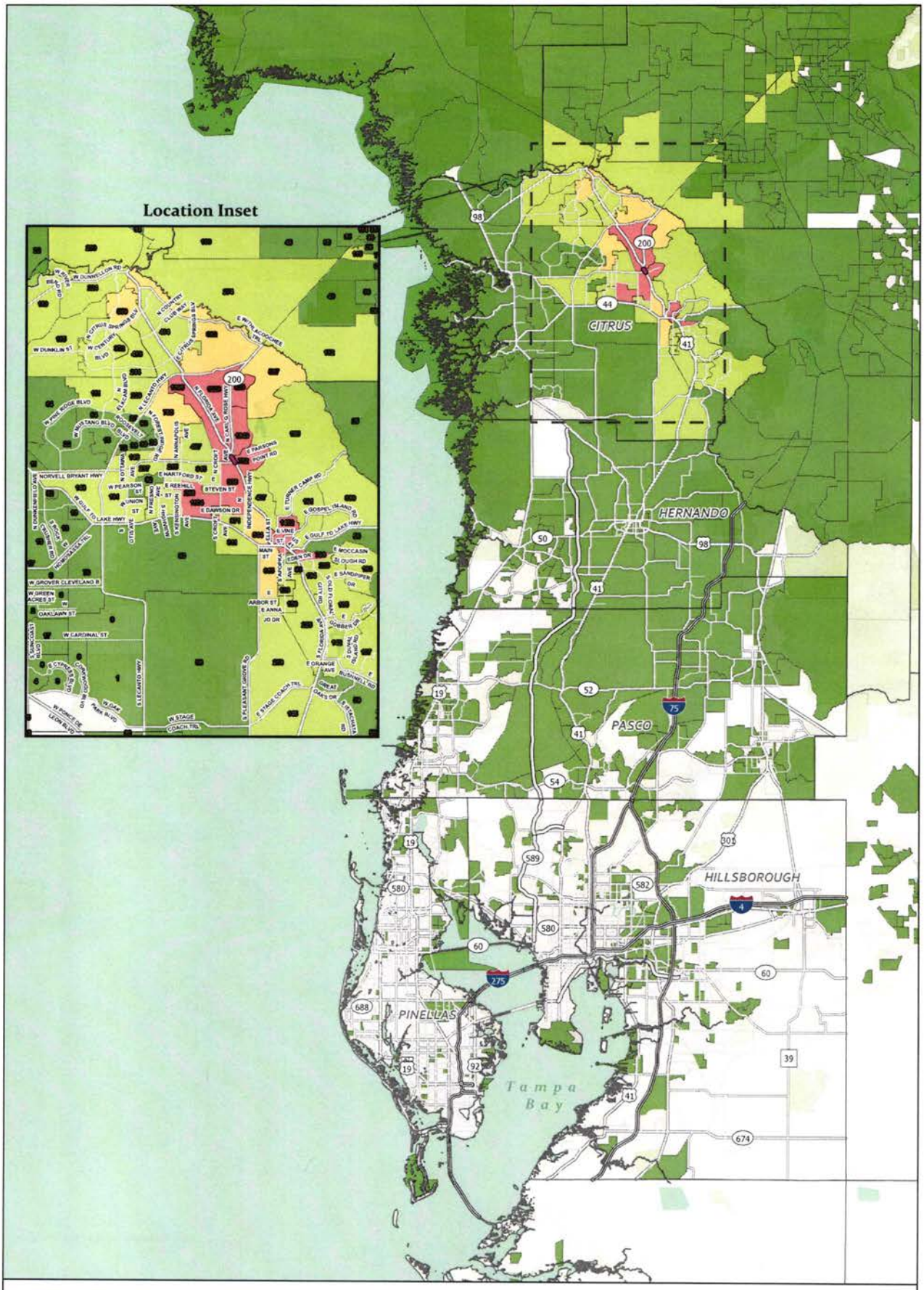
- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 2,435)
- Project Limits

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

Source Data: Replica HQ, Typical Weekday Spring 2023

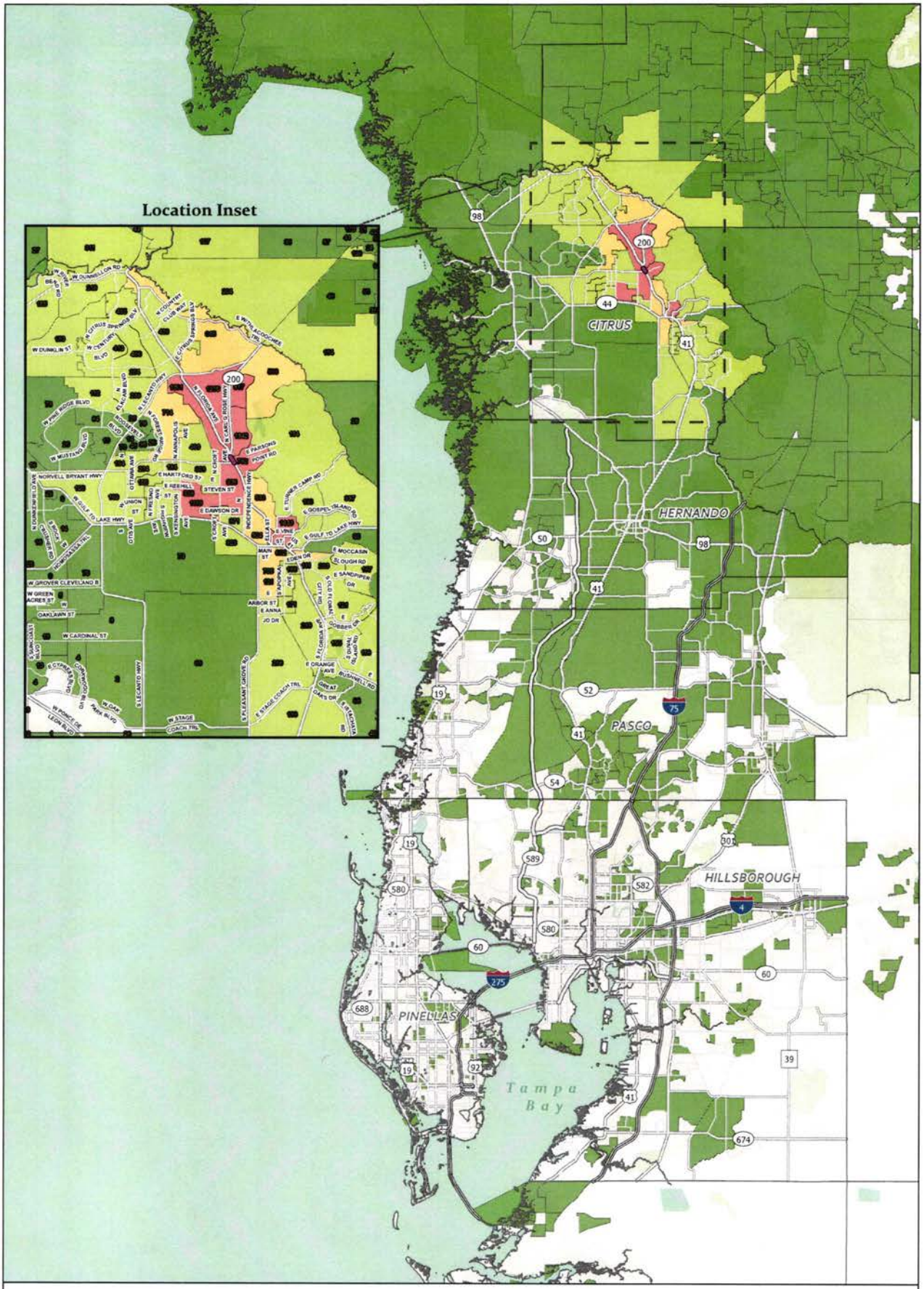
N
W E
S

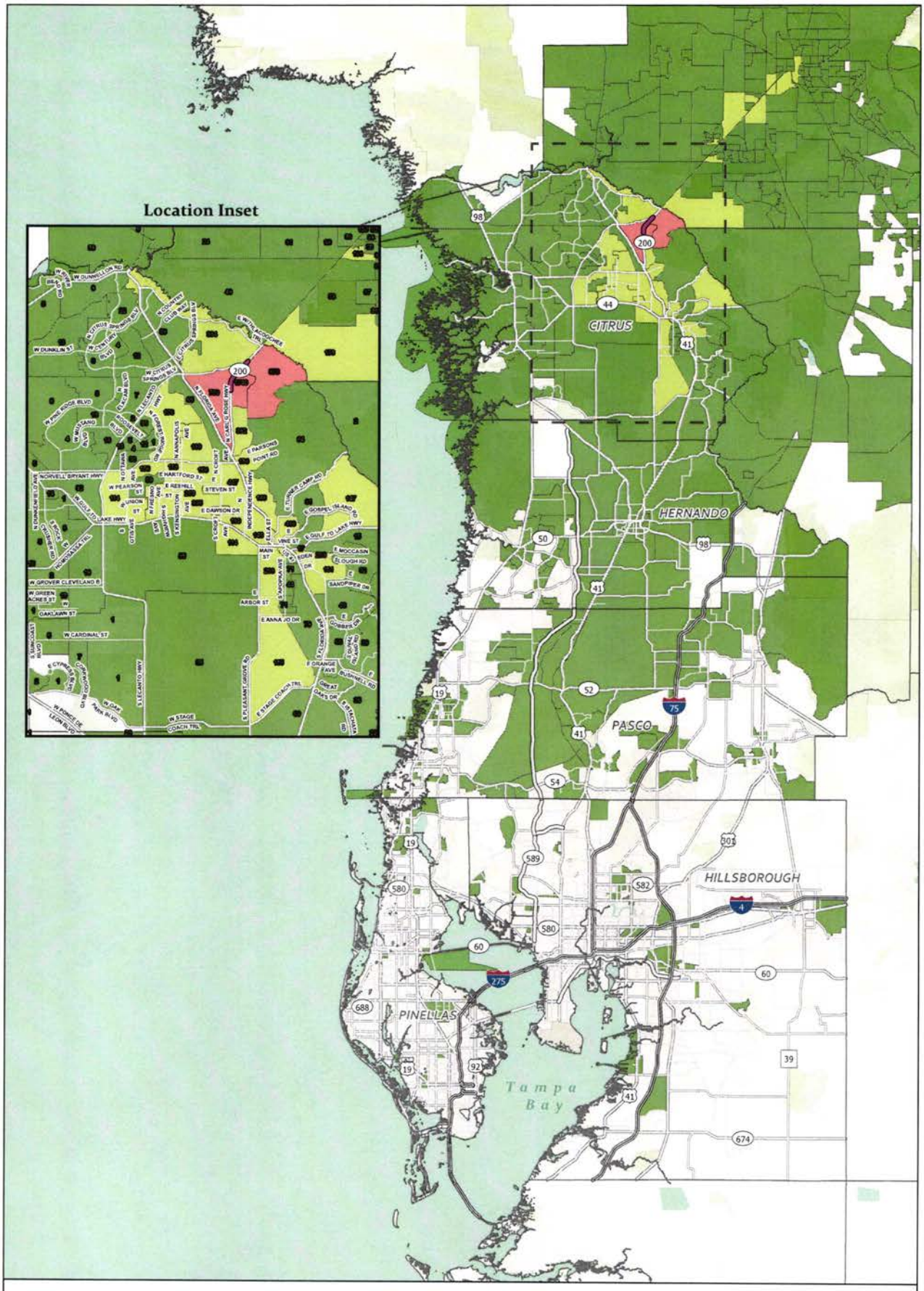
0 5 10 Miles



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

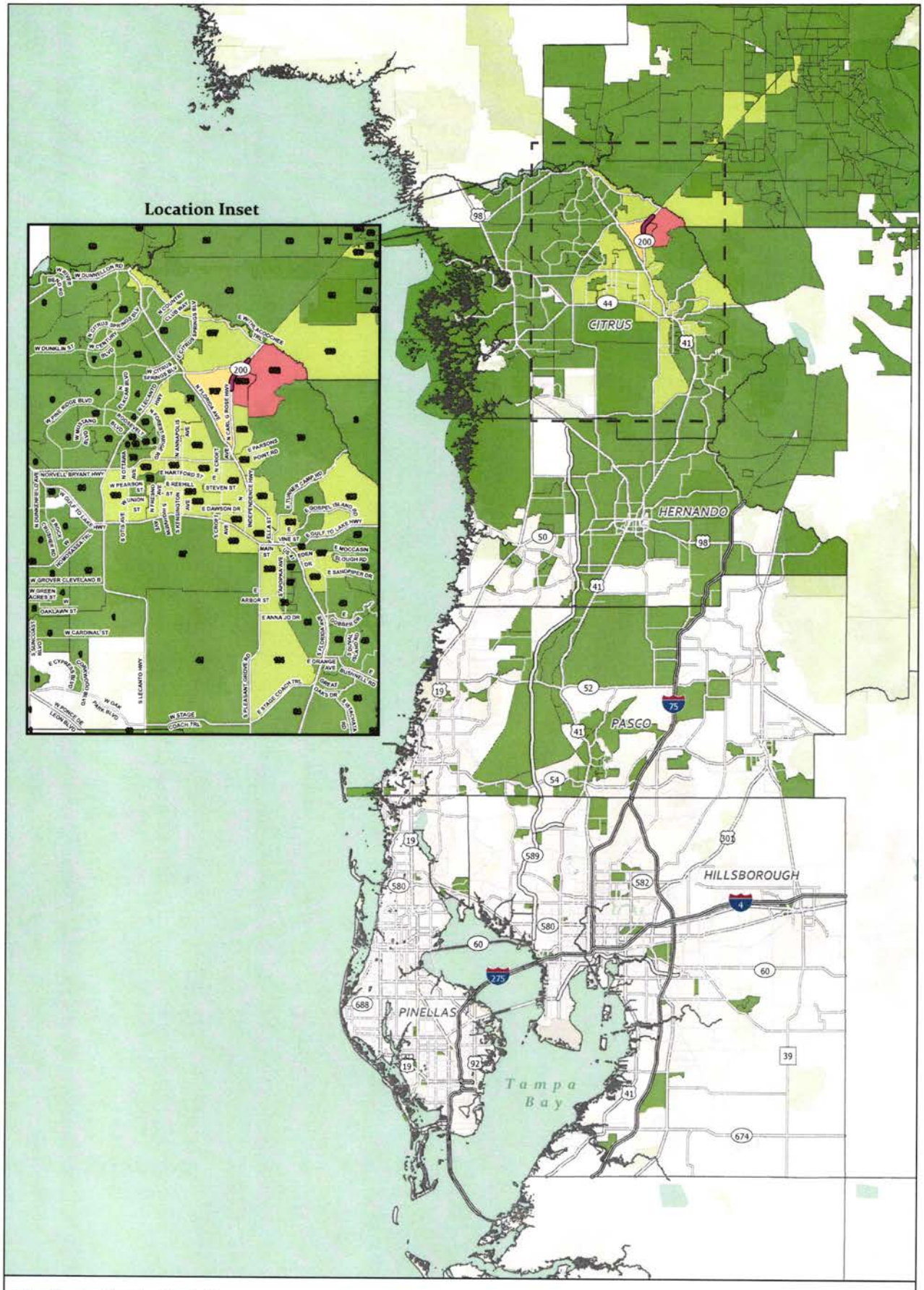
Source Data: Replica HQ, Typical Weekday Spring 2023

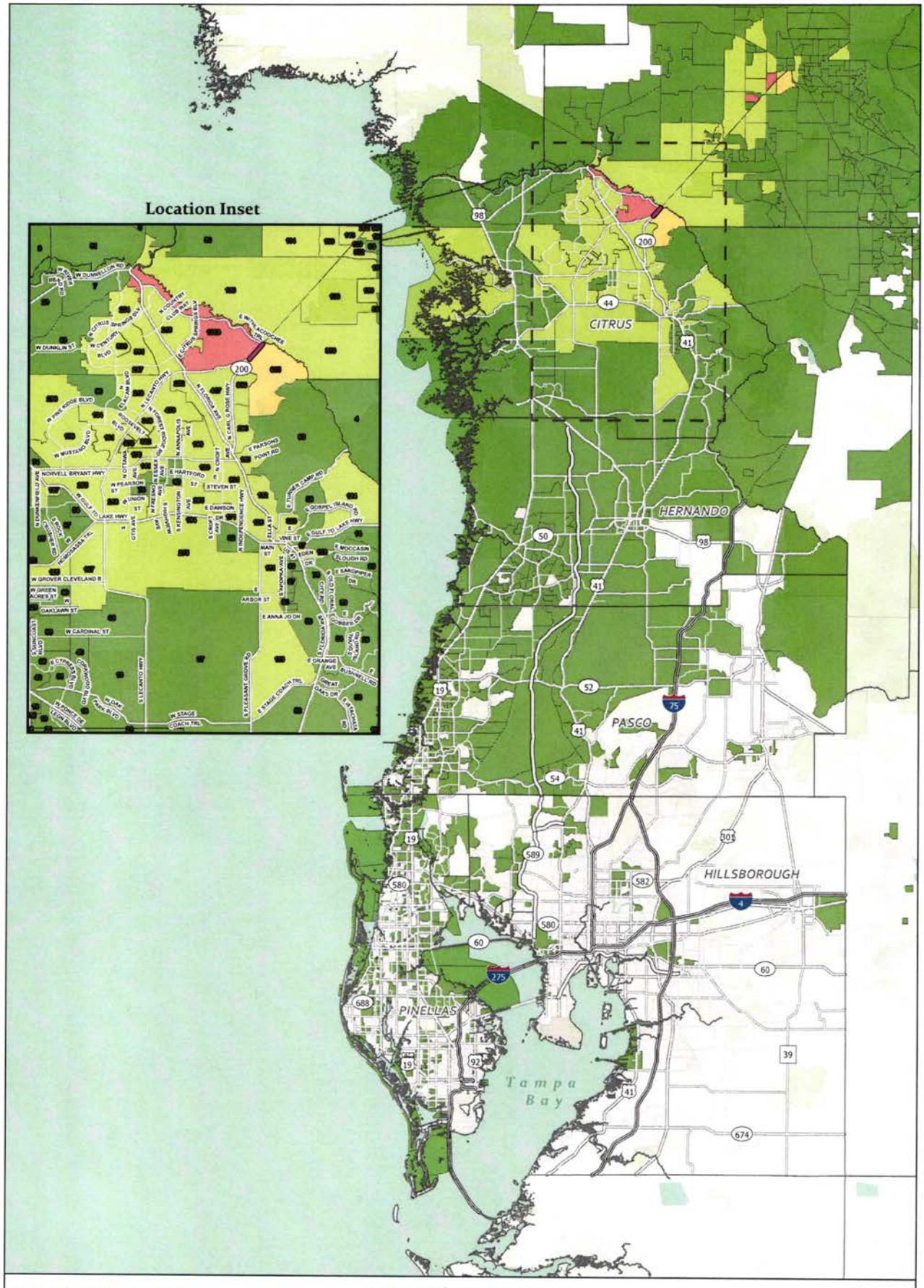

Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Destination by Block Group
1 - 100
101 - 500
501 - 750
>750 (max 1,440)
Project Limits
Corridor 3: US 41
Norvell Bryant Hwy to SR-200
Trip Destination by Block Group
Source Data: Replica HQ, Typical Weekday Spring 2023
N
W
E
S
0
5
10 Miles

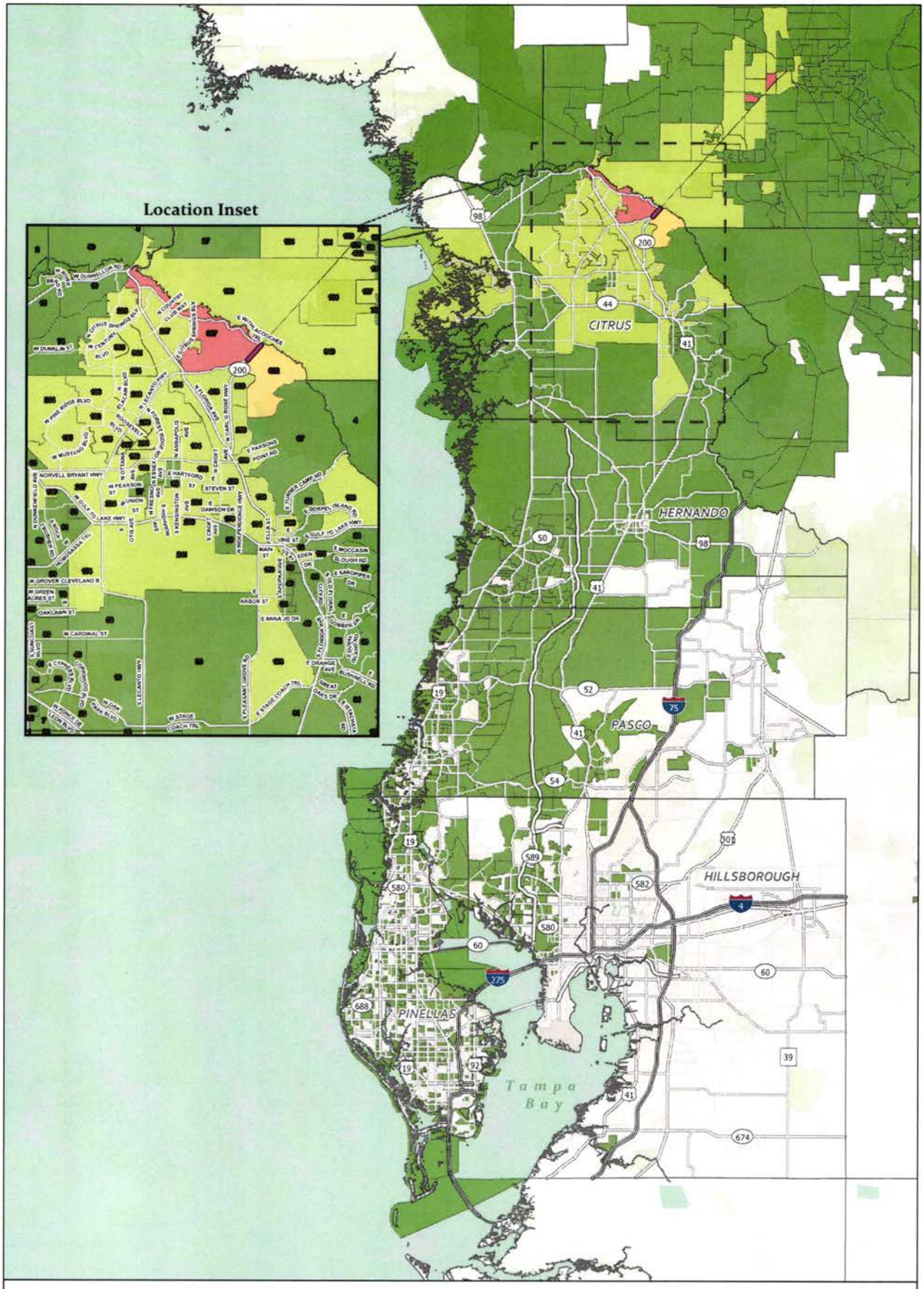


Corridor 4: SR 200
E Adams St to Lecanto Hwy (CR 491)
Trip Origin by Block Group

Source Data: Replica HQ, Typical Weekday Spring 2023


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Destination by Block Group
1 - 100
101 - 500
501 - 750
>750 (max 1,738)
Project Limits
Corridor 4: SR 200
E Adams St to Lecanto Hwy (CR 491)
Trip Destination by Block Group
Source Data: Replica HQ, Typical Weekday Spring 2023
N
W
E
S
0
5
10 Miles


Location Inset
CITRUS
HERNANDO
PASCO
HILLSBOROUGH
PINELLAS
Tampa Bay
Trip Origin by Block Group
1 - 100
101 - 500
501 - 750
>750 (max 1,003)
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
N
W
E
S
0
5
10 Miles

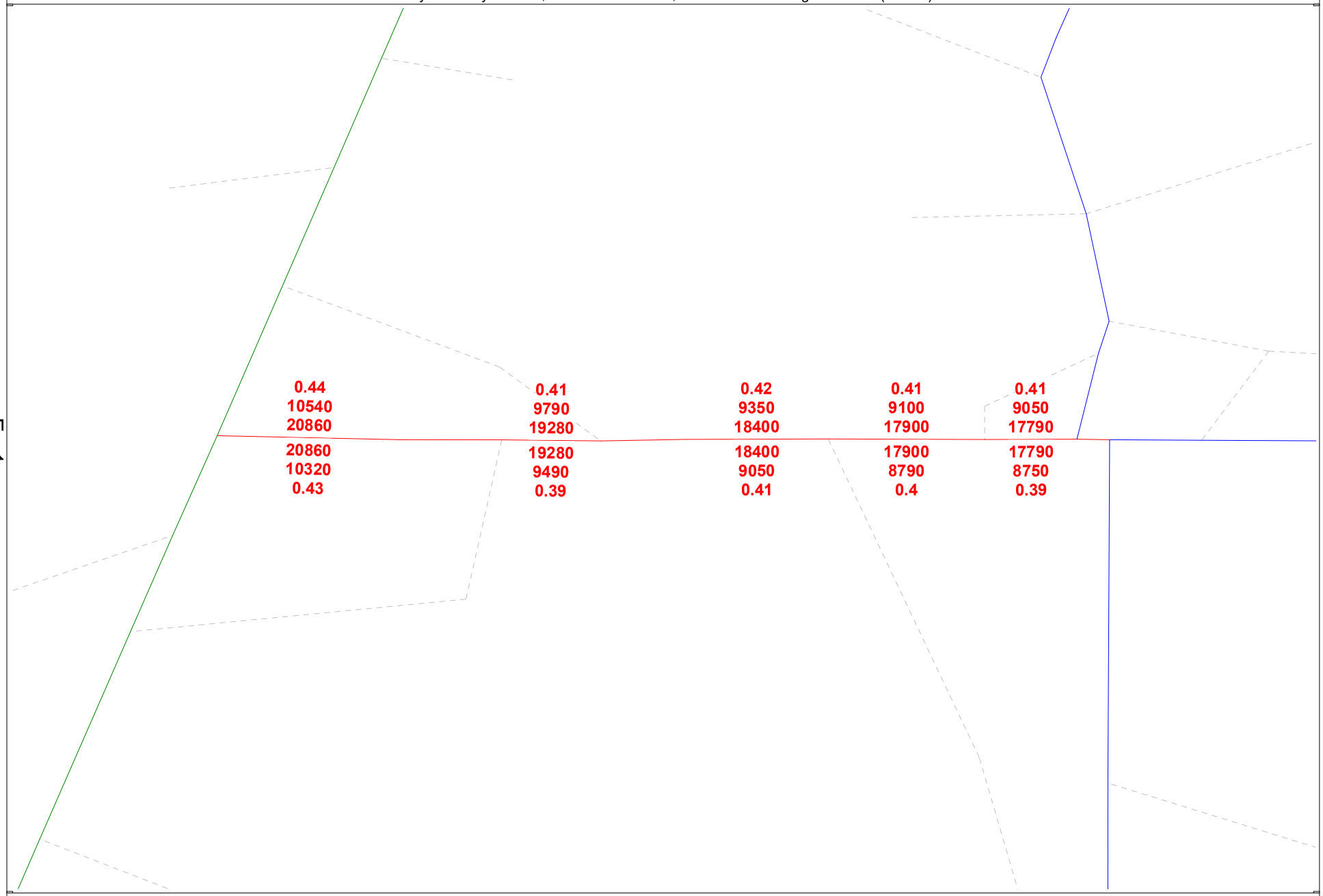


Corridor 4: SR 200 Lecanto Hwy (CR 491) to SR 39 (W Withlacoochee Trl) Trip Destination by Block Group

Source Data: Replica HQ, Typical Weekday Spring 2023

APPENDIX E:
TBRPM 9.3 MODEL VOLUME PLOTS

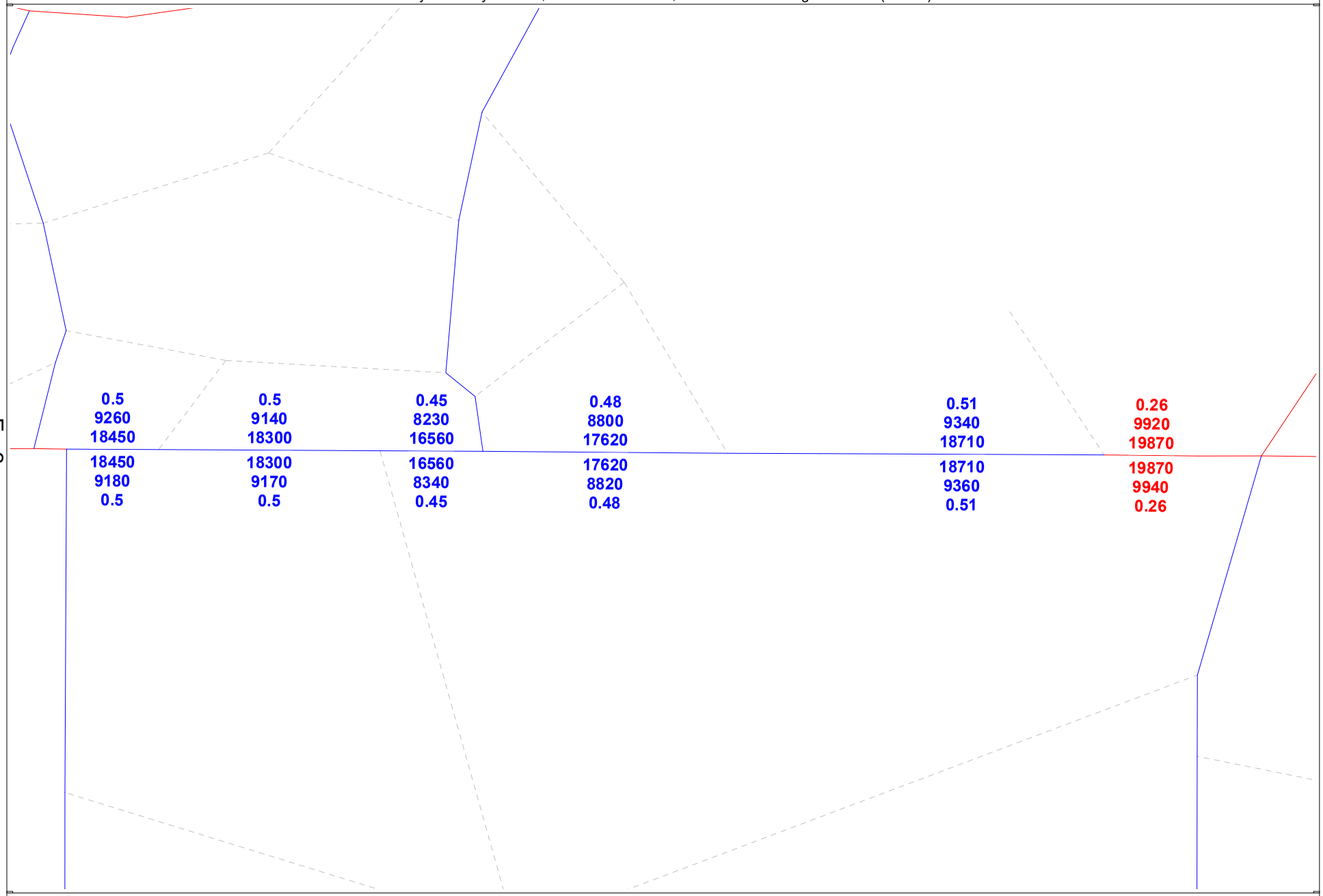
TBRPM 9.3 2024 E+C Network with 2045 SE Data
Hernando/Pasco County Line Road - US 19 to Cobblestone
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



E - 1

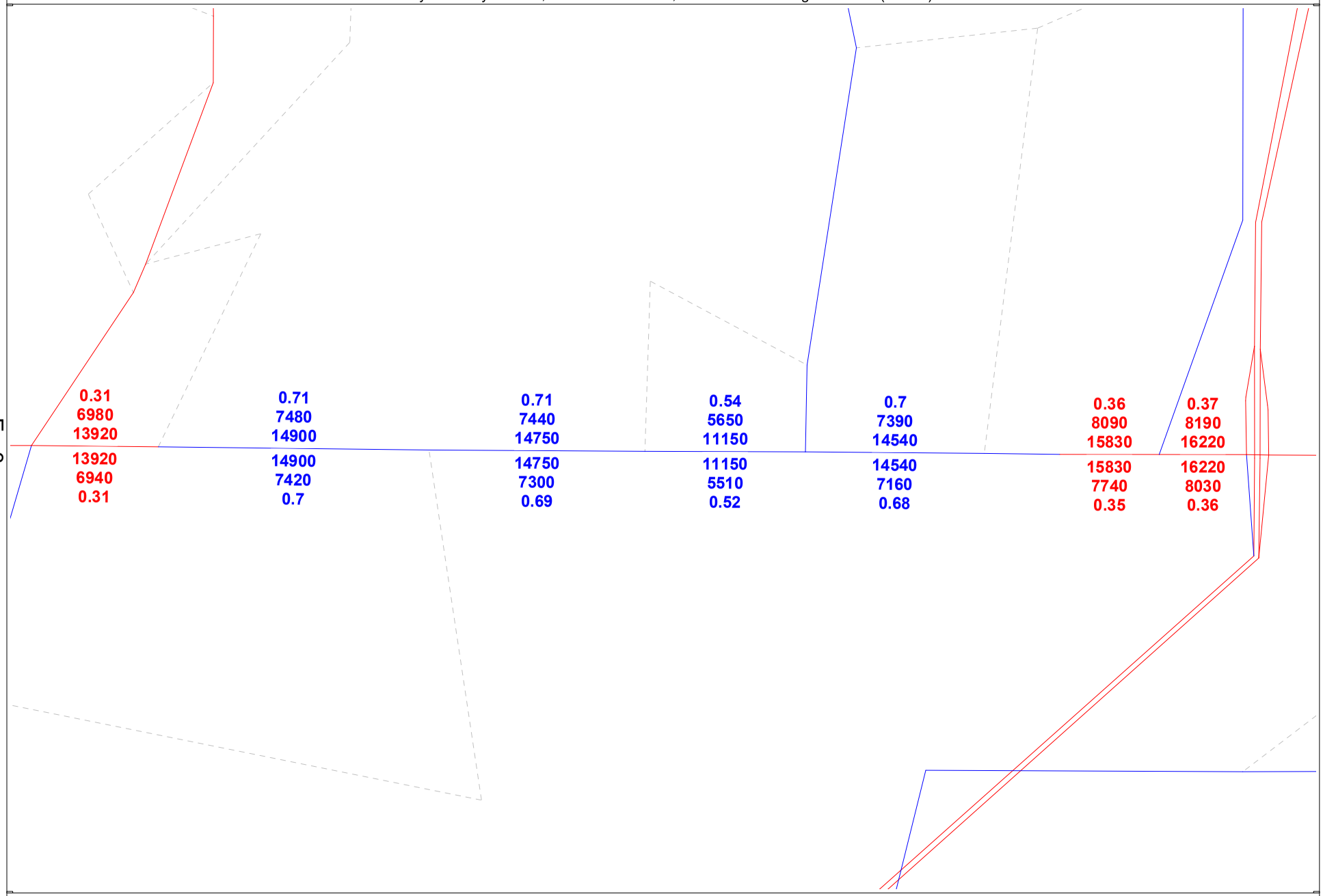
cube

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

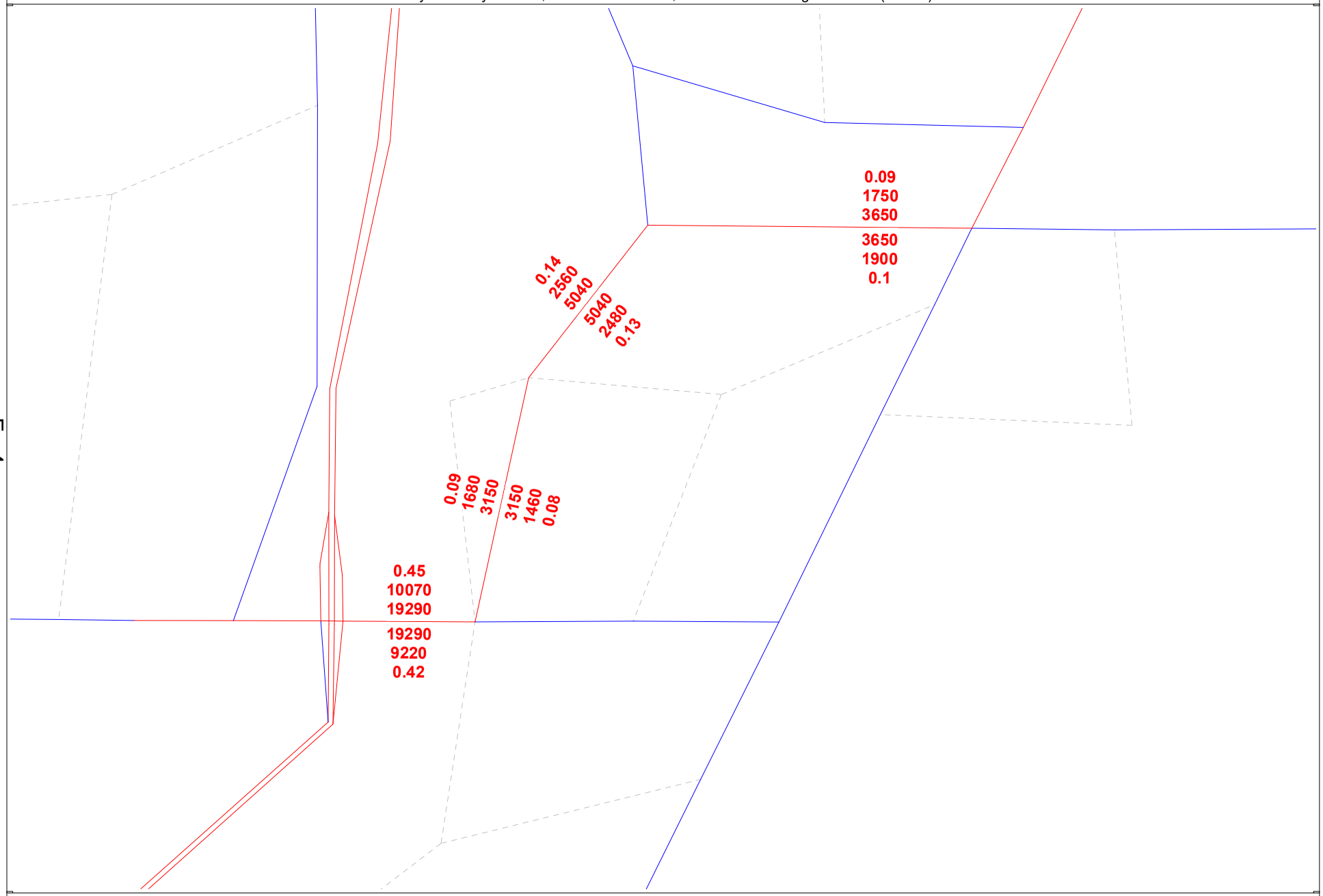


E - 2

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)



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)



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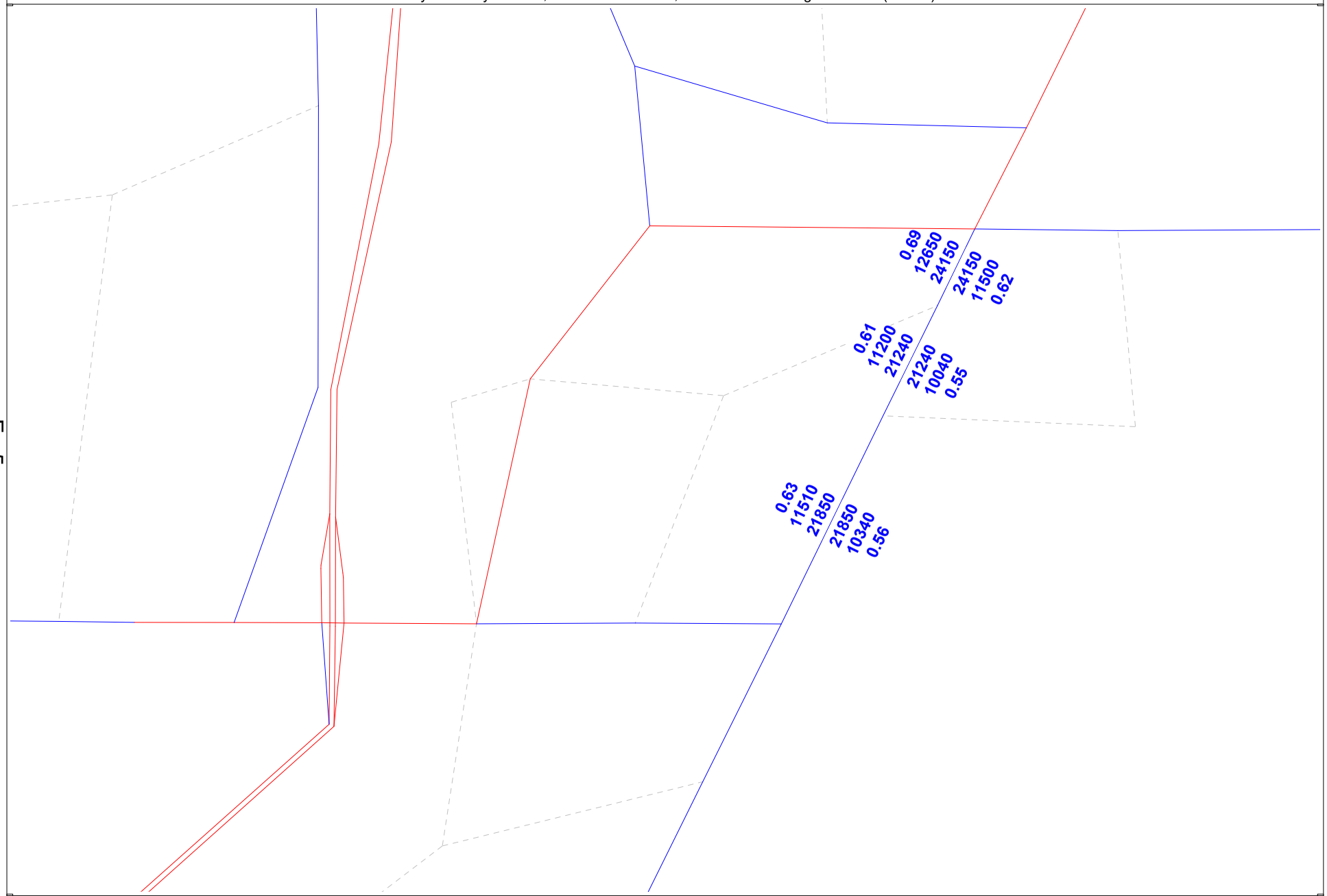
TBRPM 9.3 2024 E+C Network with 2045 SE Data
US 41 - County Line Rd to Ayers Rd
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



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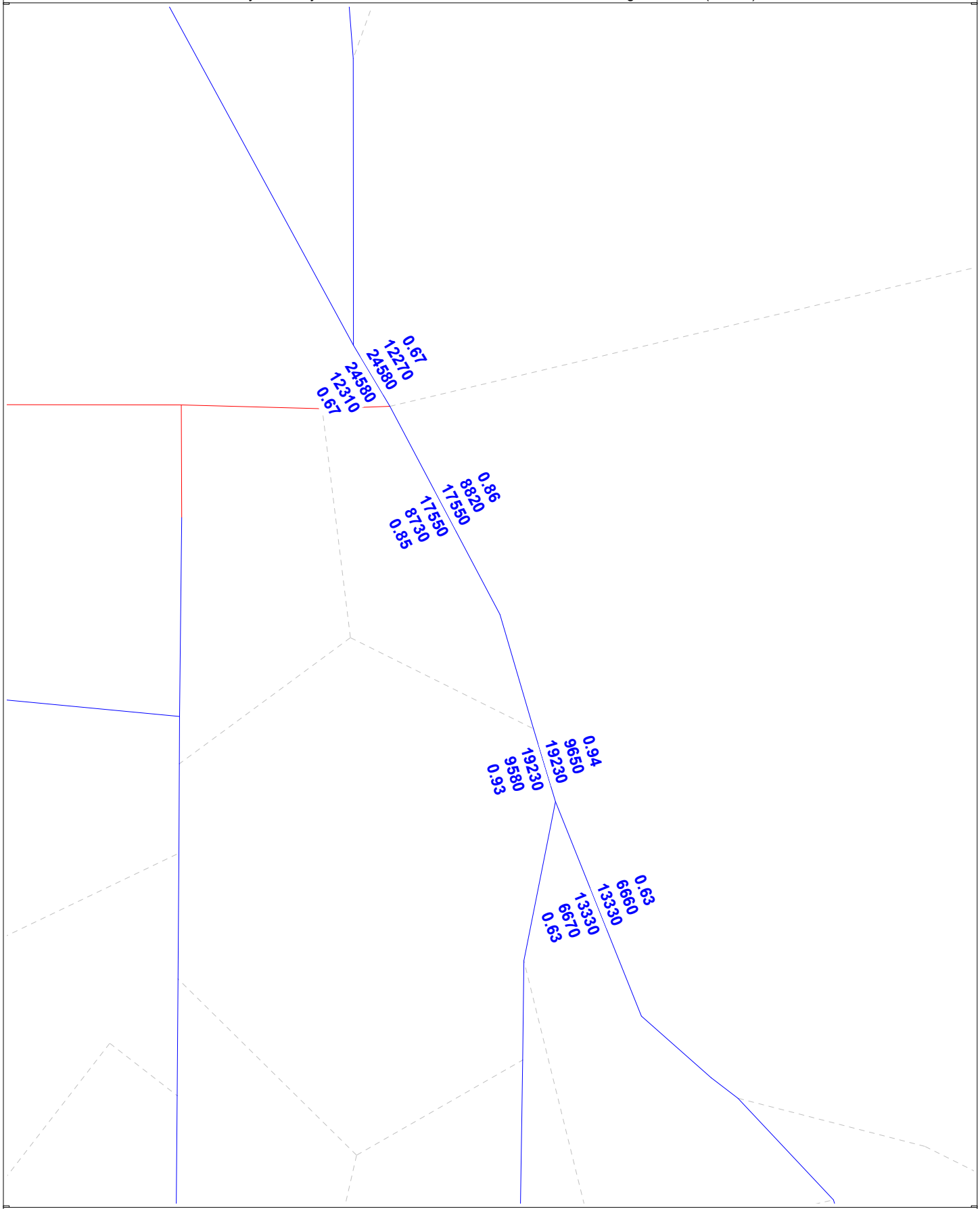
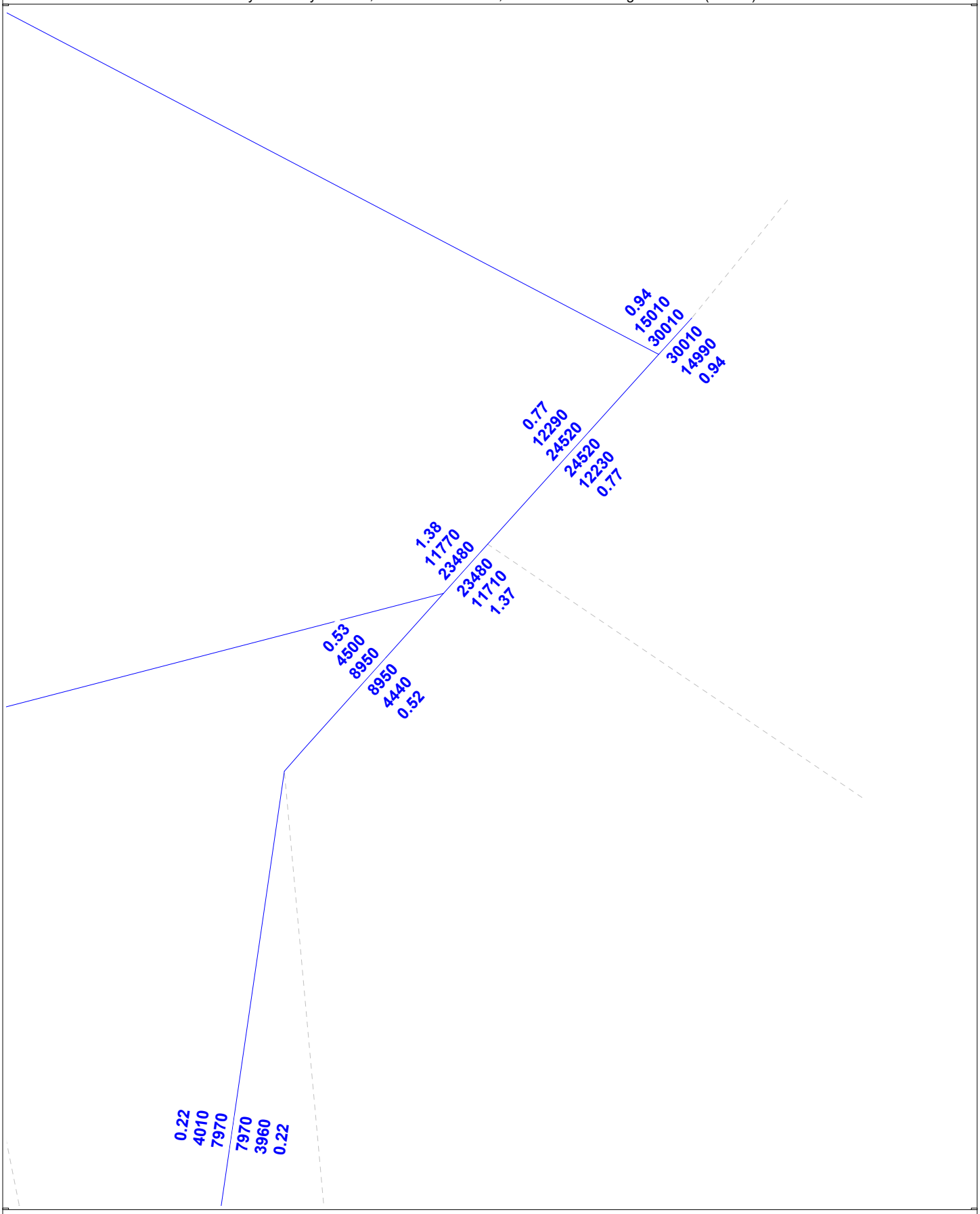
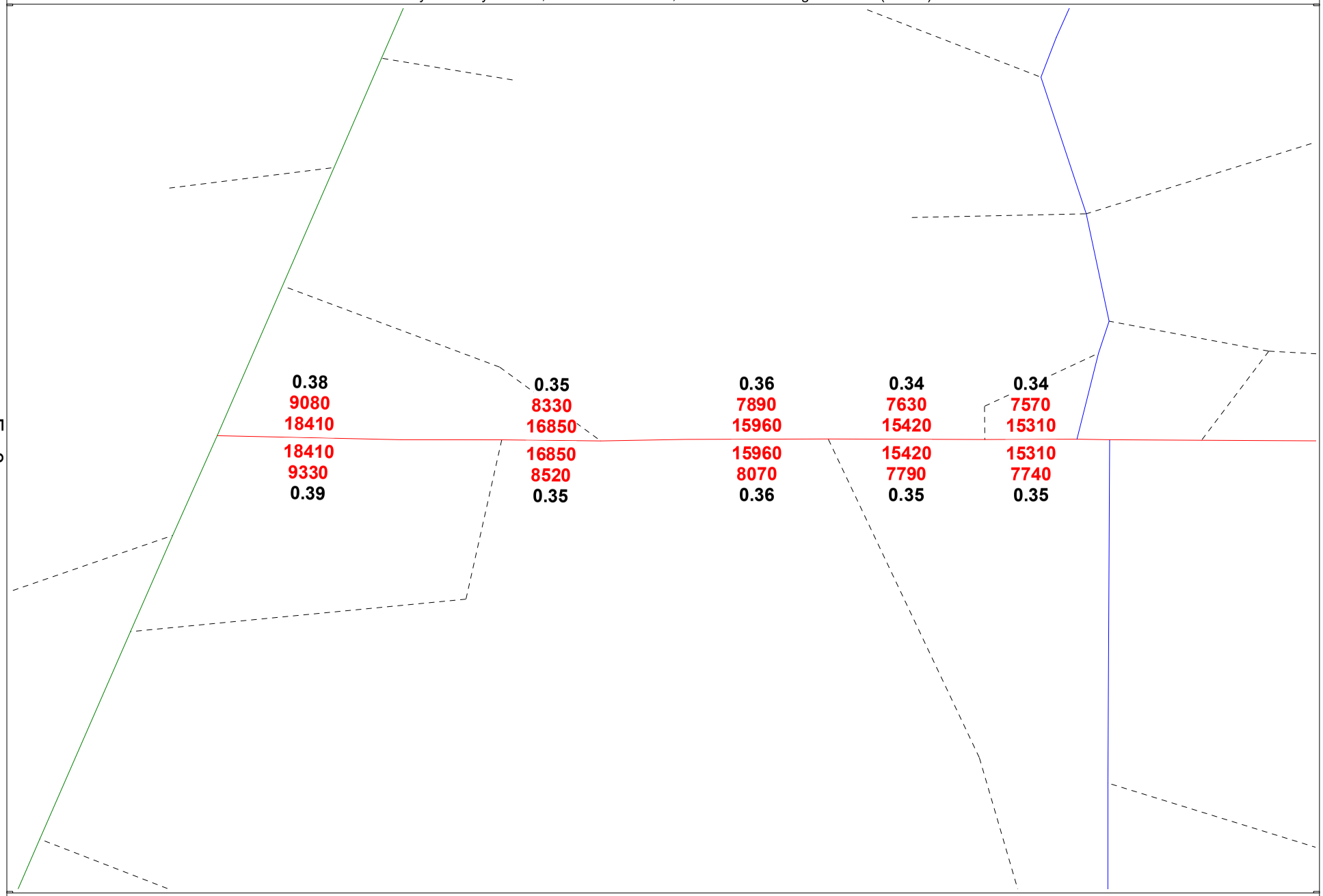
TBRPM 9.3 2024 E+C Network with 2045 SE Data
US 41 - Arlington to SR 200
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



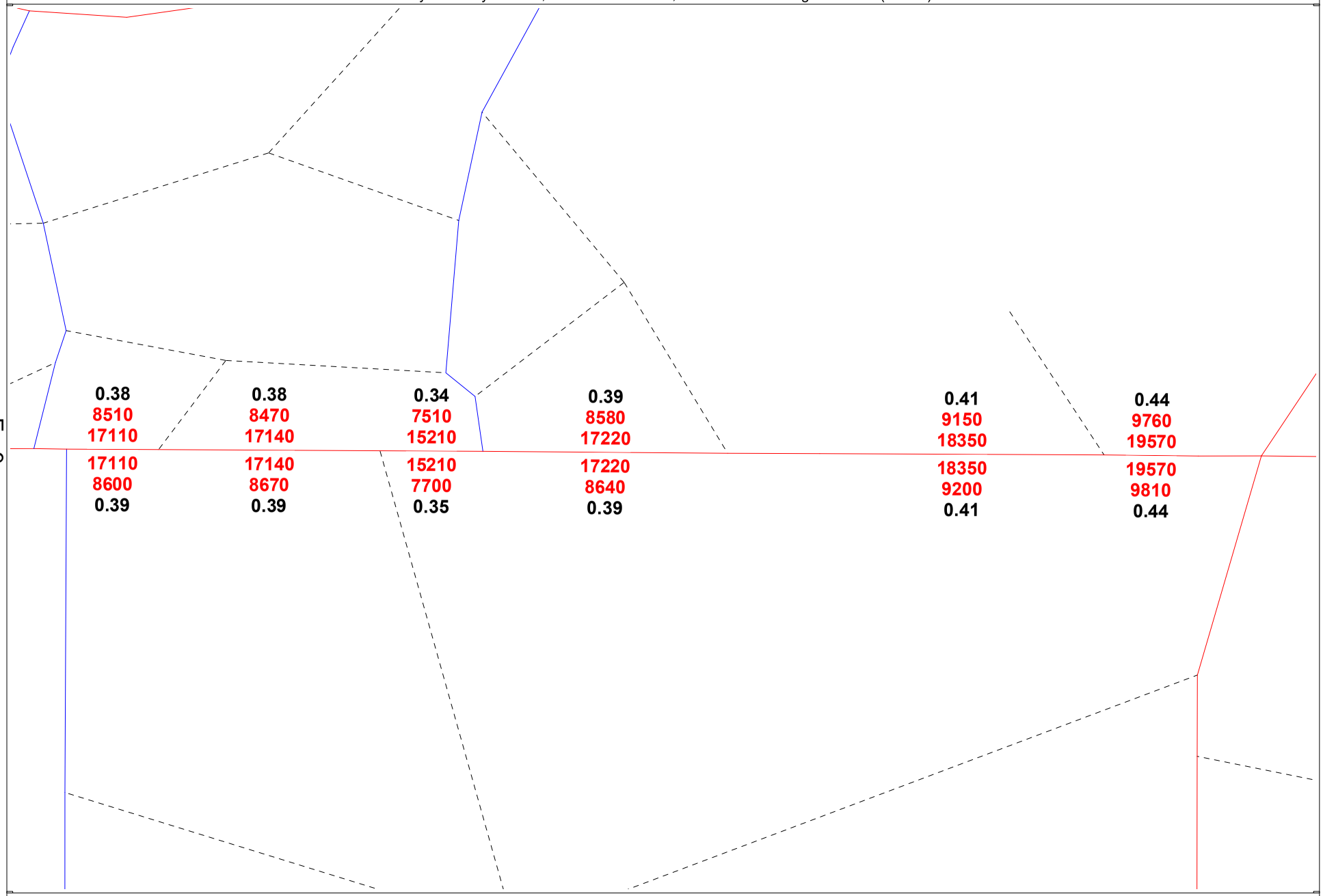
TBRPM 9.3 2024 E+C Network with 2045 SE Data
SR 200 - Adams to Marion CL
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



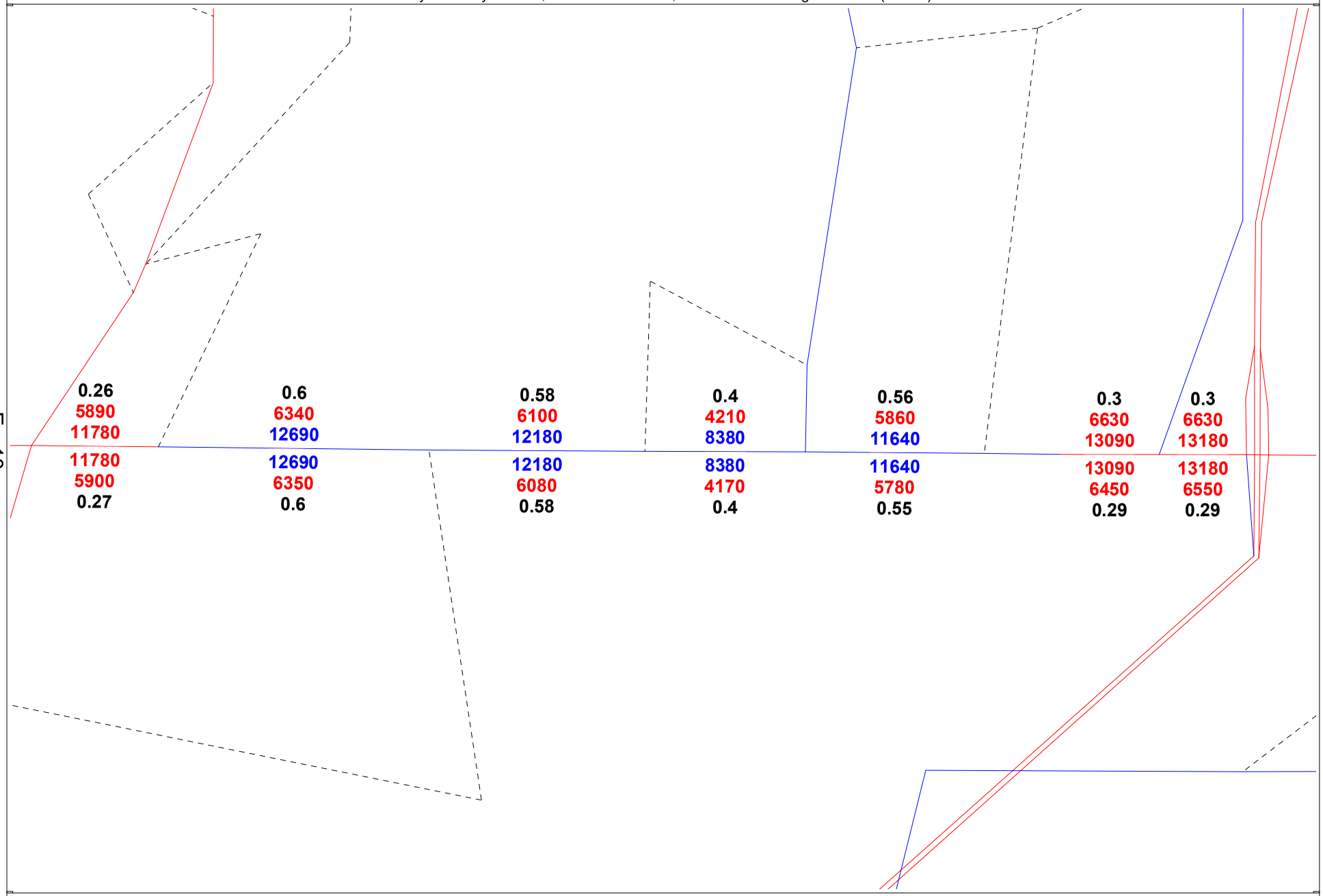
TBRPM 9.3 2045 CF Network with 2045 SE Data
Hernando/Pasco County Line Road - US 19 to Cobblestone
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



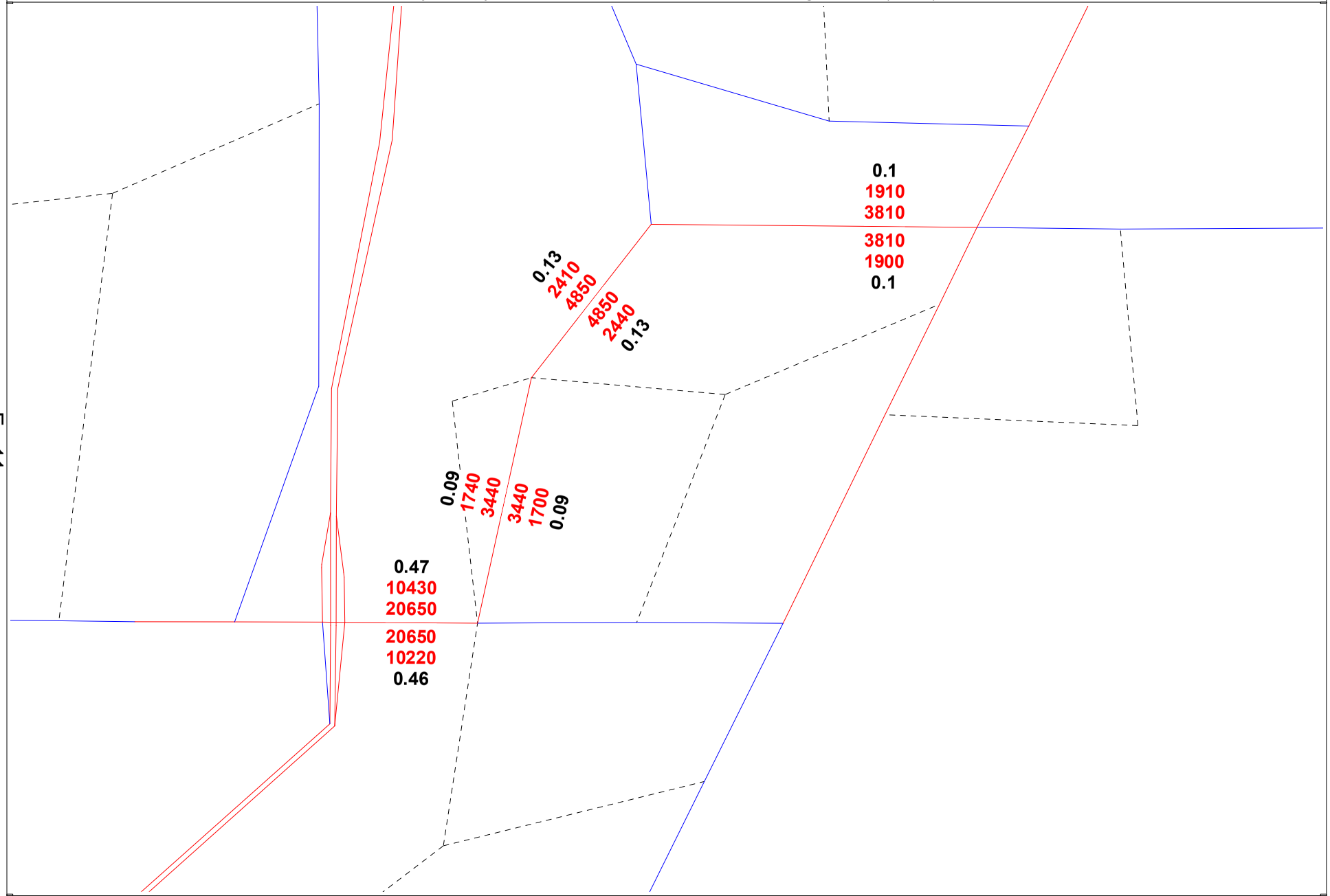
TBRPM 9.3 2045 CF Network with 2045 SE Data
Hernando/Pasco County Line Road - Cobblestone to Mariner
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



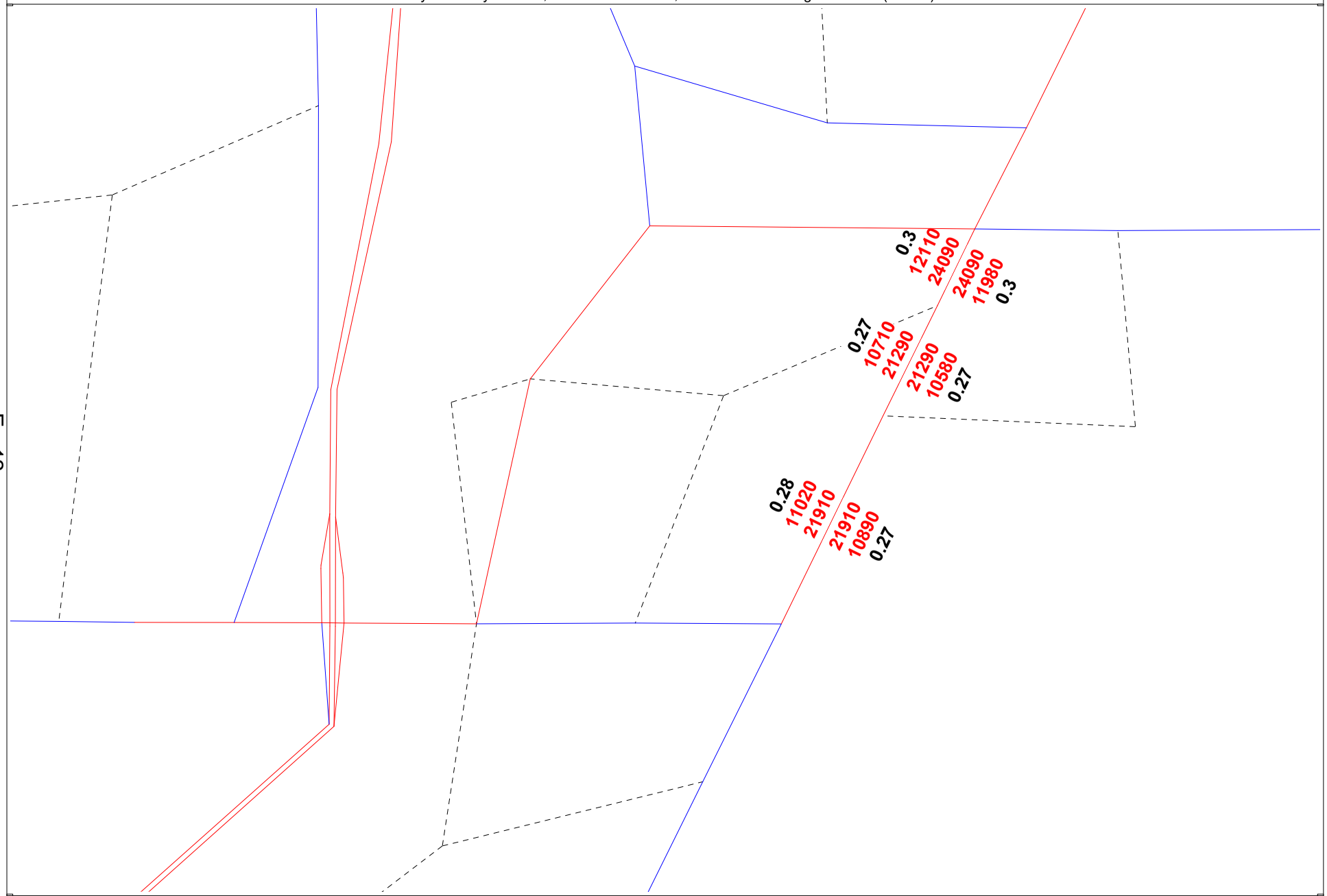
TBRPM 9.3 2045 CF Network with 2045 SE Data
Hernando/Pasco County Line Road - Mariner to Suncoast
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



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)



E - 12

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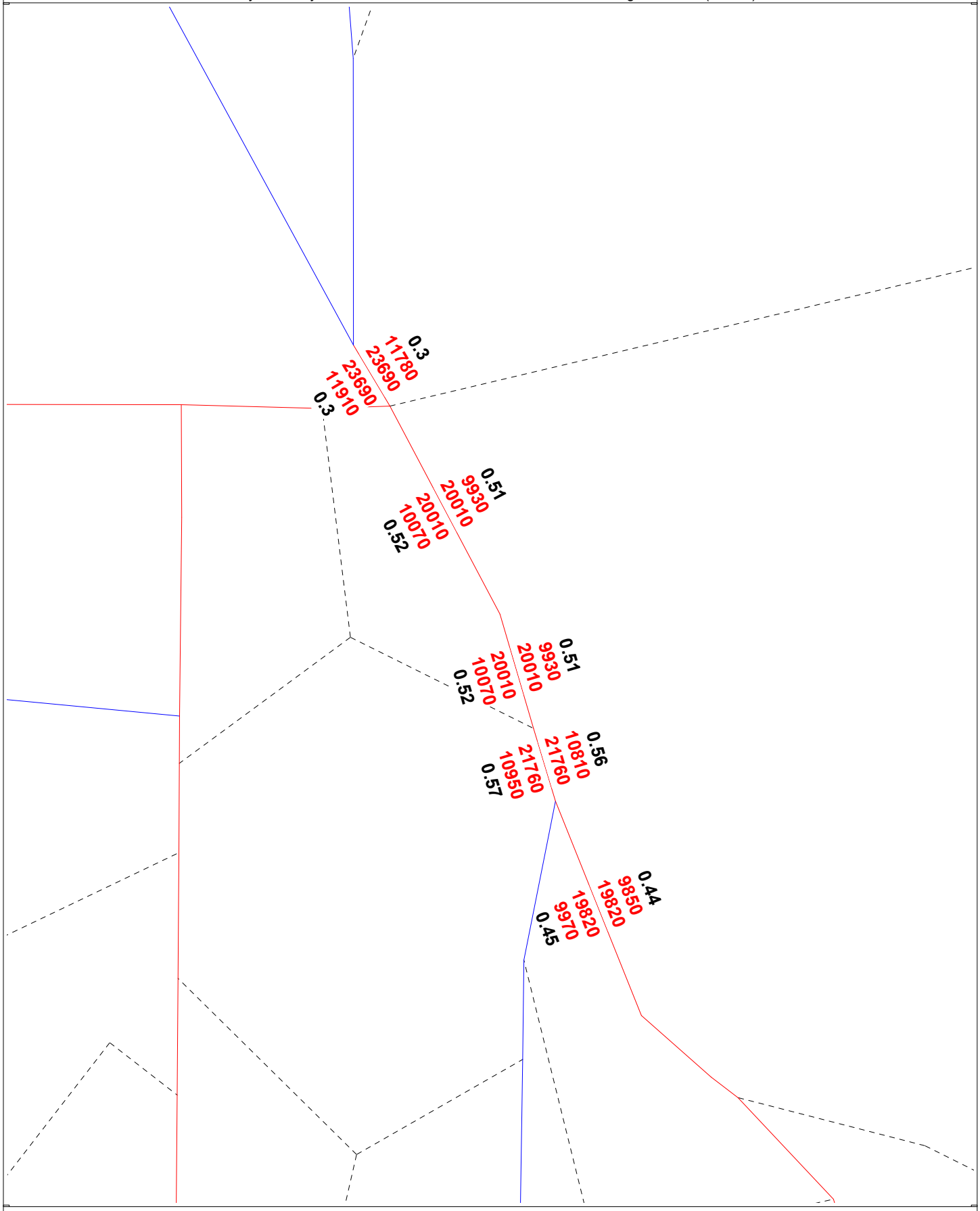
TBRPM 9.3 2045 CF Network with 2045 SE Data
US 41 - Arlington to SR 200
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



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)