

THE 2025 LONG RANGE AND 2015 HIGHWAY PLANS

The Hernando County Highway Plan consists of three major elements. Chapter III, Development of the Long Range Transportation Plan, details the methodology followed when developing these Plan elements. The primary components of the Highway Plan are:

Chapter V: The Long Range Transportation Plan

1. 2025 Policy Constrained Highway Needs Plan
2. 2025 Long Range Cost Affordable Highway Plan
3. 2015 Interim Cost Affordable Highway Plan

The following section details the projects contained in each of these elements, as well as associated costs.

2025 LONG RANGE HIGHWAY PLAN

2025 Policy Constrained Highway Needs Plan

The first major milestone in development of the updated 2025 Long Range Transportation Plan was determination of Highway Needs unconstrained by cost. Only policy considerations that have been determined by the MPO would constrain the type, size and/or location of highway facilities that will provide capacity to meet future travel demand.

As depicted earlier in Figure III-1, this map illustrates the 2009 Existing and Committed highway system for Hernando County. This network reflects existing lane configurations as well as capacity projects contained in the MPO's current adopted Transportation Improvement Program. Figure V-1 illustrates the Endorsed 2025 Policy Constrained Highway Needs Plan. The Needs Plan is based upon an extensive modeling process which indicates the number of highway lanes required to meet travel demand over the next 20 years. The Plan has also been coordinated with the efforts of the other MPOs and the Florida Department of Transportation through a Technical Review Team (TRT) to identify, evaluate and refine transportation alternatives. Also included is a link to an outer beltway east of I-75 that would connect Sarasota to Pasco/Hernando Counties. In concept, the outer beltway would connect to the East-West Corridor depicted on the attached 2025 Highway Needs Plan map.

From this evaluation, MPO staff developed a preferred alternative which was presented to the MPO in May 2004. The Plan was further refined based on additional public and committee input, as well as coordination with other MPOs in the Tampa Bay area.

2025 Cost Affordable Highway Plan

At its September 2004 meeting, the MPO provided policy direction regarding the means to fund projects on the 2025 Cost Affordable Highway Plan. The estimated cost of these needs must be balanced against "reasonably available" revenues to yield a Cost Affordable Plan. The following cost and revenue issues were presented to the MPO Board:

1. **Projects on the Florida Intrastate Highway System (FIHS)** - This statewide highway system carries high volumes of through traffic. To protect the integrity of the FIHS, funding

levels and priorities are established directly by FDOT. Based upon the Cost Affordable FIHS Plan adopted by the State in August 2003 and updated for the LRTP in August 2004, projects of this category funded for improvement in the County consist of I-75 and major portions of SR 50. Discussions with FDOT have focused on the high priority of funding improvements to SR 50.

2. **Additional Projects on the State Highway System** - MPO staff worked with its consultant to refine and reconcile estimated costs with Federal and State revenues. Much of the discussion focused on refinement of project cost estimates, reprioritizing several candidate projects, and phasing other planned improvements in order to lower overall costs.
3. **Projects on the County Road System** – The MPO had determined the 2025 LRTP will use expanded impact fees and local option sales tax to balance the 2025 Cost Affordable Highway Plan and to fund most of the major County facilities shown on the 2025 Needs Plan. Major County road projects that have been included in the final adopted 2025 Cost Affordable Plan which were used for determining revenue needs consist of the following facilities:
 - Frontage roads on US 19 and SR 50
 - County Line Road from Cobblestone Rd. to US 41 (including the Ayers Rd. Extension) - four laning
 - Barclay Road from Powell Road to Spring Hill Drive - four laning
 - Powell Road from Barclay to US 41 - four laning
 - Anderson Snow Road from County Line Rd. to Trollman St. – four laning
 - California St. from Spring Hill Dr. to SR 50
 - Wiscon Rd. from SR 50 to US 41 – four laning

Based upon discussions with Hernando County officials, it was initially indicated that a local option sales tax (LOST) would be a preferred method of generating additional local revenue. A fraction of a cent of local option sales tax (LST) would generate sufficient revenues for capacity expansion of the major roadway network. Figure V-2, Draft 2025 Cost Affordable Highway Plan, is the product of these discussions, while Figure V-3 depicts the improvements to be implemented from 2016-2025.

MPO and FDOT staffs recognize that additional refinements of costs and revenues will likely occur in the near future. In particular, Congress continues to deliberate passage of the reauthorization of the Federal transportation act. Additionally, FDOT has proposed a significant change to its highway investment policy, shifting funding over time to the Strategic Intermodal System. These major changes in revenue assumptions will likely necessitate amending the LRTP, possibly as early as 2005.

2015 Interim Cost Affordable Highway Plan

The 2015 Interim Cost Affordable Highway Plan contains projects for which construction funding will be available from 2010 to 2015, that is, the “mid-range” component of the LRTP. This project listing builds upon projects already programmed for funding in the MPO adopted FY 2004/05-2008/09 Transportation Improvement Program (TIP).

MPO staff and the consultant evaluated the results of 2015 travel demand forecasting using the regional

planning model developed by FDOT. The intent is to maintain an adequate level of highway mobility over the next 10 years while balancing short and mid-range highway needs against revenues which will be available during this time period. This phase of the LRTP development process is particularly significant in that the 2009-2015 projects will comprise the list of improvements to be considered for inclusion in the TIP. Figure V-4 depicts the 2015 Cost Affordable Highway Plan, and Figure V-5 illustrates projects to be implemented during the 2010-2015 time frame.

Highway Projects

Table V-1 lists all highways projects proposed for the MPO's 2025 Long Range Cost Affordable Plan and 2015 Interim Cost Affordable Plan. The characteristics, costs and anticipated revenues to fund each project are also contained in the table.

2025 LONG RANGE MASS TRANSIT PLAN

For the first time, the MPO has adopted a full cost-affordable long range transit development plan that addresses the manner in which service will be expanded over the next 25 years. The following section describes the mass transit expansion program. Information regarding costs and revenues associated with this expansion can be found in Chapter VI, Cost Feasibility.

The 2025 Long Range Transit Plan updates the transit component of the LRTP adopted in December 2001. This section proposes annual service improvements through the year 2025. In addition, a transit capital acquisition plan is developed to meet the requirements of the service plan. The focus of this planning effort is to develop a 2025 Transit Needs Plan, along with the revenues that would be necessary to fund the Needs Plan. Once available revenues are clearly defined, it will then be determined whether the Needs Plan can be funded or whether service improvements will need to be scaled back to ensure the development of a Cost Affordable Transit Plan.

2025 Transit Service Needs Plan

Since this planning process is an update to the LRTP adopted previously in December 2001, the long-range transit needs for Hernando County are assumed to be similar. As a result, most of the proposed transit improvements are consistent with the previous long-range transit element. The proposed transit improvements were reviewed and updated as appropriate to reflect the:

- Proposed year of implementation.
- Service characteristics consistent with the most current information available projected operating costs using current unit cost per hour.

Table V-2 shows the Hernando County 2025 Transit Needs Plan for fixed-route bus and associated Americans with Disabilities Act (ADA) service improvements from 2004 through 2025. The table lists the proposed services for the 2025 Transit Needs Plan, along with the year of implementation, proposed service characteristics, and the number of vehicles required for each service improvement. Alternatives tested reflected various service improvements identified for implementation within the 2025 transit planning horizon. Proposed service improvements include new local bus routes, commuter express bus routes, the addition of Saturday and/or Sunday service, and associated ADA paratransit services.

Figure V-6 illustrates the 2025 Transit Needs Plan. The complementary ADA paratransit service is illustrated with a $\frac{3}{4}$ -mile buffer around fixed bus routes, which is the service area required by ADA.

Transit Capital Acquisition Plan

A Transit Capital Acquisition Plan (TCAP) for the Transit Needs Plan was developed as part of the 2025 LRTE Update. Capital needs were determined based on the service plan requirements and through discussions with MPO and operator staff. Key assumptions for the TCAP are summarized in Table V-3, while major capital categories are summarized below.

Vehicles

A complete vehicle inventory was compiled using information provided by the MPO and Trans-Hernando. This inventory provided a starting point for updating the vehicle replacement and expansion plan. The vehicle replacement and expansion plan includes both buses and vans. Three new buses will be added to the existing fixed-route fleet within the next four years, one in 2004 and two in 2005. According to the adopted 2003 TDP, these new vehicles are added as spare vehicles to be available when existing buses are out-of-service due to maintenance or repair. As shown in Table V-4, Vehicle Replacement and Expansion Schedule, new buses (one in 2010, six in 2015, and one in 2020) also will be added to accommodate service expansion planned in each of the respective years. The bus replacement plan assumes a life cycle of eight years and a unit cost of \$120,000 (in 2004 dollars).

Four vans will be purchased in 2004 for providing complementary ADA paratransit services (three active and one spare). Also, to meet the projected increase in ADA demand, five additional vans would need to be purchased by 2025. According to Trans-Hernando staff, the acquisition of vans for non-ADA paratransit service will be limited to replacement vans only.

Shelters/Benches/Signs

Based on the adopted TDP and the TCAP, Hernando County will purchase shelters, benches, and signs annually from 2004 through 2025 (signs beginning in 2008). Unit costs for shelters, benches, and signs are \$10,000, \$500, and \$75 respectively.

Overview of Capital Acquisition Plan

Table V-5 summarizes the capital facilities and amenities acquisition plan in detail for the 2025 Transit Needs Plan.

Transit Cost Projections

Table V-6 presents the transit cost projections for the time period from 2004 through 2025. Operating cost projections were developed based on the service and capital plans presented earlier in this section. A number of assumptions were used in developing capital and operating cost projections for both fixed route/ADA and non-ADA services. These assumptions are summarized below.

Assumptions

- Operating cost per hour for bus and van service enhancements are assumed to be \$45 and

\$30 respectively. These unit cost assumptions were developed cooperatively with MPO and Trans-Hernando staff as part of the Five-Year Transit Development Plan (TDP) and are used in this transit plan to maintain consistency.

- Consistent with TDP, unit costs for the purchase of vehicles included \$120,000 for a regular bus, \$80,000 for a Cutaway bus, and \$60,000 for a van.
- Based on the information provided by Trans-Hernando staff, annual TD operating cost was \$1,669,000 in 2003. This was used as a starting point for the TD operating costs.
- Based on the adopted TDP, annual planning services costs and marketing costs were \$50,000 and \$32,000, respectively.
- An annual inflation factor of four percent was used for both operating and capital costs.
- Consistent with the adopted TDP, actual budgeted costs were used for all cost categories from 2004 through 2007, under the assumption that no changes are to be made in these years as part of the LRTE.
- The Inflation Multipliers provided by the Florida Department of Transportation (FDOT) were used to deflate the annual costs to 2000 dollars (annual Transportation Costs report).

Transit Revenue Projections

All current and projected federal, state, and local sources of transit revenue were reviewed and used to fund the operating and capital transit needs from 2004 to 2025. The operating revenue projections developed for the Hernando County fixed-route and ADA transit services are summarized in Table V-7, while capital revenue projections are summarized in Table V-8. The following assumptions were made in developing the fixed route/ADA revenue projections.

Assumptions

- Consistent with the TDP, budgeted revenues were used for all revenue categories from 2004 through 2007, again under the assumption that no modifications will be made to the five-year plan adopted recently by the MPO.
- Based on data for FY 2002/03, the farebox recovery ratio (passenger fare revenue divided by total operating costs) for fixed-route bus service was three percent. For the purpose of the 2025 LRTE, it is assumed that the farebox recovery ratio will increase gradually from three percent today to ten percent in 2025.
- It is assumed that the urbanized area population will not exceed 200,000 within the 2025 planning horizon. As a result, assumptions for covering operating costs will continue to be 50 percent federal (Section 5307), 25 percent state (Block Grant), and 25 percent local (currently County General Fund), to the extent that federal and state thresholds are not exceeded in this process.
- FDOT transit revenue projections for Hernando County were reviewed and are currently

sufficient to more than cover the federal revenue share identified in the 2025 Transit Needs Plan.

- FDOT Transit Corridor and/or Service Development grants were assumed to be available from 2010 through 2025 to fund service improvements. It is assumed that these grants will require a 50 percent local match. It is envisioned, however, that Hernando County will be considered for 100 percent Transit Corridor grants similar to grants received for transit services in other parts of the Tampa Bay area.
- The Inflation Multipliers provided by the Florida Department of Transportation (FDOT) were used to deflate the annual costs to 2000 dollars (annual Transportation Costs report).

2025 Transit Cost Affordable Plan

The 2025 Transit Cost Affordable Plan for the 2025 LRTE is based on the Needs Plan improvements included above, input from the Hernando MPO, The Trans-Hernando staff and revenue projections. The process of prioritizing the transit improvements presented in the Needs Plan yields the listing of projects that are cost feasible and can be financed through 2025.

Table V-9 shows the Hernando County 2025 Mass Transit Cost Affordable Plan for fixed-route bus and associated Americans with Disabilities Act (ADA) service improvements from 2004 through 2025, while Figure V-7 depicts the transit network. The table lists the proposed services for the 2025 Cost Affordable Plan, along with the year of implementation, proposed service characteristics, and the number of vehicles required for each service improvement. As mentioned earlier in this report, existing bus routes include the Spring Hill Circulator, Brooksville Shuttle, and Brooksville Circulator.

As also indicated earlier, an additional alternative was added to reflect the potential realignment of the Spring Hill circulator. Should the realignment occur, it assumed that no additional costs would be incurred since the service would continue to operate with the same number of vehicles and the same days and hours of service.

Other alternatives reflected various service improvements identified for implementation within the 2025 transit planning horizon. Proposed service improvements include new local bus routes, commuter express bus routes (US 19), the addition of Saturday and/or Sunday service, and associated ADA paratransit services.

Summary of Costs and Revenues

In summary, this section presents the 2025 LRTE for Hernando County. Table V-10 presents a summary of transit costs and revenues for Hernando County. The summary table also reflects the costs and revenues in two phases, including 2007 to 2015, and 2016 to 2025. All costs and revenues are reported in 2000 dollars.

Description of the Cost Affordable Transit Plan

Two main issues regarding a long-range mass transit system were addressed during development of the Cost Affordable Mass Transit Plan. These included: 1) the determination of areas in which local bus service will be expanded out from the coverage area identified in the MPO's Transit Development Plan, and 2) the need to operate intercounty freeway express service on the newly opened Suncoast Parkway.

Local Bus Coverage

The map in Figure V-7 depicts mass transit coverage area envisioned by 2025 based upon available computer and demographic analysis. This system builds upon coverage provided by the system implemented in 2002 and adopted in the MPO's Five-Year Transit Development Plan (TDP). Essentially, the long-range system would expand service outward from the core area of Spring Hill to provide service to areas between Spring Hill and Brooksville. Service would also be expanded along the US 41 corridor providing access to the Hernando Airport and Industrial Park, northward to provide access to additional residential areas in Brooksville as well as to the Community College, and along the US 19 corridor to the Heather. The Plan also provides for future peripheral service expansion into outlying areas, specifically to Hernando Beach and Bayport, Ridge Manor and Masaryktown. As shown on the map, this service could be on a limited basis depending on demand and funding availability.

Freeway Express Service

The Long Range Mass Transit Plan calls for operating freeway express service on the Suncoast Parkway south of SR 50. This service proposal has been made jointly through Hernando and Pasco MPO staffs in cooperation with HARTLine. Express service will predominantly serve commuter trips between Hernando, Pasco and Hillsborough Counties. The map also depicts a planned transfer facility at SR 50 and Mariner Boulevard, as well as park-n-ride facilities associated with the freeway express service.

Long Range Transit Implementation Plan

The following tables detail the projects and associated schedules for implementing the 2025 Cost Affordable Mass Transit Plan.

- Table V-11, Transit Facilities and Amenities Acquisition Plan (2004 dollars) shows planned capital expenditures of amenities and support facilities from 2004 to 2025.
- Table V-12, Vehicle Replacement and Expansion Schedule, lists vehicle replacement needs and costs associated with the planned transit coverage expansion.

The costs detailed in the above tables are reflected in the mass transit cost and revenue summaries found in Chapter VI, Cost Feasibility.

2015 Interim Cost Affordable Transit Plan

In order to prioritize potential transit improvements which would bridge the time period between the MPO's Five-Year Transit Development Plan and the 2025 Cost Affordable LRTE, the MPO with the assistance of its general consultant has developed a 2015 Interim Transit Plan. As previously shown in Table V-10 and illustrated in Figure V-8, the Interim Transit Plan calls for phased implementation of capital expansion, mostly in the area between Spring Hill and Brooksville. ADA service would also be implemented along these new routes.

BICYCLE AND PEDESTRIAN SYSTEMS

Providing for non-motorized transportation is an important component of a balanced transportation system within an urbanized area. Hernando County has long planned for the needs of alternative means of transportation by identifying a network of on-and off-road bicycle facilities. MPO staff has conducted a review of the pertinent bicycle and pedestrian facility data. The results of this review involved the documentation and identification of existing/planned facilities, accident locations, and future corridors through a series of maps. Data for these maps were compiled in the MPO's database and then mapped by attribute using the MPO's GIS system to prepare the appropriate maps.

The MPO has identified several areas for future facilities. These areas include circulation around school sites and adjacent neighborhoods, and potential bicycle and pedestrian generator/attractor areas, including shopping and working areas, park areas, and high accident locations. Additionally, a myriad of "neighborhood connectors" and/or local "connector routes" are shown throughout the county. The rationale for these future connections is to provide some alternative routes along local streets that provide options for travel throughout the Spring Hill area. Other connector routes along existing roads in the county will help to expand this network and provide connections to existing routes and facilities as well. Since these connectors will make use of existing infrastructure, they will be economical to implement in a short time frame.

Bicycle facilities on roadways, with the exception of SR 50 in downtown Brooksville, consist of a paved shoulder. For SR 50A in downtown Brooksville, the existing bicycle facility consists of a wide curb lane. In addition to these roadways, the Withlacoochee State Trail, a rail-to-trail corridor, provides bicyclists with a designated travel facility, along with the Suncoast Trail, a 42-mile, multi-use, paved trail that parallels the Suncoast Parkway and extends through three counties. The attached Figure V-9 depicts the draft 2025 Bicycle Facilities Plan, and identifies both existing and planned facilities.

Another facet concerning the provision of adequate mobility within an urban area is a continuous and connected system of pedestrian facilities. Future corridors were determined based on the location of potential pedestrian trip generators and attractors as described in the Comprehensive Pedestrian Plan. These generators/attractors were identical to ones described earlier for bicycle corridors. Based on information in the Comprehensive Plan, each pedestrian corridor consists of a one-half mile radius around the center of the generator/attractor. A functional sidewalk system is also essential to the effective operation of the county's transit system. These future pedestrian corridors are shown in Figure V-10, 2025 Long Range Pedestrian Facilities.

Table V -13 provides additional project detail, as well as estimated costs and anticipated sources of revenue.

INTELLIGENT TRANSPORTATION SYSTEMS AND CONGESTION/MOBILITY MANAGEMENT SYSTEMS

ITS and C/MMS Projects

A portion of the Interim Cost Affordable Plan is devoted to a Short-Range Transportation Plan Element. These projects are eligible to utilize Congestion/Mobility Management Systems (C/MMS) funds shown in the LRTP financial plan. In the past, Congestion/Mobility Management funds have been allocated in the Financial Plan at the rate of \$500,000 per year (\$250,000 a year apiece for County and State facilities), thus generating \$9,000,000 over the life of the LRTP. For the most part, C/MMS projects in Hernando County consist of intersection improvements or other traffic operations enhancements in order to mitigate the effects of

congestion in lieu of major capital improvements. However, two major corridor action plans for SR 50 have now been added to the C/MMS program. These projects will identify traffic operations and frontage road improvements along high priority roadway segments to be implemented either prior to or in conjunction with major capacity improvements.

A major element of the ITS for Hernando County is the continued implementation of a Traffic Management System (TMS). The components of a TMS include field hardware (closed circuit television cameras (CCTV), dynamic message signs (DMS), traffic signals, vehicle detectors and communications equipment), a Traffic Control Center (TCC) with associated hardware and software and the policies and procedures established to deal with transportation-related events, and pertinent staff.

The Florida Department of Transportation (FDOT) recognized the long-term need of a TMS for Hernando County some time ago. Federal, State and local government policies emphasized and encouraged the development and implementation of the TMS as an alternative to expensive road widening. The TCC will serve as the monitoring and control center for the operation of 74 traffic signals, and a detection system providing a safe and efficient transportation system in Hernando County. By continuously monitoring the flow of traffic along the major arterials, the County's Traffic Engineering Office will be able to manage real-time information concerning accidents, lane closures, road construction, signal malfunctions and other incidents.

Additionally, Hernando County is committed to coordinating all Intelligent Transportation Systems (ITS) project development with the approved FDOT regional ITS architecture. Once it is made available, the MPO will include applicable ITS projects identified by FDOT in its ITS Master Plan. One State ITS project currently in the adopted work program is a Freeway Management System for I-75, scheduled for implementation in 2006/07.

A list of C/MMS and ITS projects, including projects descriptions, time frame, estimated cost, and associated revenue sources, is shown in Table V-14. Figure V-11 depicts project locations.

Congestion Management Process

The new federal act, SAFETEA-LU, requires the development of a Congestion Management Process (CMP) to provide information on the performance of the transportation system and to identify alternative strategies to alleviate congestion and enhance the mobility of persons and goods. The information developed at part of this process is used in the prioritization of projects and decision-making process to identify strategies for reducing demand and improving the operation of the system.

Updated in 2005, the MPO's C/MMS serves as the CMP as stipulated by SAFETEA-LU. Future updates of the LRTP will document the continuing activities of the C/MMS and resulting improvements aimed at reducing congestion and improving mobility.

INTERMODAL SYSTEM

Establishing viable and efficient linkages between different transportation modes is an important element of the 2025 Long Range Transportation Plan. For example, improved linkages between the airport and automobile modes would reduce the need (and associated costs) for additional major new transportation facilities, as identified in the current LRTP. Facilities serving the Hernando Airport and surrounding industrial uses have been deemed to be the most effective means for the expenditure of Intermodal funds. The Airport is anticipated to play an ever-increasing role in the economic development of the County. Hence, a well-developed system of roadways connecting this important transportation facility to the rest of the county and region is an essential to the Plan.

Figure V-12 depicts the main arterial highway facilities used to access the Hernando County Airport from the existing alignment of US 41 and the proposed extension of County Line Road/Ayers Road. Once completed, this facility will connect two major routes used for the movement of people and freight. Also, a southern entrance to the airport is planned. As a major inter-connecting facility, the Ayers Extension will provide a new linkage between the planned Suncoast Parkway and the Hernando County Airport, and will support not only the air transport function of that facility, but also the growing Airport Industrial Park located on the Airport property.

GOODS MOVEMENT

The trucking industry plays a vital role in driving the growing economic engine of the County which is expected to significantly increase over the next 25 years. The countywide truck routing system provides a continuous system of routes to accommodate both present and future truck travel. Additionally, the highway system must provide a high level of accessibility to all parts of the County by means of a continuous system of arterial facilities designed to minimize this impact by not encouraging through truck travel within either the Spring Hill residential area, or through the historic Brooksville downtown, while not forcing overly circuitous travel upon the trucking industry.

Early in the Plan development process, the MPO adopted several "Areas of Concern," mostly in response to issues raised by the Transportation Systems Operations Committee (TSOC). These are documented in Chapter III, Plan Development. Additionally, the map in Figure V-13 depicts existing and planned truck routes. This map serves as the main goods movement component in the LRTP, and was extensively reviewed by TAC and the CAC members for comments and possible modifications.

Since 1999, the District VII Office of FDOT has been conducting a comprehensive study of goods and services movement in the Tampa Bay region. Much of the effort to date has been to inventory the location of major freight distribution facilities, and the system used to transport commodities. This information was gathered by FDOT with the assistance of a committee consisting of representatives from the freight industry. With its predominance in mining activity and the expansion of manufacturing and warehousing outward from traditional urban centers, goods movement is becoming an increasingly important component of the County's transportation system. To date, FDOT has completed the following analysis:

- Identification of "hot spots" on the major roadway network. These are locations where freight haulers and others have found operational deficiencies for the movement of heavy vehicles. The hot spots are described in Table V-15 and their locations are shown in Figure V-14.
- Inventoried major freight activity centers. These consist of users of significant amounts of truck and

rail freight services. Three are associated with mining activity, the Hernando Airport, and the Wal-Mart distribution center on Kettering Road. The major freight activity centers are listed in Table V-16 and depicted in Figure V-15.

- FDOT and its consultant are also focusing on identifying a strategic network of roadways that carry the highest volumes for interregional and statewide freight traffic.
- Regarding the Long Range Transportation Plan Update, the MPO has provided the following policy direction for development of the Plan:
- Routing restrictions for truck and hazardous materials movement should be used as a means for controlling the impact of truck traffic on the community.
- Roads carrying truck traffic or roads designated as truck routes should be given a higher priority if improvements are needed.
- The Plan shall show specific accommodations for future year truck traffic.

Additionally, the MPO has identified several "Areas of Concern" regarding goods movement that were addressed during development of the LRTP.

Corridors and Operational Areas of Concern

In response to a request from FDOT and its consultant, the Hernando County MPO approved the following corridors and operational areas of concern for use in the Regional Goods Movement study. Locations of these areas are shown on the map in Figure V-16.

Corridors

US 41 from Brooksville to Pasco County - At this time much of US 41 remains a two-lane undivided roadway, although much of the corridor has been widened or is programmed for improvement. The roadway carries high volumes for heavy truck traffic, particularly dump trucks and rock carriers. While no particular operational areas of concern have been flagged, heavy truck traffic frequently moves at a high rate of speed along segments operating at a poor level of service.

SR 50 from I-75 to Sumter County - Again, this is mostly a two-lane undivided roadway, although improvements are currently underway eastward to US 98. However, it should be noted that widening projects wither east to US 301 and Sumter County are not identified on the MPO's Long Range Transportation Plan. Furthermore, operational problems are present along the corridor's western end.

Cobb Road from SR 50 to US 98 - While Cobb Road is planned to serve as the realignment of US 98 (Ponce de Leon Boulevard) north of Brooksville, the facility already carries the highest percentage (over 40%) of heavy truck traffic of any roadway in Hernando County. Cobb Road is currently a two-lane undivided roadway.

Operational Concerns

Cobb Road from Ft. Dade Avenue to SR 50 - As mentioned above, Cobb Road has the highest percentage of truck traffic of any major roadway in Hernando County. For this reason, the segment between Ft. Dade and SR 50, including the intersections themselves, require extensive geometric and other design improvements to accommodate the high volume of heavy trucks.

US 41 and the SR 50 Bypass - Although the widening projects of these two roadways has alleviated much of the problem at this location, with the exception of I-75 and SR 50 interchange this location will handle a higher total volume of truck traffic than any other intersection in the County. Hence, truck movements and accident rates should be closely monitored to ensure continued operational efficiency.

US 41 and SR 50A (Broad Street and Jefferson Street) One-Way Pairs - Heavy truck movement along the one-way pairs in downtown Brooksville continues to be a source of conflict for the community. While operational problems can be found along the segment's length (mostly related to turning radii), the greatest difficulties are encountered at the intersections of Mildred Avenue at Jefferson Street and Broad Street at Jefferson Street.

SR 50 Bypass at Jasmine Drive - While the SR 50 Bypass widening will do much to accommodate heavy truck traffic, the skewed alignment of the intersection may lead to continued safety problems and operational inefficiencies. Continued monitoring of heavy truck movements at this location is recommended.

SR 50 between I-75 and Kettering Road - Not only does this segment of SR 50 handle through truck trips, it must also accommodate trucks accessing land uses within the interchange as well as trucks traveling between the Interstate and the Wal-Mart distribution facility on Kettering Road. Most of these vehicles are over-the-road tractor trailers. Hence, operational problems have developed relative to signalization, access to businesses (including frontage road development), vehicle weaving, turning movements and accident rates. It should also be noted that this portion of SR 50 is not on the FIHS, although SR 50 west of I-75 is an FIHS facility.

**Table V-15
TRUCK MOVEMENT HOT SPOT LOCATIONS**

ID Number	Description
1	SR 50 @ I-75
2	US 98 @ CR 491
3	BROAD STREET @ SR 50 BYPASS
4	COBB ROAD (CR 485) @ FT. DADE AVE.
5	US 301 @ SR 50
6	JEFFERSON STREET @ MILDRED AVE.
7	JEFFERSON STREET @ BROAD STREET
8	JEFFERSON STREET @ CORTEZ BLVD.
9	CORTEZ BLVD. (SR 50) @ KETTERING RD.
10	COBB ROAD @ CORTEZ BLVD.

**Table V-16
MAJOR FREIGHT ACTIVITY CENTERS**

ID Number	Description
HE-1	FLORIDA ROCK -Limerock mine and plant
HE-2	SOUTHDOWN MINE -Limerock quarry -Cement plant
HE-3	FLORIDA CRUSHED STONE -Limerock quarry -Cement plant -Power plant
HE-4	HERNANDO AIRPORT MASTER PLAN AREA -Regional Airport -Industrial park
HE-5	WAL-MART REGIONAL DISTRIBUTION CENTER -Major freight distribution center