

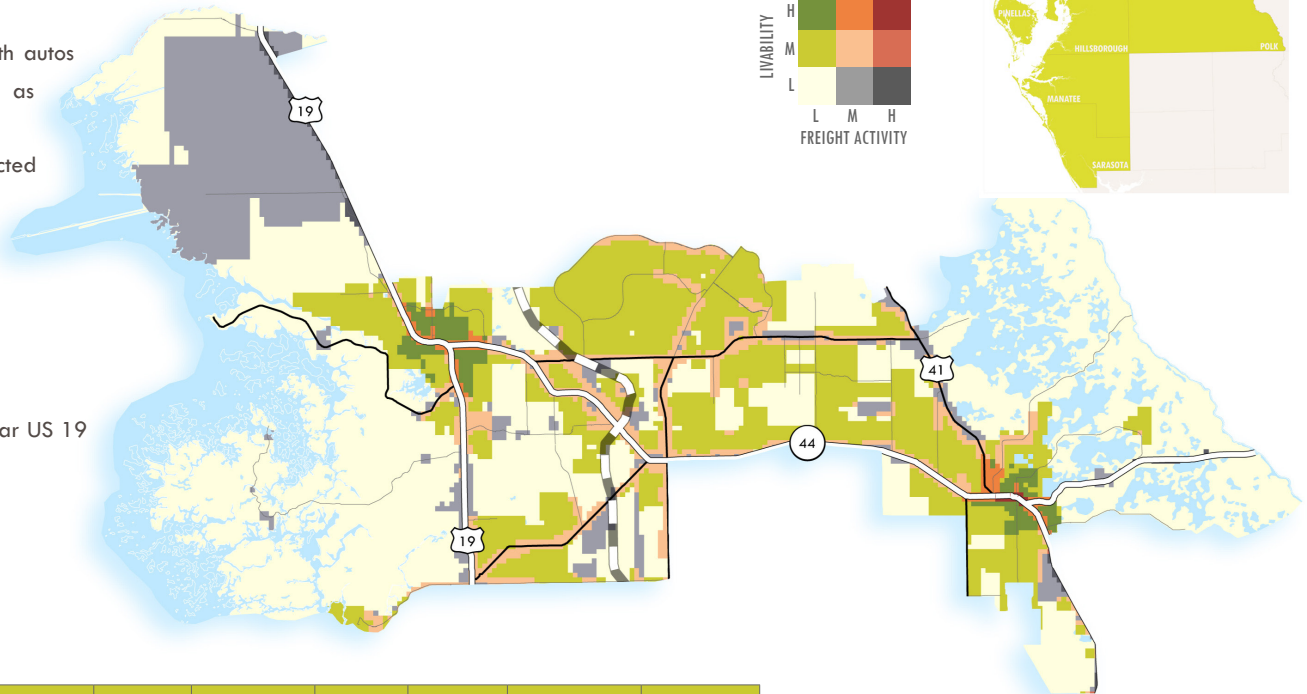
# FREIGHT TRAVEL MARKET SUMMARY NO. 9: CITRUS COUNTY EAST-WEST

## Trends and Conditions

- More than half of all truck VMT is on the regional freight corridors.
- Truck VMT is expected to grow faster than auto VMT.
- Truck VMT is forecast to increase faster on the local freight distribution routes than on regional freight mobility corridors.
- VMT is expected to increase the most for both autos and trucks on the arterials (not designated as freight distribution routes).
- The percentage of internal truck trips is expected to be nearly twice that of the internal/external trips.
- Heavy truck VMT is expected to grow significantly between 2007 to 2035.

## Freight Travel Market Issues

- Access/circulation to Inverness Airport
- Truck and rail access to new industrial park near US 19 and Florida Barge Canal
- Access to I-75



## 2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/ VMC
Freeway	-	-	-	-	-	-	-	-	-
Regional Freight Corridor	1,583,551	48%	1,480,421	47%	103,130	60%	6.5%	2,021,790	0.78
Freight Distribution Route	767,733	23%	733,723	23%	34,010	20%	4.4%	876,375	0.88
Arterial	209,401	6%	199,980	6%	9,421	5%	4.5%	212,720	0.98
Collector	763,630	23%	737,823	23%	25,807	15%	3.4%	1,204,350	0.63
<b>Total</b>	<b>3,324,316</b>	<b>100%</b>	<b>3,151,948</b>	<b>100%</b>	<b>172,368</b>	<b>100%</b>	<b>5.2%</b>	<b>4,315,235</b>	<b>0.77</b>

TRUCK CLASS	I/E Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	73%	4.9	27%	9.9	105,968	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	0.75
Heavy Trucks	33%	6.2	67%	28.4	88,924	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.98
All Trucks	65%	5.0	35%	17.2	194,892	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	0.74

## Potential Strategies/Projects

- ITS/signal optimization/channelization on SR 44, US 19
- Extension of Florida Northern Rail line from power plant to new industrial park
- Freight friendly design on SR 44, SR 48 to I-75