



## Hernando-Citrus

### Metropolitan Planning Organization

Brooksville City Hall Council Chambers  
201 Howell Avenue  
Brooksville, FL 34601

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## Agenda

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Thursday, June 4, 2026 - 1:30 P.M.

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**PUBLIC PARTICIPATION IS SOLICITED WITHOUT REGARD TO RACE, COLOR, NATIONAL ORIGIN, AGE, SEX, RELIGION, DISABILITY, OR FAMILY STATUS. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), PERSONS WITH DISABILITIES NEEDING A SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE ADA COORDINATOR AT 352-540-3810 NO LATER THAN 48 HOURS IN ADVANCE OF THE MEETING. PERSONS WHO ARE HEARING IMPAIRED, CONTACT FLORIDA RELAY AT 1-800-676-3777.**

**IF A PERSON DECIDES TO APPEAL ANY QUASI-JUDICIAL DECISION MADE BY THE HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH HEARING OR MEETING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDING, AND THAT, FOR SUCH PURPOSE, HE OR SHE MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDING IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.**

**PLEASE NOTE THAT ONLY PUBLIC HEARING ITEMS WILL BE HEARD AT THEIR SCHEDULED TIMES. ALL OTHER ITEM TIMES NOTED ON THE AGENDA ARE ESTIMATED AND MAY BE HEARD EARLIER OR LATER THAN SCHEDULED.**

**A. CALL TO ORDER**

- 1. Invocation**
- 2. Pledge of Allegiance**
- 3. MPO Board & Staff Introductions**
- 4. Please Silence Electronic Devices**
- 5. Enter Proof of Publication into the Record**

**B. APPROVAL/MODIFICATION OF AGENDA (Limited to Board and Staff)**

**C. APPROVAL OF MINUTES**

Review and Approval of the May 7, 2026, Meeting Minutes of the Hernando-Citrus Metropolitan Planning Organization (MPO) Board

**D. ACTION ITEMS**

1. Review and Approval, by Roll-Call Vote, of Revision 4, an Amendment, to the FY2026-FY2030 Transportation Improvement Program (TIP) for Section 5307 Capital Funds for the Hernando County Transit System (TheBus) and the Citrus County Transit System, and Reflection of Section 5339 Funds for the Hernando County Transit System (TheBus) and for the Citrus County Transit System
2. Review and Acceptance of the Congestion Management Process (CMP), as prepared by the General Planning Consultant, Benesch & Associates
3. Review and Acceptance of the Complete Streets Update, as prepared by the General Planning Consultant, Benesch & Associates
4. Review and Approval of the Annual Update of the Draft List of Priority Projects (LOPP)
5. Review and Adoption, by Roll-Call Vote, of the Draft Transportation Improvement Program (TIP) FY2027-FY2031, as prepared by the General Planning Consultant, Benesch & Associates
6. Review and Acceptance of the Traffic Counts and Level of Service Analysis for Citrus County, as Prepared by the General Planning Consultant, Kimley-Horn
7. Review and Acceptance of the Traffic Counts and Level of Service Analysis for Hernando County, as Prepared by the General Planning Consultant, Kimley-Horn

**E. CITIZENS COMMENTS**

**F. MPO DIRECTOR COMMENTS**

**G. BOARD COMMENTS**

**H. ADJOURNMENT**

**UPCOMING MEETING:**

The next regular meeting of the Metropolitan Planning Organization is tentatively scheduled for Thursday, July 2, 2026, beginning at 1:30 pm, in the Brooksville City Hall Council Chambers, 201 Howell Avenue, Brooksville, Florida.

The meeting agenda and back-up material are available online at [www.hernandocounty.us](http://www.hernandocounty.us)



## Metropolitan Planning Organization

### AGENDA ITEM

Meeting: 06/04/2026  
Department: MPO  
Prepared By: Joy Turner  
Initiator: Robert Esposito  
DOC ID: 17567  
Legal Request Number:  
Bid/Contract Number:

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#### **TITLE**

Review and Approval of the May 7, 2026, Meeting Minutes of the Hernando-Citrus Metropolitan Planning Organization (MPO) Board

#### **BRIEF OVERVIEW**

The previous meeting of the Hernando-Citrus MPO Board was conducted on May 7, 2026. Attached for approval are the Minutes of the May 7, 2026, meeting of the Hernando-Citrus MPO Board.

#### **FINANCIAL IMPACT**

N/A

#### **LEGAL NOTE**

Pursuant to Chapter 339.175, Florida Statutes, the Hernando-Citrus MPO Board has the authority to take the recommended action.

#### **RECOMMENDATION**

It is recommended the Hernando-Citrus MPO Board review and approve the Minutes of the May 7, 2026, meeting.



## HERNANDO-CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO) BOARD

Minutes of May 7, 2026

DRAFT

The Hernando-Citrus Metropolitan Planning Organization (MPO) Board held a regular public meeting at 1:30 p.m. on Thursday, May 7, 2026, at the Brookville City Hall Council Chambers, 201 Howell Avenue, Brooksville, Florida. The meeting was publicly noticed on the Hernando County, Citrus County, and Hernando-Citrus MPO websites.

### MEMBERS PRESENT

Rebecca Bays, MPO Vice Chair, Citrus County Commissioner  
Diana Finegan, Citrus County Commissioner (arriving later in the meeting)  
Brian Hawkins, Hernando County Commissioner  
Jerry Campbell, Hernando County Commissioner  
Gene Davis, Councilman, City of Inverness  
Robert Holmes, Councilman, City of Crystal River  
Louis Hallal, Brooksville City Council  
Elisa Joyner, Non-Voting Advisor, Florida Department of Transportation, District 7

### MEMBERS ABSENT

John Allocco, MPO Chair, Hernando County Commissioner  
Steve Champion, Hernando County Commissioner

### OTHERS PRESENT

Bob Esposito, MPO Executive Director  
Mary Elwin, MPO Coordinator  
Joy Turner, MPO Executive Assistant  
Holly Kowalczyk, Florida Department of Transportation, District 7  
Suzanne Ziegler, Florida Department of Transportation, District 7  
Loren Hughes, Florida Turnpike Enterprise

### MEETING CALLED TO ORDER

- MPO Board Vice Chair, Rebecca Bays, called the meeting to order at 1:30 p.m.
- The Pledge of Allegiance and the introductions of the Board and staff followed the Invocation.
- A quorum was declared, and Ms. Turner noted for the record that the public notice for the meeting was posted in accordance with the adopted policies.

### APPROVAL/MODIFICATION OF AGENDA

**Motion:** A motion was made by Commissioner Hawkins to approve the agenda. The motion was seconded by Councilman Hallal and the motion passed 6-0.

## CONSENT ITEMS

Mr. Esposito provided an overview of the three items on the Consent Agenda which were:

1. Review and Approval of the February 5, 2026, Meeting Minutes of the Hernando-Citrus Metropolitan Planning Organization (MPO) Board
2. Annual Joint Certification of the Hernando-Citrus MPO by the Florida Department of Transportation (FDOT)
3. Approval of Resolutions 2026-2 and 2026-3, and Authorization for the MPO Executive Director to Execute Fiscal Year 2027 Grant Award Agreements for Citrus and Hernando Counties from the Florida Commission for the Transportation Disadvantaged

**Motion:** A motion was made by Commissioner Hawkins to approve Consent Agenda Items 1 through 3. The motion was seconded by Councilman Hallal and the motion passed 6-0.

## ACTION ITEMS

1. Review and Adoption of the Unified Planning Work Program (UPWP) for Fiscal Year 2027 – Fiscal Year 2028 by Resolution 2026-1 and Approval of the Florida Department of Transportation/Metropolitan Planning Organization Agreement

Ms. Elwin reviewed the agenda item and the staff recommendation. Commissioner Hawkins noted for the public that Federal and State grants fund the UPWP. In response to Commissioner Hawkins' questions, Ms. Elwin explained that the "soft match" listed in the UPWP comes from toll revenue credits, also known as Transportation Development Credits, which are generated from tolls collected when individuals travel on the State's toll road system. These credits are used to meet the 100% funding requirement of the UPWP and fund capital matches such as the transit buses used in the Hernando County and Citrus County Transit systems.

Councilman Hallal asked what UPWP funds may be used for, and Ms. Elwin confirmed the "PL" funds are strictly for the MPO's transportation planning activities.

**Motion:** A motion was made by Commissioner Hawkins to adopt the Unified Planning Work Program (UPWP) for Fiscal Year 2027 – Fiscal Year 2028, authorize the MPO Vice Chair to execute the associated Resolution 2026-1, authorize the MPO Chair and the MPO Executive Director to execute the FDOT/Metropolitan Planning Organization Agreement in the amount of \$1,651,496, and authorize the transmittal of the documents to the Florida Department of Transportation for execution. The motion was seconded by Councilman Hallal and the motion passed 6-0.

2. Discussion of the Bicycle/Pedestrian Advisory Committee (BPAC)

Mr. Esposito reviewed the agenda item and the staff recommendation. Commissioner Hawkins asked how open volunteer positions are advertised. Mr. Esposito and Ms. Elwin explained that vacancies are posted on the MPO website, through the Hernando and Citrus County Public Information Offices, on social media, local radio, county newsletters, and WWJB radio public announcement spots.

Councilman Hallal expressed surprise that, despite the number of local bike clubs, there has been limited interest in serving on the BPAC. Ms. Elwin noted that many bike paths have already been built and that the BPAC has largely achieved its intended objectives. She added that when issues arise, residents are eager to get involved, but when things are functioning well, there is less urgency for public participation. She commended the MPO Board for its work on the trails and suggested that the lack of recent engagement may likely reflect overall public satisfaction.

Ms. Elwin also noted that conducting joint meetings with the Citizens Advisory Committee (CAC) and the Bicycle/Pedestrian Advisory Committee (BPAC) has been effective, and that existing members have provided strong involvement. Councilman Holmes reported that the CAC seat for Crystal River is vacant and said he would notify the City Manager.

Commissioner Campbell expressed appreciation for the willingness of volunteers to serve. He asked whether the Sheriff's Office positions would continue to be represented on the CAC, and staff confirmed they would, emphasizing the importance of understanding the challenges e-bikes pose to the community. Councilman Davis reported receiving numerous complaints about e-bikes but felt that any meaningful enforcement changes would need to come from the state legislature. Mr. Esposito encouraged members to reach out to state legislators.

Commissioner Bays noted that the Florida Fish and Wildlife Conservation Commission (FWC) can enforce regulations on the trails, and that Captain Shuster is the appropriate contact for Citrus County. Commissioner Campbell said he would identify the appropriate FWC contact for Hernando County.

Ms. Elwin concluded by noting that additional documents are affected by this action and that the agenda item would be returned to the Board for further review and questions.

*[It is noted for the record that MPO Board member, Citrus Commissioner Finnegan, arrived at the meeting.]*

**Motion:** A motion was made by Commissioner Hawkins to support the MPO staff recommendation to proceed with restructuring the committees allowing for BPAC members to serve on the CAC, preparing the necessary updates to the MPO's Public Participation Plan, and updating CAC Bylaws. The motion was seconded by Commissioner Campbell and the motion passed 7-0.

Commissioner Hawkins asked MPO staff to email him the list of open positions and stated he would reach out to several individuals to help fill the vacancies.

## PRESENTATION

### Presentation by the Center for Urban Transportation Research (CUTR) on the Annual Update for the Hernando County (TheBus) FY2025-FY2034 Transit Development Plan (TDP)

Jonathan Roberson, AICP, Research Associate at CUTR, presented the Annual Update for the Hernando County Transit Development Plan (TDP) for FY2025-FY2034, highlighting progress made since the plan's adoption. He noted that the County has maintained existing service levels and expanded its network by adding four fixed routes along with the required  $\frac{3}{4}$ -mile ADA paratransit service. Over the past year, Hernando County also purchased new vehicles to support these routes, modernized its scheduling system for both ADA paratransit and fixed-route services, and prepared to install real-time information screens on its larger buses.

Looking ahead to FY2026-FY2027, the County plans to introduce two additional fixed routes. Route 10 will operate along Anderson Snow Boulevard, Barclay Avenue, and Sunshine Grove Road, while Route 11 will run along US 19 to the Citrus County line, where it will connect with Citrus County Transit's Orange Line. In FY2029 or later, the County anticipates adding another zonal route similar to the downtown Brooksville service, though the specific location has not yet been identified.

Several major capital priorities will continue into FY2026 and beyond, including ongoing bus stop improvements and development of a new maintenance and operations facility. The County will also procure design and engineering services for bus stop upgrades, construct additional shelters, and continue purchasing new and replacement vehicles.

Another key initiative over the next few years is a comprehensive marketing update. This effort will include refreshed route schedules, improved route information, a redesigned website, and expanded outreach. The County also plans to secure additional support for planning, design, and engineering activities associated with its capital program.

Within the next five years, a new transfer facility could significantly reshape system operations. If constructed, the facility would likely require a redesign of the overall route network to optimize connections and improve efficiency.

The TDP is updated every five years, with annual progress reports completed in the interim. It guides decisions about project selection and prioritization within the Hernando-Citrus MPO's Transportation Improvement Program (TIP) and must remain consistent with local government comprehensive plans and the MPO's Long-Range Transportation Plan (LRTP).

Commissioner Hawkins requested data on ridership for Hernando County's TheBus, particularly the Mermaid Route. He noted that with rising driving costs and limited parking at Pine Island, he is hopeful that ridership will increase and that the route will not experience empty buses, as the Mermaid Route was introduced both to alleviate parking issues at Pine Island and to serve the community along Shoal Line Boulevard. Ms. Lollie reported that March ridership increased by 10% over February, and ADA ridership increased by 9%. She agreed to forward TheBus operations report to MPO staff for distribution to the MPO Board. Councilman Davis requested a similar operations report for Citrus County Transit, and Ms. Elwin confirmed that MPO staff would obtain and forward that report as well.

Commissioner Hawkins emphasized that there may be a need to shift resources from underperforming routes to support routes experiencing higher demand. Commissioner Campbell asked whether TheBus has permission to install signage directing riders to park at the Walmart parking lot. Ms. Lollie explained that while the parking lot is public, neither TheBus nor Hernando County can place signage on Walmart property encouraging riders to "park here and ride." Discussion followed regarding alternative messaging to inform the public about available parking options and how the Mermaid Route provides access to Pine Island. Councilman Davis added that many Citrus County residents are not familiar with the transit services available in their county.

Commissioner Hawkins then asked whether Hernando County's TheBus could support the YMCA's People Helping People program by delivering weekly food boxes during the summer to transportation-disadvantaged residents. Mr. Scott Herring, County Engineer/Public Works Director for Hernando County, responded that Ms. Lollie would need to determine whether participating in such a program would comply with Federal Transit Administration (FTA) guidelines. He added that he has been in discussions with County Administrator Rogers and Hernando County Health and Human Services regarding how the county might support this effort and expressed support for any supplemental services TheBus could provide.

## **CITIZEN COMMENTS**

Mr. Bob Morgan, a Hernando County resident, provided a handout to the MPO Board containing Hernando County TheBus ridership information that he retrieved from the Hernando County Delegation on Government Efficiency (DOGE) Committee website. He clarified that he was not attending the

meeting as a representative of DOGE, but solely as an individual citizen. Mr. Morgan noted that, similar to the data presented earlier in the meeting, ridership from 2019 through 2025 has increased by 5.6%. He shared that he presented the same information to the Hernando County Board of County Commissioners at their March 10, 2026, meeting and suggested that the County consider exploring alternative transit methods, such as micro-transit and ride-share vouchers, to provide more efficient transportation options rather than adding additional buses and routes. He emphasized that offering transportation options to residents remains important.

Commissioner Campbell thanked Mr. Morgan for his comments and expressed support for continuing discussions about smaller vehicles and opportunities to explore micro-transit. He noted that other counties are evaluating similar options and that he continues to monitor their progress in implementing alternative transit models.

Councilman Hallal asked whether all Hernando County buses are uniform in size and whether using smaller buses on less productive routes could result in cost savings. Ms. Lollie explained that while smaller buses can be appropriate for certain routes, they also present challenges. She noted that smaller buses require more frequent refueling due to their limited fuel tank capacity, which can reduce operational efficiency.

#### **MPO DIRECTOR COMMENTS**

Mr. Esposito shared the following updates:

- The Board has been provided with two versions of the draft annual List of Priority Projects (LOPP): a red-lined version showing all edits and a clean draft for both Construction and Transportation Alternatives (TA) projects. The proposed draft was reviewed by the committees on April 23 and will be presented to the Board on June 4 for adoption and incorporation into the Transportation Improvement Program (TIP). It is also available on the MPO website for public review.

#### **The MPO is proposing the following approach to the LOPP:**

- Maintain the current list without expanding it, while identifying cost-feasible, smaller-scale improvements that can move forward (e.g., turn signals, added turn lanes, intersection upgrades).
- Shift some larger, locally focused projects to a secondary list to position them for advancement if local or state funding becomes available.
- Reduce the number of projects on the TA list by removing items unlikely to receive TA funding.
- Note that the total annual allocation for TA projects is approximately \$513,000 (\$343,000 for Hernando County and \$170,000 for Citrus County).
- Streamline and update the TA LOPP with additional project information to support Board decision-making.
- Reminder: Projects seeking Safe Routes to School funding must meet several prerequisites, including right-of-way availability and letters of support from school superintendents and principals.

#### **Additional Updates:**

- The draft Letter of Understanding (LOU) provided by FDOT for County Line Road has been reviewed by Pasco County and is currently under review by Hernando County. It is scheduled to go before the Board of County Commissioners on June 9, 2026.
- County Line Road (Hernando and Pasco counties) has been added to the Sun Coast Transportation Planning Alliance (SCTPA) Regional Priorities List as the #2 and #3 priority projects for FDOT District 7. Barclay Avenue in Hernando County is ranked as the #1 regional priority. The Regional Priorities List is scheduled for adoption in June 2026. The Three Sisters Trail in Citrus County is the SCTPA's #1 Multi-Use Trail priority for District 7. *Note:* FDOT District 7 receives approximately \$7 million annually in TRIP funding.

- Local municipalities should receive email notifications from FDOT as projects enter the design phase. This is the appropriate time for cities and counties to request additional improvements, rather than waiting until the project's design is completed or it nears construction as plans cannot be changed.
- As part of a resurfacing project on US 19 in Crystal River, a pedestrian hybrid beacon will be installed at the Crosstown Trail crossing.
- An audible pedestrian signal (APS) has been warranted at SR 50/Cortez Boulevard and US 41/Broad Street. FDOT will coordinate with Hernando County regarding concurrence and implementation. Currently, there are no APS installations in Hernando County, so this would be the first, both countywide and within the City of Brooksville.
- MPO staff attended the Florida Metropolitan Planning Partnership (FMPP) meeting on Wednesday, April 29, in Orlando. Mr. Esposito attended the Metropolitan Planning Organization Advisory Council (MPOAC) meeting on Thursday, April 30, also in Orlando.
- Mr. Esposito reminded the MPO Board that meetings are conducted only when business items require action, such as the Unified Planning Work Program (UPWP), which must be submitted to FDOT by May 15, 2026. He thanked the Board for their attendance to ensure quorum. He also noted that the June 4, 2026, MPO Board meeting will be necessary to meet several critical deadlines, including adoption of the FY2027–FY2031 TIP and LOPP, approval of the FY2026–FY2030 TIP Amendment for use of FTA 5307 funds, and acceptance of the traffic counts and level of service reports for Hernando and Citrus counties, as well as the Complete Streets and Congestion Management Plan. He further noted that the July 2, 2026, MPO Board meeting will likely be cancelled.
- The Sun Coast Transportation Planning Alliance (SCTPA) will meet in Lakeland on Friday, June 5, to review and adopt regional priorities for member jurisdictions. Commissioner Allocco plans to attend. *[Subsequent to the MPO meeting, the June 5<sup>th</sup> meeting of the SCTPA was cancelled.]*

In response to Commissioner Bays' question regarding the bridge on SR 200, Suzanne Ziegler, Florida Department of Transportation (FDOT) District 7 Liaison, confirmed that the bridge project, which moved from page 1 to page 3 (Production) of the draft List of Priority Projects (LOPP), includes Right-of-Way (ROW) acquisition in the Tentative Work Program, currently programmed for 2029. Construction, which is not yet programmed in the Tentative Work Program, would occur approximately two to three years after acquired ROW. She added that she would reach out to the project manager for additional information on the bridge's design and placement.

Ms. Ziegler also confirmed that Walt Eastmond, County Engineer/Technical Services Director for Citrus County Public Works, is working with FDOT's Safety and Traffic Operations teams to review concerns regarding the short left-hand turn lane at US 44 and Homosassa Trail. Commissioner Bays acknowledged the update and noted that a large development is planned just east of the area, along with a future VA clinic to the west. Ms. Ziegler stated she would provide an update on the progress of that request.

Commissioner Bays acknowledged that FDOT is also working on intersection improvements at US 41 and Gobbler Road, even though the intersection does not currently warrant a traffic signal.

Councilman Hallal expressed concerns about the rust patina running down the concrete pillars of the Good Neighbor Trail bridge at SR 50, noting that the bridge is less than six months old. He asked FDOT to review whether the bridge was properly sealed, as the City of Brooksville will be responsible for its maintenance and the rust staining is not aesthetically acceptable. Ms. Ziegler stated she would have someone investigate the issue and provide an update to the MPO Board.

Commissioner Campbell commended MPO staff for their efforts to hold meetings only when business warrants it, noting that the time savings and efficiency are greatly appreciated. He also thanked FDOT for its

support and participation in helping Pasco and Hernando counties move forward with expanding County Line Road from two lanes to four lanes. He further expressed his personal preference that the next section of County Line Road be expanded from two to four lanes rather than pursuing any expansion to six lanes.

Suzanne Ziegler will provide an update on Small County Outreach Program (SCOP) funding availability for CR 470 from N. Apopka Avenue to SR 44 (FDOT Project ID 450593-1), in Citrus County, in response to Commissioner Bays's inquiry.

#### **BOARD MEMBER COMMENTS**

There were no further comments from the Board.

#### **ADJOURNMENT AND NEXT MEETING**

The next regular meeting of the Metropolitan Planning Organization Board is scheduled for Thursday, June 4, 2026, beginning at 1:30 pm, in the Brooksville City Hall Council Chambers, 201 Howell Avenue, Brooksville, Florida.

**Motion:** A motion was made by Commissioner Hawkins to adjourn the meeting. The motion was seconded by Commissioner Campbell and the motion passed 7-0.

Vice Chair Bays adjourned the meeting at 3:10 p.m.



## AGENDA ITEM

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### TITLE

Review and Approval, by Roll-Call Vote, of Revision 4, an Amendment, to the FY2026-FY2030 Transportation Improvement Program (TIP) for Section 5307 Capital Funds for the Hernando County Transit System (TheBus) and the Citrus County Transit System, and Reflection of Section 5339 Funds for the Hernando County Transit System (TheBus) and for the Citrus County Transit System

### BRIEF OVERVIEW

The Florida Department of Transportation's District 7 Office has requested an amendment to the FY2026-FY2030 Transportation Improvement Program (TIP) to add the following projects:

Category: Transit

County: Citrus

FDOT Project ID: 402628 4

Project Description: Citrus County BOCC - FTA Section 5307 - Capital - Formula

Amendment Impact: Add \$712,014 to FY2026

Category: Transit

County: Hernando

FDOT Project ID: 408715 2

Project Description: Hernando County BOCC - FTA Section 5307 - Capital - Formula

Amendment Impact: Add \$712,014 to FY2026

Category: Transit

County: Citrus

FDOT Project ID: 458249 1

Project Description: Citrus County BOCC - FTA Section 5339 - Capital

Amendment Impact: Add \$401,595 to FY2026

Category: Transit

County: Hernando

FDOT Project ID: 458346 1

Project Description: Hernando County BOCC - FTA Section 5339 - Capital - Formula

Amendment Impact: Add \$262,953 to FY2026

The amendment is reflected in Appendix A *Index of TIP Amendments and Modifications Post Adoption of the Transportation Improvement Program (TIP)* and the projects as required in the TIP document. Projects are required to be identified in the Transportation Improvement Program for funding purposes.

On May 28, 2026, the MPO's Board's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) will have reviewed Revision 4 (Amendment) of the FY2026-FY2030 Transportation Improvement Program (TIP).

Due to the timing of the Board's packet distribution, the recommendations of the Committees will be provided to the MPO Board at the June 4, 2026, meeting.

**FINANCIAL IMPACT**

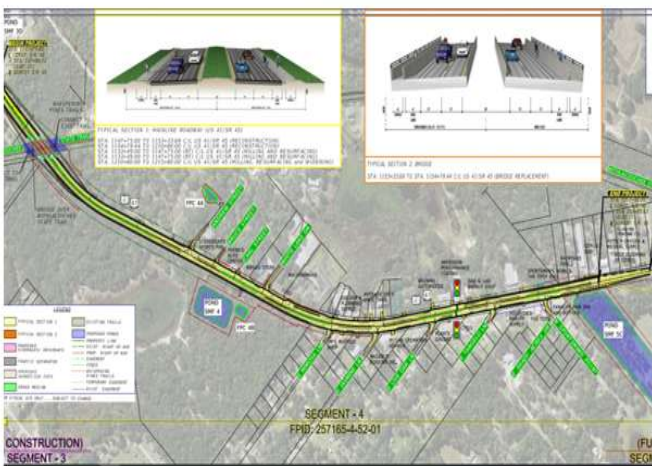
N/A

**LEGAL NOTE**

Pursuant to Chapter 339.175, Florida Statutes, the Hernando-Citrus MPO Board has the authority to take the recommended action.

**RECOMMENDATION**

It is recommended the Hernando-Citrus MPO Board review and approve, by roll-call vote, Revision 4, an amendment, to the FY2026-FY2030 Transportation Improvement Program (TIP) and authorize MPO Staff to make any necessary updates as requested by FDOT and transmit it as required to the applicable state and federal agencies.



# TRANSPORTATION IMPROVEMENT PROGRAM


## Fiscal Years 2026-2030

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Adoption Date: June 5, 2025  
 Revision 1 (Amendment): September 4, 2025  
 Revision 2 (Modification): September 16, 2025  
 Revision 3 (Modification): November 6, 2025

Revision 4 (Amendment): June 4, 2026

Hernando/Citrus Metropolitan Planning Organization  
 789 Providence Boulevard, Brooksville, Florida 34601



METROPOLITAN PLANNING ORGANIZATION  
 HERNANDO/CITRUS

# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2026 - 2030 JULY 1, 2025 – JUNE 30, 2030

Adoption Date: June 5, 2025

Revision 1 (Amendment) – September 4, 2025

Revision 2 (Modification) – September 16, 2025

Revision 3 (Modification) – November 6, 2025

Revision 4 (Amendment) – June 4, 2026

Hernando/Citrus Metropolitan Planning Organization

**APPENDIX A  
INDEX OF TIP AMENDMENTS AND MODIFICATIONS POST ADOPTION**

**TIP FY 2026-FY 2030  
HERNANDO/CITRUS MPO**

DATE	REVISION #	CHANGE TYPE	EXPLANATION OF THE CHANGE
9/4/2025	1	Annual Roll-Forward Amendment	Annual roll-forward amendment to the adopted FY2026-FY2030 Transportation Improvement Program (TIP) for funding that was not committed in the previous fiscal year (FY2025) and have automatically rolled into FY2026 of the FDOT Work Program. This amendment ensures that year one of the TIP, adopted by the MPO Board on June 5, 2025, effective October 1, 2025, matches year one of the FDOT Work Program. Edited pages: Cover Page, Page 3, and Appendix A.
9/16/2025	2	Modification	Add Appendix K containing the Eastern Federal Lands document that was provided by FHWA to add \$1,655,000 in construction in FY2025. Edited pages: Cover Page, Page 3 & 10, Appendix A, Appendix A-Page 8, and added Appendix K.
11/6/2025	3	Modification	FDOT provided additional funding of \$20,172 PL (Transportation Planning) funds for FY26. This modification is pursuant to the Public Participation Plan (PPP) as updated 5-1-25. Modified pages: Cover, Page 3, Appendix A, and Appendix E Pages 27, 39-43
6/4/2026	4	Amendment	FDOT requested the addition of projects #408715-2 FTA Section 5307-Capital-Formula for Hernando County, #402628-6 FTA Section 5307-Capital-Formula for Citrus County, #458249-1 FTA Section 5339-Capital for Citrus County, and #458346-1 FTA Section 5339-Capital for Hernando County. Amended pages: Cover, Page 3, Appendix A, and Appendix E pages 35-43

**FLP: TRANSIT**

**Item Number:** 402628 1     **Project Description:** FTA SECTION 5311 OPERATING  
**District:** 07     **County:** CITRUS     **Type of Work:** CAPITAL FOR FIXED ROUTE     **Project Length:** 0.000  
**Extra Description:** CITRUS COUNTY BOCC  
**L RTP 2050 Reference:** L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years
<b>OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$ 31,314							\$ 31,314
DU-STATE PRIMARY/FEDERAL REIMB	\$ 5,303,828	\$ 119,301	\$ 119,301	\$ 119,301	\$ 119,301	\$ 119,301		\$ 5,900,333
LF-LOCAL FUNDS	\$ 5,429,078	\$ 119,301	\$ 119,301	\$ 119,301	\$ 119,301	\$ 119,301		\$ 6,025,583
<b>Phase: OPERATIONS Totals</b>	<b>\$ 10,764,220</b>	<b>\$ 238,602</b>	<b>\$ 238,602</b>	<b>\$ 238,602</b>	<b>\$ 238,602</b>	<b>\$ 238,602</b>		<b>\$ 11,957,230</b>
<b>Item: 402628 1 Totals</b>	<b>\$ 10,764,220</b>	<b>\$ 238,602</b>	<b>\$ 238,602</b>	<b>\$ 238,602</b>	<b>\$ 238,602</b>	<b>\$ 238,602</b>		<b>\$ 11,957,230</b>

**Item Number:** 402628 2     **Project Description:** FTA SECTION 5311  
**District:** 07     **County:** CITRUS     **Type of Work:** OPERATING/ADMIN. ASSISTANCE     **Project Length:** 0.000  
**Extra Description:** CITRUS COUNTY BOCC - FTA SECTION 5311  
**L RTP 2050 Reference:** L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
<b>OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO</b>								
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB	\$ 602,296	\$ 58,218	\$ 128,471	\$ 128,471	\$ 128,471	\$ 128,471		\$ 1,174,398
LF-LOCAL FUNDS	\$ 602,296	\$ 58,218	\$ 128,471	\$ 128,471	\$ 128,471	\$ 128,471		\$ 1,174,398
<b>Phase: OPERATIONS Totals</b>	<b>\$ 1,204,592</b>	<b>\$ 116,436</b>	<b>\$ 256,942</b>	<b>\$ 256,942</b>	<b>\$ 256,942</b>	<b>\$ 256,942</b>		<b>\$ 2,348,796</b>

<b>CAPITAL / MANAGED BY BOARD CO COMMISSNRS CITRUS CO</b>								
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB	\$ 3,631,468							\$ 3,631,468
LF-LOCAL FUNDS	\$ 596,494							\$ 596,494
<b>Phase: CAPITAL Totals</b>	<b>\$ 4,227,962</b>							<b>\$ 4,227,962</b>
<b>Item: 402628 2 Totals</b>	<b>\$ 5,432,554</b>	<b>\$ 116,436</b>	<b>\$ 256,942</b>	<b>\$ 256,942</b>	<b>\$ 256,942</b>	<b>\$ 256,942</b>		<b>\$ 6,576,758</b>

**Item Number:** 402628 4     **Project Description:** CITRUS COUNTY BOCC - FTA SECTION 5307  
**District:** 07     **County:** CITRUS     **Type of Work:** OPERATING/ADMIN. ASSISTANCE     **Project Length:** 0.000  
**Extra Description:** SMALL URBANIZED AREA GOVERNOR'S APPORTIONMENT  
**L RTP 2050 Reference:** L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
<b>OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT</b>								
<b>Fund Code:</b> FTA-FEDERAL TRANSIT ADMINISTRATION	\$ 3,750,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000			\$ 8,750,000
LF-LOCAL FUNDS	\$ 1,050,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000			\$ 2,450,000
<b>Phase: OPERATIONS Totals</b>	<b>\$ 4,800,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>			<b>\$ 11,200,000</b>

<b>CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT</b>								
<b>Fund Code:</b> FTA-FEDERAL TRANSIT ADMINISTRATION	\$ 6,145,165							\$ 6,145,165
LF-LOCAL FUNDS	\$ 6,145,165							\$ 6,145,165
<b>Phase: CAPITAL Totals</b>	<b>\$ 12,290,330</b>							<b>\$ 12,290,330</b>
<b>Item: 402628 4 Totals</b>	<b>\$ 17,090,330</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>			<b>\$ 23,490,330</b>

**FLP: TRANSIT**

**Item Number:** 402628 6      **Project Description:** CITRUS COUNTY BOCC - FTA SECTION 5307 - CAPITAL - FORMULA  
**District:** 07                      **County:** CITRUS                      **Type of Work:** CAPITAL PROJECT                      **Project Length:** 0.000

**L RTP 2050 Reference:**      **L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)**

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
<b>CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT</b>								
<b>Fund Code:</b> FTA-FEDERAL TRANSIT ADMINISTRATION		\$ 712,014						\$ 712,014
<b>Phase: CAPITAL Totals</b>	\$ -	\$ 712,014						\$ 712,014
<b>Item: 402628 6 Totals</b>	\$ -	\$ 712,014						\$ 712,014
<b>Project Totals</b>	\$ 33,287,104	\$ 2,667,052	\$ 2,095,544	\$ 2,095,544	\$ 2,095,544	\$ 495,544		\$ 42,736,332

**Item Number:** 438845 1      **Project Description:** CITRUS COUNTY BOCC - STATE TRANSIT BLOCK GRANT  
**District:** 07                      **County:** CITRUS                      **Type of Work:** OPERATING/ADMIN. ASSISTANCE                      **Project Length:** 0.000  
**Extra Description:**      HOMOSSASSA SPRINGS  
**L RTP 2050 Reference:**      **L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)**

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
<b>OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$ 688,236	\$ 389,003	\$ 399,320	\$ 411,300	\$ 224,823	\$ 436,348		\$ 2,549,030
DPTO-STATE - PTO	\$ 1,618,662				\$ 198,816			\$ 1,817,478
LF-LOCAL FUNDS	\$ 2,416,889	\$ 389,003	\$ 399,320	\$ 411,300	\$ 423,639	\$ 436,348		\$ 4,476,499
<b>Phase: OPERATIONS Totals</b>	\$ 4,723,787	\$ 778,006	\$ 798,640	\$ 822,600	\$ 847,278	\$ 872,696		\$ 8,843,007
<b>Item: 438845 1 Totals</b>	\$ 4,723,787	\$ 778,006	\$ 798,640	\$ 822,600	\$ 847,278	\$ 872,696		\$ 8,843,007
<b>Project Totals</b>	\$ 4,723,787	\$ 778,006	\$ 798,640	\$ 822,600	\$ 847,278	\$ 872,696		\$ 8,843,007

**Item Number:** 458249 1      **Project Description:** CITRUS COUNTY BOCC - FTA SECTION 5339 - CAPITAL  
**District:** 07                      **County:** CITRUS                      **Type of Work:** TRANSIT IMPROVEMENT                      **Project Length:** 0.000

**L RTP 2050 Reference:**      **L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)**

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
<b>CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT</b>								
<b>Fund Code:</b> FTA-FEDERAL TRANSIT ADMINISTRATION		\$ 401,595						\$ 401,595
<b>Phase: CAPITAL Totals</b>		\$ 401,595						\$ 401,595
<b>Item: 458249 1 Totals</b>		\$ 401,595						\$ 401,595
<b>Project Totals</b>		\$ 401,595						\$ 401,595

**FLP: TRANSIT**

**Item Number:** 401982 1    **Project Description:** HERNANDO COUNTY SECTION 5311  
**District:** 07    **County:** HERNANDO    **Type of Work:** OPERATING/ADMIN. ASSISTANCE    **Project Length:** 0.000  
**Extra Description:** FTA SECTION 5311  
**L RTP 2050 Reference:** L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
<b>OPERATIONS / MANAGED BY HERNANDO</b>								
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB	\$ 2,884,838	\$ 315,527	\$ 315,527	\$ 315,527	\$ 315,527	\$ 315,527		\$ 4,462,473
LF-LOCAL FUNDS	\$ 2,914,289	\$ 315,527	\$ 315,527	\$ 315,527	\$ 315,527	\$ 315,527		\$ 4,491,924
<b>Phase: OPERATIONS Totals</b>	<b>\$ 5,799,127</b>	<b>\$ 631,054</b>	<b>\$ 631,054</b>	<b>\$ 631,054</b>	<b>\$ 631,054</b>	<b>\$ 631,054</b>		<b>\$ 8,954,397</b>
<b>CAPITAL / MANAGED BY HERNANDO</b>								
<b>Fund Code:</b> LF-LOCAL FUNDS	\$ 22,000							\$ 22,000
<b>Item: 401982 1 Totals</b>	<b>\$ 5,821,127</b>	<b>\$ 631,054</b>	<b>\$ 631,054</b>	<b>\$ 631,054</b>	<b>\$ 631,054</b>	<b>\$ 631,054</b>		<b>\$ 8,976,397</b>

**Item Number:** 401982 2    **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5311  
**District:** 07    **County:** HERNANDO    **Type of Work:** CAPITAL FOR FIXED ROUTE    **Project Length:** 0.000  
**Extra Description:** THE BUS  
**L RTP 2050 Reference:** L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
<b>OPERATIONS / MANAGED BY HERNANDO COUNTY MPO</b>								
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB	\$ 265,059	\$ 25,000	\$ 130,083	\$ 130,083	\$ 130,083	\$ 130,083		\$ 810,391
LF-LOCAL FUNDS	\$ 265,059	\$ 25,000	\$ 130,083	\$ 130,083	\$ 130,083	\$ 130,083		\$ 810,391
<b>Phase: OPERATIONS Totals</b>	<b>\$ 530,118</b>	<b>\$ 50,000</b>	<b>\$ 260,166</b>	<b>\$ 260,166</b>	<b>\$ 260,166</b>	<b>\$ 260,166</b>		<b>\$ 1,620,782</b>
<b>Item: 401982 2 Totals</b>	<b>\$ 530,118</b>	<b>\$ 50,000</b>	<b>\$ 260,166</b>	<b>\$ 260,166</b>	<b>\$ 260,166</b>	<b>\$ 260,166</b>		<b>\$ 1,620,782</b>
<b>Project Totals</b>	<b>\$ 6,351,245</b>	<b>\$ 681,054</b>	<b>\$ 891,220</b>	<b>\$ 891,220</b>	<b>\$ 891,220</b>	<b>\$ 891,220</b>		<b>\$ 10,597,179</b>

**Item Number:** 408104 1    **Project Description:** HERNANDO COUNTY BLOCK GRANT  
**District:** 07    **County:** HERNANDO    **Type of Work:** OPERATING FOR FIXED ROUTE    **Project Length:** 0.000  
**Extra Description:** HERNANDO COUNTY BOCC - STATE TRANSIT BLOCK GRANT - THE BUS  
**L RTP 2050 Reference:** L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
<b>OPERATIONS / MANAGED BY HERNANDO COUNTY MPO</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$ 2,763,680	\$ 102,375	\$ 440,689	\$ 542,228		\$ 575,250		\$ 4,424,222
DPTO-STATE - PTO	\$ 2,708,339	\$ 410,381	\$ 85,746		\$ 558,495			\$ 3,762,961
DS-STATE PRIMARY HIGHWAYS & PTO	\$ 1,397,737							\$ 1,397,737
LF-LOCAL FUNDS	\$ 7,200,457	\$ 512,756	\$ 526,435	\$ 542,228	\$ 558,495	\$ 575,250		\$ 9,915,621
<b>Phase: OPERATIONS Totals</b>	<b>\$ 14,070,213</b>	<b>\$ 1,025,512</b>	<b>\$ 1,052,870</b>	<b>\$ 1,084,456</b>	<b>\$ 1,116,990</b>	<b>\$ 1,150,500</b>		<b>\$ 19,500,541</b>
<b>Item: 408104 1 Totals</b>	<b>\$ 14,070,213</b>	<b>\$ 1,025,512</b>	<b>\$ 1,052,870</b>	<b>\$ 1,084,456</b>	<b>\$ 1,116,990</b>	<b>\$ 1,150,500</b>		<b>\$ 19,500,541</b>
<b>Project Totals</b>	<b>\$ 14,070,213</b>	<b>\$ 1,025,512</b>	<b>\$ 1,052,870</b>	<b>\$ 1,084,456</b>	<b>\$ 1,116,990</b>	<b>\$ 1,150,500</b>		<b>\$ 19,500,541</b>

FLP: TRANSIT											
<b>Item Number:</b> 408715 1		<b>Project Description:</b> HERNANDO COUNTY BOCC - FTA SECTION 5307								<b>Project Length:</b> 0.000	
<b>District:</b> 07		<b>County:</b> HERNANDO		<b>Type of Work:</b> TRANSIT IMPROVEMENT							
<b>Extra Description:</b>		THE BUS - SMALL URBANIZED GOV. APPROPRIATION									
<b>L RTP 2050 Reference:</b>		L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)									
		<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>		<b>&lt;2026</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>&gt;2030</b>	<b>All Years</b>		
<b>OPERATIONS / MANAGED BY HERNANDO</b>											
<b>Fund Code:</b> FTA-FEDERAL TRANSIT ADMINISTRATION		\$ 3,200,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000			\$ 8,200,000		
LF-LOCAL FUNDS		\$ 1,750,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000			\$ 3,150,000		
<b>Phase: OPERATIONS Totals</b>		<b>\$ 4,950,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>			<b>\$ 11,350,000</b>		
<b>CAPITAL / MANAGED BY HERNANDO</b>											
<b>Fund Code:</b> FTA-FEDERAL TRANSIT ADMINISTRATION		\$ 10,248,621							\$ 10,248,621		
<b>Item: 408715 1 Totals</b>		<b>\$ 15,198,621</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>	<b>\$ 1,600,000</b>			<b>\$ 21,598,621</b>		
<b>Item Number:</b> 408715 2											
<b>District:</b> 07		<b>Project Description:</b> HERNANDO COUNTY BOCC - FTA SECTION 5307 - CAPITAL - FORMULA								<b>Project Length:</b> 0.000	
		<b>County:</b> HERNANDO		<b>Type of Work:</b> CAPITAL PROJECT							
<b>L RTP 2050 Reference:</b>		L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)									
		<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>		<b>&lt;2026</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>&gt;2030</b>	<b>All Years</b>		
<b>CAPITAL / MANAGED BY HERNANDO</b>											
<b>Fund Code:</b> FTA-FEDERAL TRANSIT ADMINISTRATION			\$ 712,014						\$ 712,014		
<b>Phase: CAPITAL Totals</b>		\$ -	\$ 712,014						\$ 712,014		
<b>Item: 408715 2 Totals</b>		\$ -	\$ 712,014						\$ 712,014		
<b>Project Totals</b>		\$ 15,198,621	<del>\$ 1,600,000</del> \$ 2,312,014	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ -	\$ -	<del>\$ 21,598,621</del> \$ 22,310,635		
<b>Item Number:</b> 458346 1											
<b>District:</b> 07		<b>Project Description:</b> HERNANDO COUNTY BOCC - FTA SECTION 5339 - CAPITAL - FORMULA								<b>Project Length:</b> 0.000	
		<b>County:</b> HERNANDO		<b>Type of Work:</b> CAPITAL PROJECT							
<b>L RTP 2050 Reference:</b>		L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)									
		<b>Fiscal Year</b>									
<b>Phase / Responsible Agency</b>		<b>&lt;2026</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>&gt;2030</b>	<b>All Years</b>		
<b>CAPITAL / MANAGED BY HERNANDO</b>											
<b>Fund Code:</b> FTA-FEDERAL TRANSIT ADMINISTRATION			\$ 262,953						\$ 712,014		
<b>Phase: CAPITAL Totals</b>		\$ -	\$ 262,953						\$ 712,014		
<b>Item: 458346 1 Totals</b>		\$ -	\$ 262,953						\$ 712,014		
<b>Project Totals</b>		\$ -	\$ 262,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,953		
<b>TOTAL FLP: TRANSIT PROJECTS</b>		<b>\$ 73,630,970</b>	<del>\$ 6,039,610</del> <b>\$ 8,128,186</b>	<b>\$ 6,438,274</b>	<b>\$ 6,493,820</b>	<b>\$ 6,551,032</b>	<b>\$ 3,409,960</b>	\$ -	<del>\$ 102,563,666</del> <b>\$ 104,652,242</b>		

SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR									
Fund		<2026	2026	2027	2028	2029	2030	>2030	All Years
ACCM	ADVANCE CONSTRUCTION (CM)	\$ 21,469							\$ 21,469
ACNP	ADVANCE CONSTRUCTION NHPP	\$ 268,542	\$ 7,272,904		\$ 6,242,420	\$ 57,918,020			\$ 71,701,886
ACNR	AC NAT HWY PERFORM RESURF		\$ 1,417,981	\$ 19,965,715					\$ 21,383,696
ACSA	ADVANCE CONSTRUCTION (SA)	\$ 7,193							\$ 7,193
ACSM	STBG AREA POP. W/ 5K TO 49,999	\$ 610,758							\$ 610,758
ACSN	ADVANCE CONSTRUCTION (SN)	\$ 1,925,571							\$ 1,925,571
ACSS	ADVANCE CONSTRUCTION (SS,HSP)		\$ 71,181						\$ 71,181
BA	DONOR BONUS, ANY AREA	\$ 740,031							\$ 740,031
BRRP	STATE BRIDGE REPAIR & REHAB	\$ 707							\$ 707
CARN	CARB FOR RURAL AREAS < 5K	\$ 779,352							\$ 779,352
CM	CONGESTION MITIGATION - AQ	\$ 2,524,021	\$ 1,951,460						\$ 4,475,481
D	UNRESTRICTED STATE PRIMARY	\$ 73,963,802	\$ 3,763,656	\$ 3,733,656	\$ 3,733,656	\$ 3,784,905	\$ 3,113,275		\$ 92,092,950
DDR	DISTRICT DEDICATED REVENUE	\$ 17,706,436	\$ 13,713,527	\$ 33,030,301	\$ 3,131,528	\$ 16,316,456	\$ 1,011,598		\$ 84,909,846
DEM	ENVIRONMENTAL MITIGATION	\$ 931							\$ 931
DIH	STATE IN-HOUSE PRODUCT SUPPORT	\$ 1,644,900	\$ 278,641	\$ 1,026,406	\$ 108,582	\$ 236,942	\$ 58,450		\$ 3,353,921
DPTO	STATE - PTO	\$ 4,327,001	\$ 410,381	\$ 2,518,171		\$ 757,311			\$ 8,012,864
DS	STATE PRIMARY HIGHWAYS & PTO	\$ 6,663,086		\$ 21,762,278		\$ 2,332,150			\$ 30,757,514
DU	STATE PRIMARY/FEDERAL REIMB	\$ 12,687,489	\$ 518,046	\$ 693,382	\$ 693,382	\$ 693,382	\$ 693,382		\$ 15,979,063
FAA	FEDERAL AVIATION ADMIN		\$ 108,000	\$ 972,000					\$ 1,080,000
FC5	OPEN GRADE FRICTION COURSE FC5	\$ 170,808	\$ 119,626						\$ 290,434
FTA**	FEDERAL TRANSIT ADMINISTRATION	\$ 23,343,786	<del>\$ 2,500,000</del> \$ 4,592,576	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000			<del>\$ 33,343,786</del> \$ 35,436,362
GMR	GROWTH MANAGEMENT FOR SIS					\$ 4,944,153			\$ 4,944,153
GRSC	GROWTH MANAGEMENT FOR SCOP		\$ 948,457	\$ 991,447	\$ 991,447	\$ 991,447			\$ 3,922,798
LF	LOCAL FUNDS	\$ 28,391,727	\$ 5,912,310	\$ 4,823,762	\$ 7,124,910	\$ 2,985,476	\$ 1,704,980		\$ 50,943,165
LFP	LOCAL FUNDS FOR PARTICIPATING			\$ 2,333,332					\$ 2,333,332
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	\$ 2,040,768							\$ 2,040,768
PKBD	TURNPIKE MASTER BOND FUND	\$ 162,874,783	\$ 191,594,077						\$ 354,468,860
PKED	2012 SB1998-TURNPIKE FEEDER RD	\$ 19,766,380							\$ 19,766,380
PKLF	LOCAL SUPPORT FOR TURNPIKE	\$ 1,792,301							\$ 1,792,301
PKYI	TURNPIKE IMPROVEMENT	\$ 251,680,154	\$ 81,011,843	\$ 1,062	\$ 1,910,000				\$ 334,603,059
PKYR	TURNPIKE RENEWAL & REPLACE	\$ 2,114,245	\$ 26,789,353						\$ 28,903,598
PL*	METRO PLAN (85% FA; 15% OTHER)	\$ 697,924	\$ 1,385,103	\$ 705,133	\$ 705,133	\$ 705,133	\$ 705,133		\$ 4,903,559
ROWR	ROW LEASE REVENUES		\$ 8,178						\$ 8,178
SA	STP, ANY AREA	\$ 2,864,536	\$ 8,862,481	\$ 3,134,351			\$ 440,000		\$ 15,301,368
SCED	2012 SB1998-SMALL CO OUTREACH		\$ 256,410	\$ 256,410	\$ 256,410	\$ 256,410			\$ 1,025,640
SCHR	SCOP - HURRICANES		\$ 1,538,461						\$ 1,538,461
SCOP	SMALL COUNTY OUTREACH		\$ 247,117	\$ 230,989	\$ 232,528	\$ 233,553			\$ 944,187
SCWR	2015 SB2514A-SMALL CO OUTREACH		\$ 256,848	\$ 330,769	\$ 326,282	\$ 319,744			\$ 1,233,643

\*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

\*\*Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953) - June 4, 2026

SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR									
Fund		<2026	2026	2027	2028	2029	2030	>2030	All Years
SL	STP, AREAS <= 200K	\$ 3,184,674	\$ 3,167,591	\$ 24,762	\$ 319,458				\$ 6,696,485
SM	STBG AREA POP. W/ 5K TO 49,999	\$ 2,086,884	\$ 764,852	\$ 632,565					\$ 3,484,301
SN	STP, MANDATORY NON-URBAN <= 5K	\$ 6,264,766	\$ 2,842,439	\$ 2,625,314	\$ 1,468,593	\$ 2,631,346	\$ 2,100,000		\$ 17,932,458
SR2T	SAFE ROUTES - TRANSFER	\$ 467,396	\$ 1,315,792						\$ 1,783,188
TALM	TAP AREA POP. 5K TO 50,000			\$ 30,244					\$ 30,244
TALN	TRANSPORTATION ALTS- < 5K			\$ 321,642					\$ 321,642
<b>Grand Total:</b>		<b>\$ 631,612,421</b>	<del>\$ 359,026,715</del> <b>\$ 361,115,291</b>	<b>\$ 102,643,691</b>	<b>\$ 29,744,329</b>	<b>\$ 97,606,428</b>	<b>\$ 9,826,818</b>		<del>\$ 1,230,460,402</del> <b>\$ 1,232,548,978</b>

\*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

\*\*Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953) - June 4, 2026

SUMMARY BY PROJECT CATEGORY PER FISCAL YEAR								
Phase / Responsible Agency	Fiscal Year							
	<2026	2026* & **	2027	2028	2029	2030	>2030	All Years
TOTAL HIGHWAY PROJECTS	\$ 44,933,011	\$ 47,761,975	\$ 84,338,916	\$ 12,545,720	\$ 86,565,358	\$ 2,598,450	\$ -	\$ 278,743,430
TOTAL TURNPIKE PROJECTS	\$ 438,589,621	\$ 299,395,273	\$ 1,062	\$ 1,910,000	\$ -	\$ -	\$ -	\$ 739,895,956
TOTAL TRANSPORTATION PLANNING PROJECTS*	\$ 697,924	\$ 1,385,103	\$ 705,133	\$ 705,133	\$ 705,133	\$ 705,133	\$ -	\$ 4,903,559
TOTAL MAINTENANCE PROJECTS	\$ 73,760,895	\$ 3,874,754	\$ 3,733,656	\$ 3,733,656	\$ 3,784,905	\$ 3,113,275	\$ -	\$ 92,001,141
TOTAL FLP: AVIATION PROJECTS	\$ -	\$ 570,000	\$ 7,426,650	\$ 4,356,000	\$ -	\$ -	\$ -	\$ 12,352,650
TOTAL FLP: TRANSIT PROJECTS**	\$ 73,630,970	<del>\$ 6,039,310</del> <del>\$ 8,128,186</del>	\$ 6,438,274	\$ 6,493,820	\$ 6,551,032	\$ 3,409,960	\$ -	<del>\$ 102,563,666</del> <del>\$ 104,652,242</del>
<b>Total All Categories for 5-Year TIP FY 2026-FY 2030</b>	<b>\$ 631,612,421</b>	<b><del>\$ 359,026,415</del> <b>\$ 361,115,291</b></b>	<b>\$ 102,643,691</b>	<b>\$ 29,744,329</b>	<b>\$ 97,606,428</b>	<b>\$ 9,826,818</b>		<b><del>\$ 1,230,460,402</del> <b>\$ 1,232,548,978</b></b>

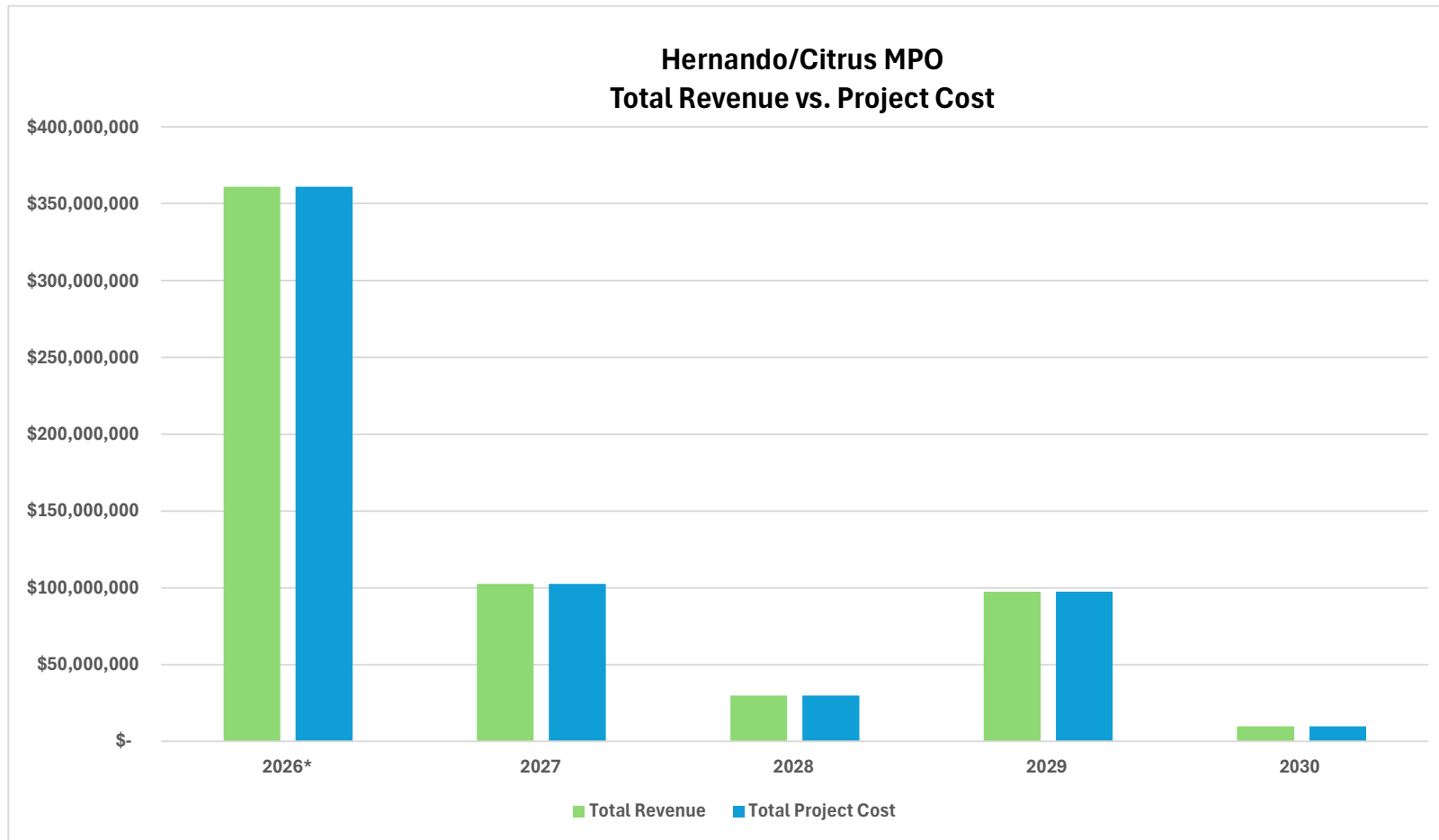
\*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

\*\*Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953) - June 4, 2026

SUMMARY BY FUNDING SOURCE PER FISCAL YEAR								
Fund Type	<2026	2026	2027	2028	2029	2030	>2030	All Years
Federal (Rev 3* and Rev 4**)	\$ 60,515,160	<del>\$ 32,177,830</del> \$ 34,266,406	\$ 31,605,108	\$ 11,928,986	\$ 64,447,881	\$ 3,938,515		<del>\$ 204,613,480</del> \$ 206,702,056
Local	\$ 30,184,028	\$ 5,912,310	\$ 7,157,094	\$ 7,124,910	\$ 2,985,476	\$ 1,704,980		\$ 55,068,798
State 100%	\$ 124,244,051	\$ 21,541,302	\$ 63,880,427	\$ 8,780,433	\$ 30,173,071	\$ 4,183,323		\$ 252,802,607
Toll/Turnpike	\$ 416,669,182	\$ 299,395,273	\$ 1,062	\$ 1,910,000				\$ 717,975,517
<b>Grand Total:</b>	<b>\$ 631,612,421</b>	<del>\$ 359,026,715</del> <b>\$ 361,115,291</b>	<b>\$ 102,643,691</b>	<b>\$ 29,744,329</b>	<b>\$ 97,606,428</b>	<b>\$ 9,826,818</b>		<del>\$ 1,230,460,402</del> <b>\$ 1,232,548,978</b>

\*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

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5-YEAR FUNDED PROJECTS FISCAL CONSTRAINT						
Fund Type	2026* & **	2027	2028	2029	2030	All Years
Total Revenue	<del>\$ 359,026,715</del> \$ 361,115,291	\$ 102,643,691	\$ 29,744,329	\$ 97,606,428	\$ 9,826,818	<del>\$ 598,847,681</del> \$ 600,936,557
Total Project Cost	<del>\$ 359,026,715</del> \$ 361,115,291	\$ 102,643,691	\$ 29,744,329	\$ 97,606,428	\$ 9,826,818	<del>\$ 598,847,681</del> \$ 600,936,557

\*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

\*\*Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953) - June 4, 2026

# Hernando/Citrus MPO Goal, Objectives, and Performance Measures

Goal and objectives that reflect the counties' visions were developed early in the planning process. The goal and associated objectives are shown here:

## L RTP Goal

*Figure 2-1: Hernando/Citrus MPO 2050 L RTP Goal*

*To provide a safe and efficient transportation system that addresses the priorities of the community.*

# Goal, Objectives, & Performance Measures

## L RTP OBJECTIVES

1



**Safety**

Increase safety of the counties' transportation system.

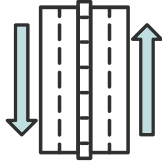
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**Economy**

Support economic development and tourism.

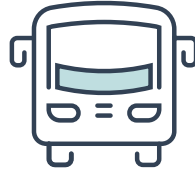
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**Mobility**

Provide for mobility needs of the community.

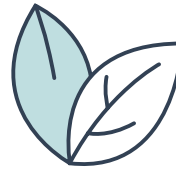
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**Intermodal**

Maintain existing transportation system.

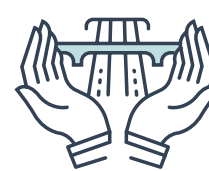
5



**Livability**

Preserve, and where possible, enhance social, cultural, physical and natural environmental values.

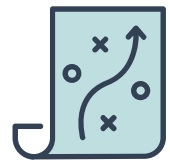
6



**Preservation**

Preserve and maintain a resilient transportation infrastructure and transit assets.

7



**Implementation**

Ensure effective execution of improvements and maintenance

## Development of The Goal, Objectives, and Performance Measures

The Hernando/Citrus MPO Goal, Objectives, and Performance Measures were developed based on federal, state, and local guidance. The requirements and guidance used to develop the Goal, Objectives, and Performance for the 2050 LRTP are described ahead.



## AGENDA ITEM

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### TITLE

Review and Acceptance of the Congestion Management Process (CMP), as prepared by the General Planning Consultant, Benesch & Associates

### BRIEF OVERVIEW

Benesch & Associates, serving as the MPO's General Planning Consultant, has prepared the updated Congestion Management Process (CMP) report. Under federal regulations (23 CFR 450.322), the Congestion Management Process (CMP) is required of all metropolitan areas with a population greater than 200,000 and is a statewide requirement for all MPOs in the state of Florida (Florida Statutes, Section 339.175). The CMP is a systematic approach, collaboratively developed and implemented throughout an MPO's planning area to provide for the safe and effective management and operation of new and existing transportation facilities by using travel demand reduction and operational management strategies.

The CMP is a detailed process that addresses eight action-oriented steps that an urban area follows to improve the performance of its transportation system:

1. Develop Regional Objectives
2. Define the CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

A CMP helps an MPO identify improvement projects that provide the most benefit to the multimodal transportation network and then allocate funds to these projects accordingly. Collectively, these projects benefit the region by helping to reduce congestion, improve safety, and enhance quality of life.

The CMP Policy and Procedures Handbook is customarily updated every five years, in coordination with or following the development of the MPO's Long Range Transportation Plan, which is also updated on a five-year cycle.

On May 28, 2026, the MPO Board's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) will have reviewed the CMP update. Due to the timing of the Board's packet distribution, the recommendations of the Committees will be provided to the MPO Board at the June 4, 2026, meeting.

### FINANCIAL IMPACT

N/A

**LEGAL NOTE**

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to review the presentation and take the recommended action.

**RECOMMENDATION**

It is recommended the MPO Board review and accept the update of the Congestion Management Process (CMP) report.

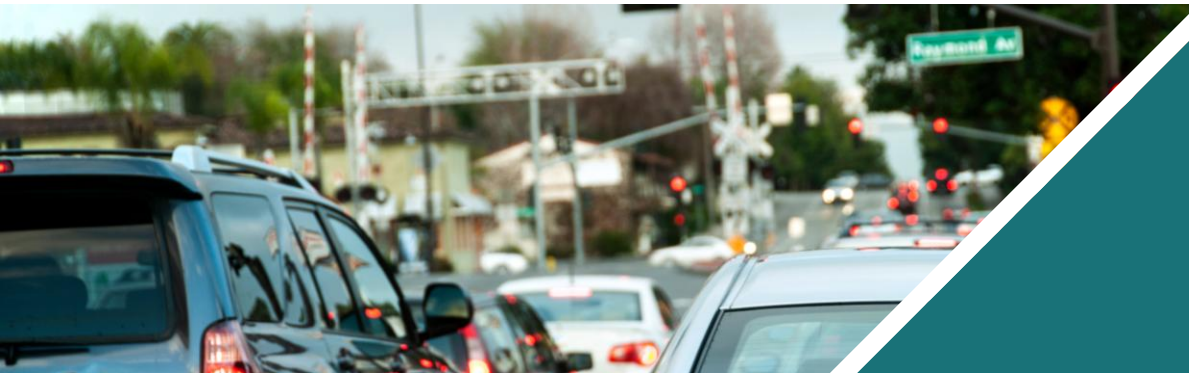


Hernando/Citrus MPO

# Congestion Management Process

**DRAFT**

May 2026





## Congestion Management Process Update

May 2026

### Prepared for:

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The preparation of this document was supported in part with funds provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), United States Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 or Metropolitan Planning Program, Section 104(f) of Title 23, US Code. The contents of this report do not necessarily reflect the official views or policies of the USDOT.



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Appendix A: Congestion Screening Data Maps
Appendix B: Programmed Improvement Projects
Appendix C: Strategy Toolbox Descriptions

## Introduction

A Metropolitan Planning Organization (MPO) is defined as a transportation policy-making body comprised of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. Mandated by the Federal Highway Act of 1973, MPOs are designated for urbanized areas with populations exceeding 50,000 to guide transportation development. The Hernando/Citrus MPO was established in 2014 when the Hernando County MPO was reapportioned to include Citrus County and to serve as the body for facilitating transportation planning decisions in Hernando and Citrus counties. The Hernando/Citrus MPO functions as a regional planning partner in a manner that is coordinated, comprehensive, and continuous with the member jurisdictions and stakeholder agencies in both counties.

### What is a CMP?

Under federal regulations (23 CFR 450.322), the Congestion Management Process (CMP) is required of all metropolitan areas with a population greater than 200,000 and is a statewide requirement for all MPOs in the state of Florida (Florida Statutes, Section 339.175). The CMP is a systematic approach, collaboratively developed and implemented throughout an MPO's planning area to provide for the safe and effective management and operation of new and existing transportation facilities by using travel demand reduction and operational management strategies.

The CMP is a detailed process that addresses eight action-oriented steps, illustrated in **Figure 1**, that an urban area follows to improve the performance of its transportation system by reducing the negative impacts of traffic congestion. A CMP is developed to improve traffic flow and safety conditions by using an objective-driven, performance-based approach. It provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.<sup>1</sup>

This report identifies the transportation network being analyzed as a part of the 2026 CMP update. It provides a baseline understanding of the regional congestion issues and travel behavior by covering the first six steps of the CMP framework. Steps seven and eight of the CMP become the implementation of projects as they are prioritized and funded in the MPO's Transportation Improvement Program (TIP). Once completed, these improvements are evaluated for effectiveness and the ability to manage congestion.

### Benefits of a CMP

An agency-specific CMP benefits the regional transportation system by providing a defined process for an MPO to address congestion concerns linked to transportation, livability, and land use. It allows an MPO to respond to congestion or other operational issues by using a systematic, measurable approach. The Federal Highway Administration (FHWA) identifies the following benefits of a successful CMP:

- A structure to analyze congestion issues
- Increased collaboration and coordination
- Effective resource allocation
- Providing an objective-driven and performance-based approach
- Links to subsequent project development and environmental review activities
- Improved safety

---

<sup>1</sup> Federal Highway Administration (FHWA), "Congestion Management Process: A Guidebook", 2011.

Figure 1: Congestion Management Process Framework



Source: FHWA, 2011

Additionally, a CMP helps an MPO identify improvement projects that provide the most benefit to the multimodal transportation network and then allocate funds to these projects accordingly. Collectively, these projects benefit the region by helping to reduce congestion, improve safety, and enhance quality of life. Reducing travel delays improves air quality conditions by reducing emissions from idling vehicles and helps motorists reduce fuel cost by spending less time in congested conditions.

## Causes of Congestion

The process of congestion management begins by understanding the causes of the congestion. Congestion results from interactions between many different sources, but can be broadly classified into two categories:

1. **Recurring congestion** - Occurs when the number of vehicles attempting to use a roadway exceeds the capacity of that roadway during peak travel periods (e.g. commute hours). This type of congestion is predictable because travel routes follow a specific pattern with regards to time of day and route selection.
2. **Non-recurring congestion** - Occurs when there are unexpected or non-regular disruptions to the normal flow of traffic on a roadway (e.g. traffic incidents, weather, road construction and maintenance, special events). This type of congestion is more difficult to measure and predict.

Figure 2 shows the results of a national study conducted by FHWA on the sources of congestion and the type/category of congestion. It shows that, while bottlenecks account for the largest source disruption, non-recurring congestion events (e.g. special events, work zones, weather, incidents) account for over half of the causes of congestion. These national benchmarks are widely used in CMP updates due to the lack of

comprehensive local studies on the causes of congestion. The underlying data suggests that local causes are likely to be similar, with bottlenecks and traffic incidents typically being the top two causes of congestion.

### Federal Guidelines

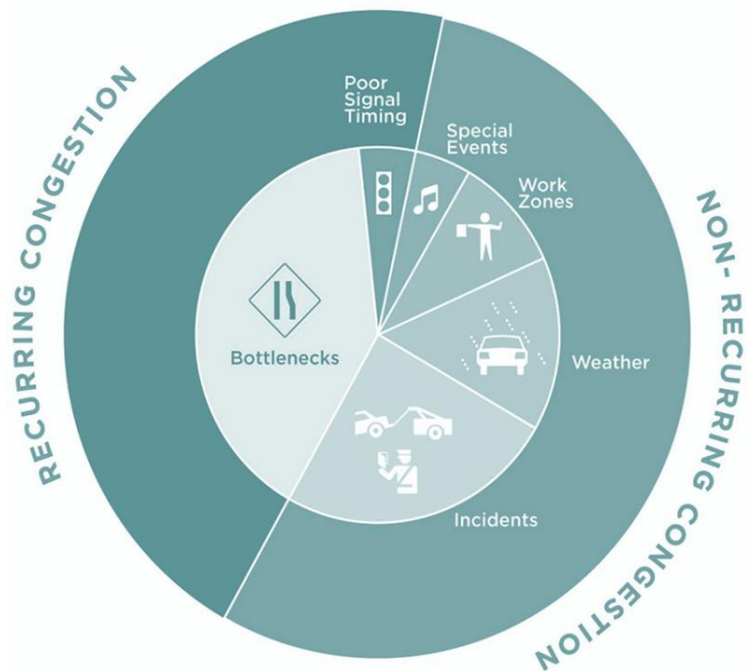
The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under its successor, the Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998. The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was passed into law in August 2005, and the requirements were further expanded under Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012.

One of the significant changes included in the federal surface transportation program, SAFETEA-LU, was the updated requirement for a “congestion management process” in urban areas with greater than 200,000 people or TMAs, as opposed to a “congestion management system.” According to FHWA, the change in name was intended to be a substantive change in perspective and practice to address congestion management through a process that provides for effective management and operations, an enhanced linkage to the planning process based on cooperatively developed travel demand reduction and operational management strategies and capacity increases.

The Fixing America’s Surface Transportation (FAST) Act was passed on December 4, 2015. The FAST Act and FHWA guidance stress the importance of identifying performance measures and targets to monitor network performance by evaluating the effect of implemented strategies. The CMP creates a structured process for incorporating congestion issues into the metropolitan planning process – addressing congestion by developing congestion management objectives, developing performance measures to support the objectives, collecting data, analyzing problems, identifying solutions, and evaluating the effectiveness of implemented strategies.

Most recently passed, the Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, and continues the performance-driven approach to addressing congestion. Future opportunities included in this legislation, which aim to address carbon emissions and congestion management technologies, expand the strategies and funding opportunities available to MPOs for addressing congestion. It should be noted that the IIJA is set to expire in September 2026, with reauthorization discussions currently underway at the time of this CMP update. Any changes in subsequent legislation resulting from this process may impact CMP requirements and expectations in the future.

Figure 2: Typical Causes of Congestion Nationwide



Source: FHWA, 2015

## CMP Objectives

The first action of the CMP is to identify regional objectives, which are used to guide the process of monitoring congestion and improving mobility within the MPO’s planning area. Clear regional objectives also inform the selection of CMP performance measures used to quantify congestion levels, as well as to identify and prioritize congestion management strategies.

***The overall goal of the CMP is to identify SAFE and EFFECTIVE congestion management and operational strategies for the transportation system.***

The more specific objectives developed to support this goal are shown below in Table 1. Collectively, these objectives form a holistic approach to managing roadway congestion by addressing related factors such as safety considerations, improving the operational aspects of the roadway network, and providing viable multimodal transportation options.

*Table 1: CMP Objectives*

Objective
Reduce the number and severity of vehicle crashes
Reduce the congested vehicle miles traveled
Improve Peak Period Travel Time Reliability on the National Highway System for automobiles and freight vehicles
Increase the number of coordinated traffic signals and installation of Advanced Traffic Management Systems
Increase miles of congested corridors with frequent transit service
Increase walking and cycling facilities along transit routes and within activity centers
Incorporate projects identified through the CMP into the Five-Year Transportation Improvement Program (TIP)
Promote and support local development decisions that include integrated land uses

## CMP Network

Identifying the CMP Network includes defining both the geographic scope and transportation network being analyzed in the CMP.

The Hernando/Citrus MPO's Planning Area covers 1,362 square miles. This includes the City of Brooksville in Hernando County, the cities of Crystal River and Inverness in Citrus County, and 34 distinct communities known as Census-Designated Places (CDPs) throughout the unincorporated portions of both counties. According to the most recent Census estimates, the two-county Planning Area had a combined population of 393,367 in 2025, which represents a 58% increase during the 25 years since the 2000 Decennial Census. When looking ahead to the next 25 years, the total population in Hernando and Citrus counties is expected to grow collectively by another 21% to 476,209 based on projections developed as part of the MPO's 2050 Long Range Transportation Plan (LRTP), which was adopted on October 3, 2024.

The characteristics of the CMP roadway network, which include all functionally classified roadways in Hernando and Citrus counties, are illustrated by the series of maps on the following pages. This information is important both for providing a better understanding of the roadways in the MPO's Planning Area and is also used when developing potential congestion mitigation strategies for consideration later in the process.

**Map 1** shows the functional classification of network roadways. Functional classification is a system used by the Florida Department of Transportation (FDOT) to group roadways into categories based on the character of service they provide and how they facilitate travel. Larger roadways, such as Interstates or Principal Arterials, provide a high level of mobility and travel speeds, but a limited level of access to nearby land uses. Smaller roadways, such as Minor Collectors, provide better access at the expense of mobility and travel speeds.

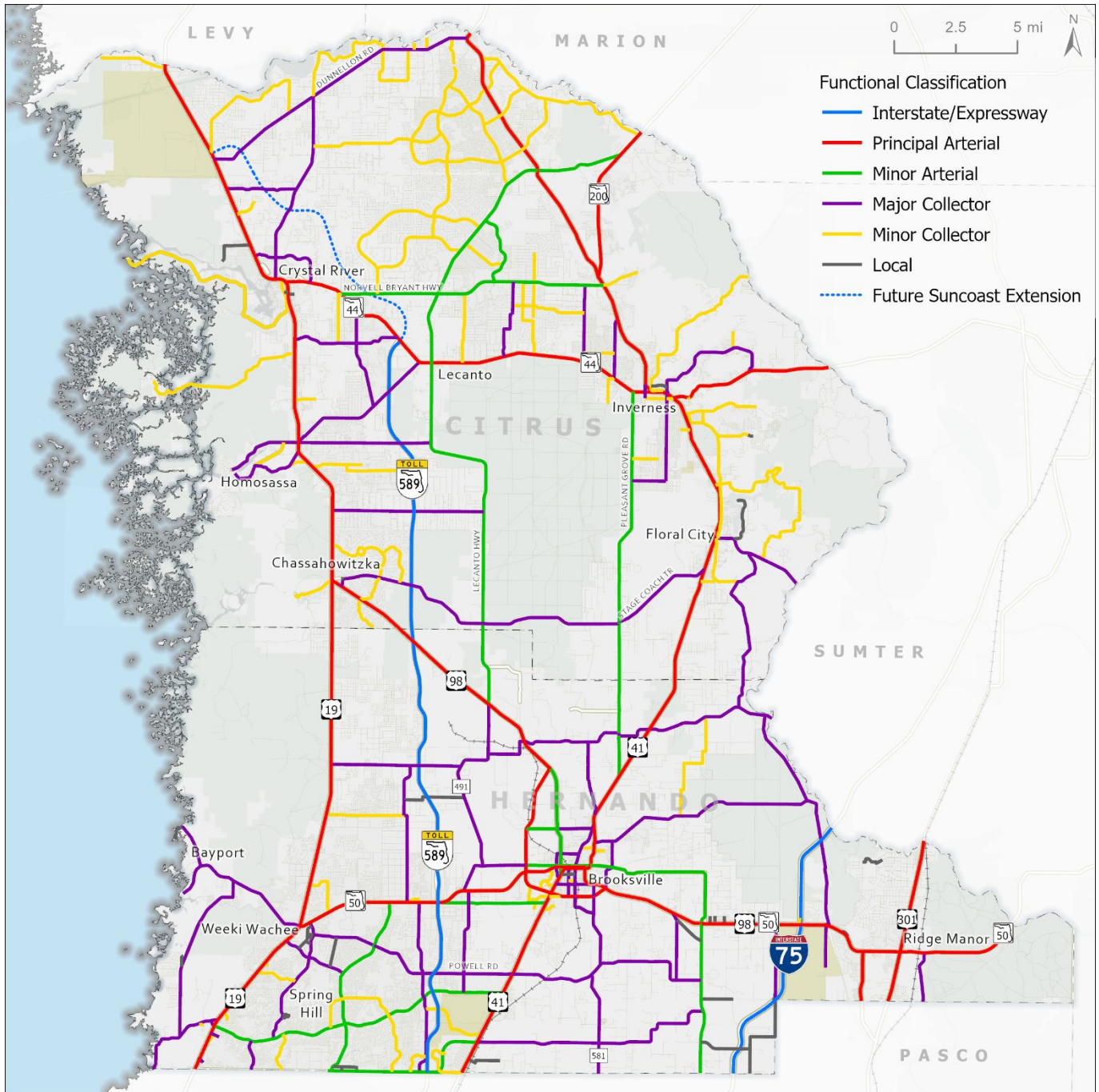
**Map 2** provides information on the number of lanes for each roadway segment. Based on data from the Tampa Bay Regional Planning Model (TBRPM v10.1.1), this map shows the future network capacity based on the projects that had funding committed for construction through 2028 in the MPO's 2050 LRTP.

**Map 3** and **Map 4** show Annual Average Daily Traffic (AADT) volumes on the CMP network roadways. AADT is a common metric for understanding a roadway segment's typical daily usage. It represents bidirectional counts, which are seasonally adjusted to estimate the total number of vehicles for a given year and then divided by 365 to show the average per day. **Map 3** includes all vehicles using the roadway, while **Map 4** only shows freight trucks and large commercial vehicles.

Finally, **Map 5** and **Map 6** provide a summary of the public transportation (or transit) services provided in each county. These transit routes are mostly fixed-route local bus service, in addition to an on-demand microtransit service zone in the Brooksville area provided by Hernando County Transit (*TheBus*).

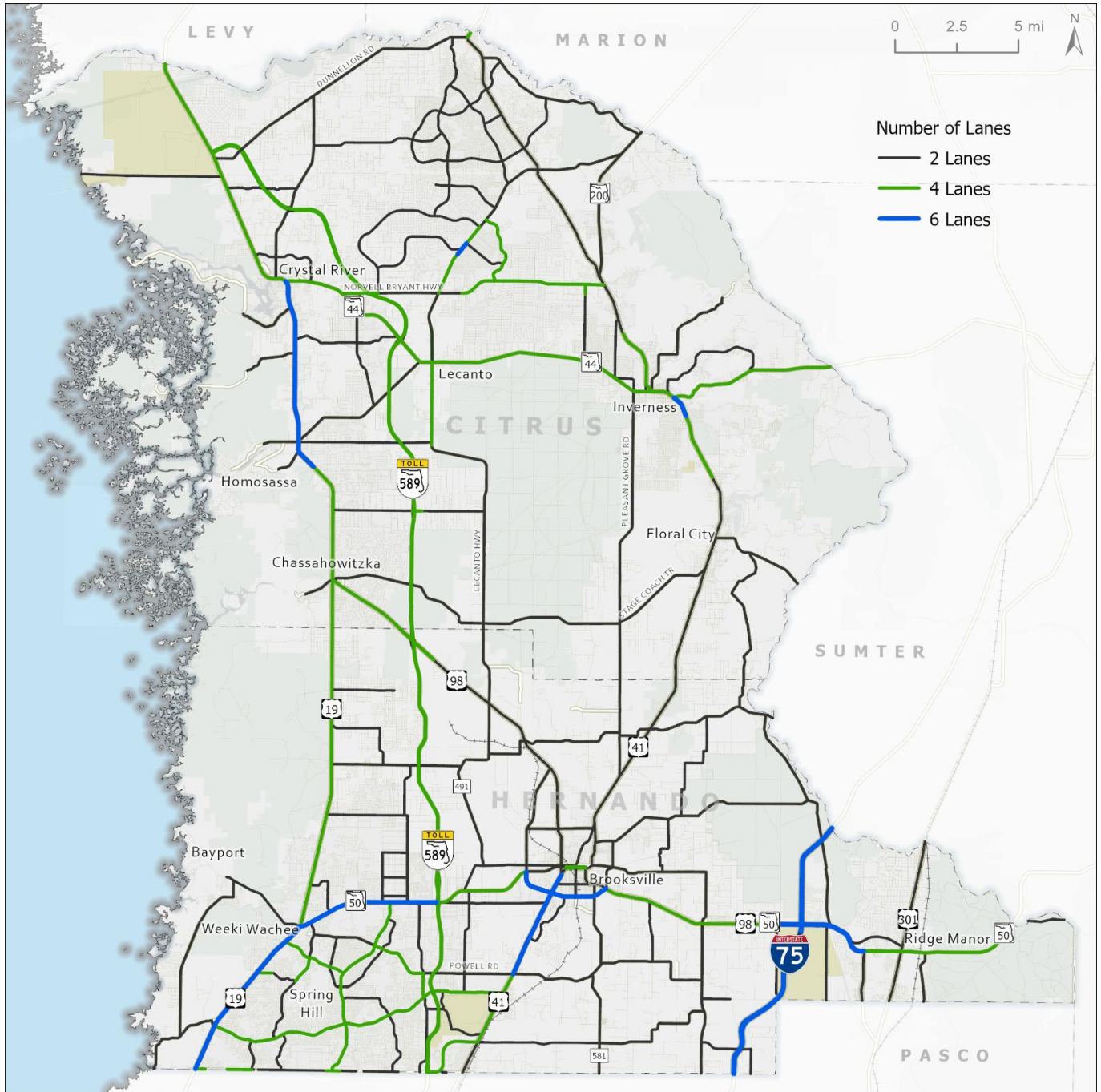
It should be noted that new roadway segments that are programmed for construction are included as part of the CMP Network for the purpose of the congestion analysis described later in this document. These future network segments, however, are only shown in **Map 1** and **Map 2**. The other maps in the series only show roadways that were operational when the most recent performance data was collected in 2026.

Map 1: CMP Network - Functional Classification



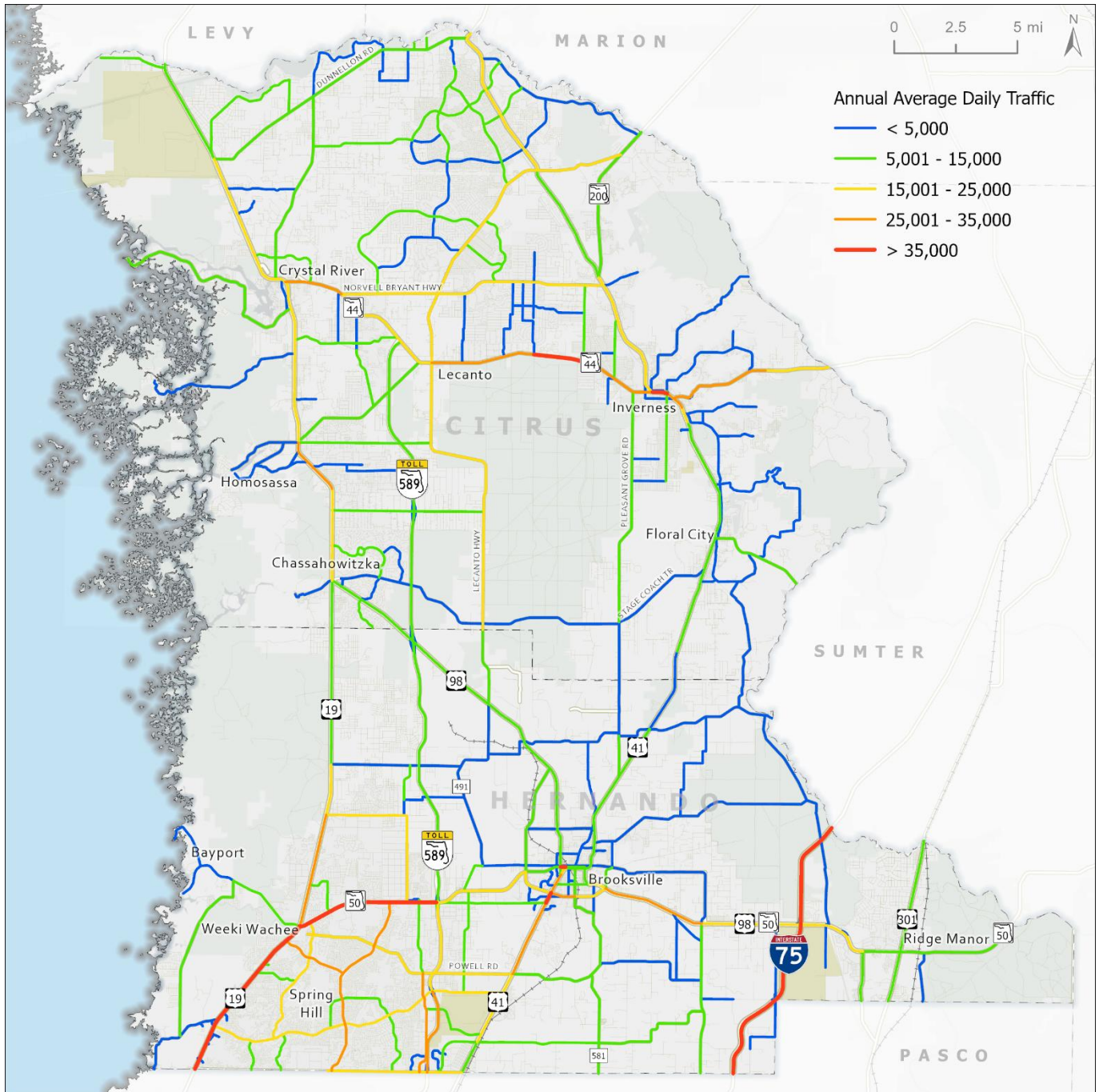
Source: FDOT Roadway Characteristics Inventory, 2025

Map 2: CMP Network - Number of Lanes (2028 Existing + Committed)



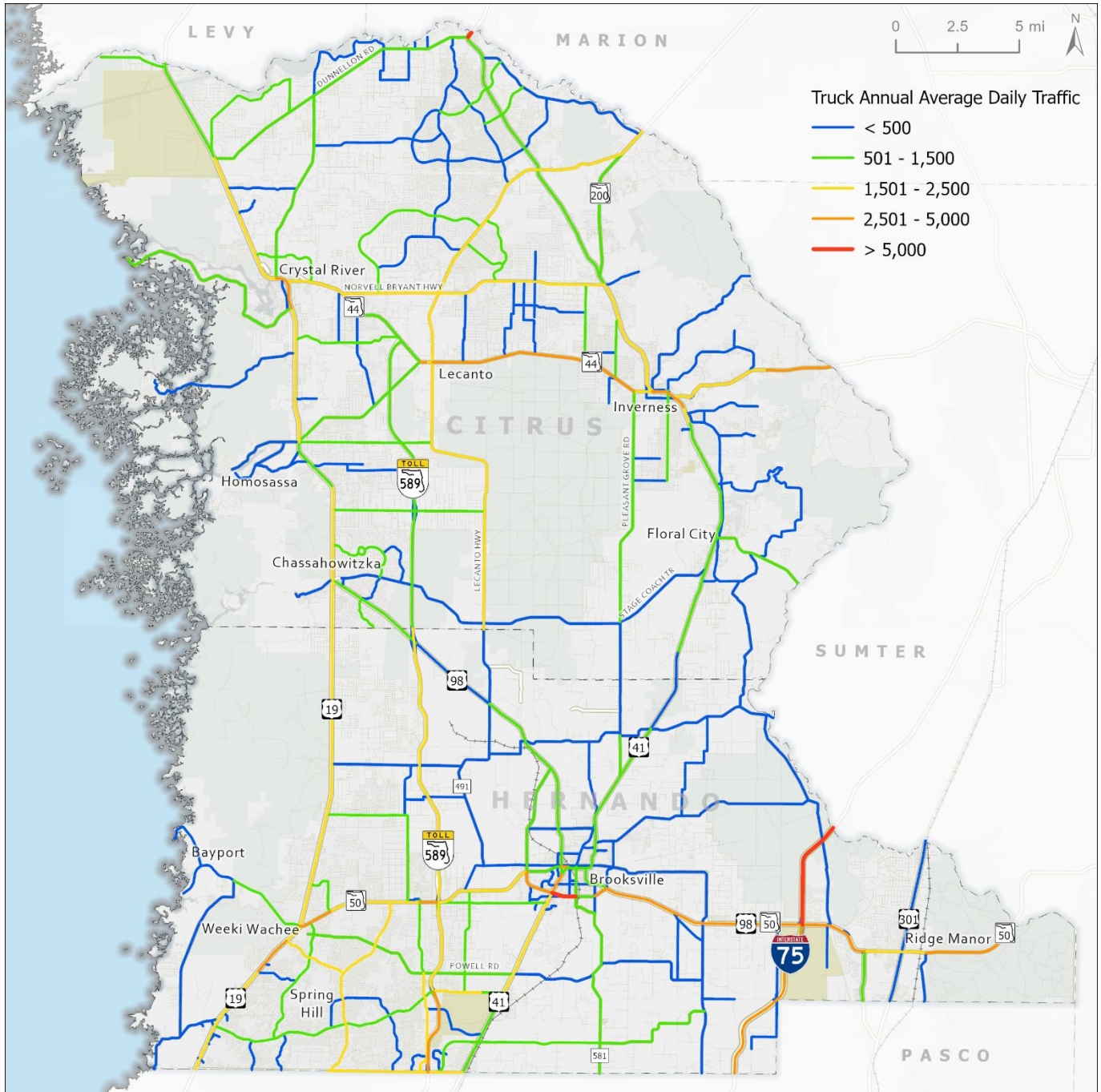
Source: Tampa Bay Regional Planning Model v10.1.1

Map 3: CMP Network - Annual Average Daily Traffic (AADT) for All Vehicles



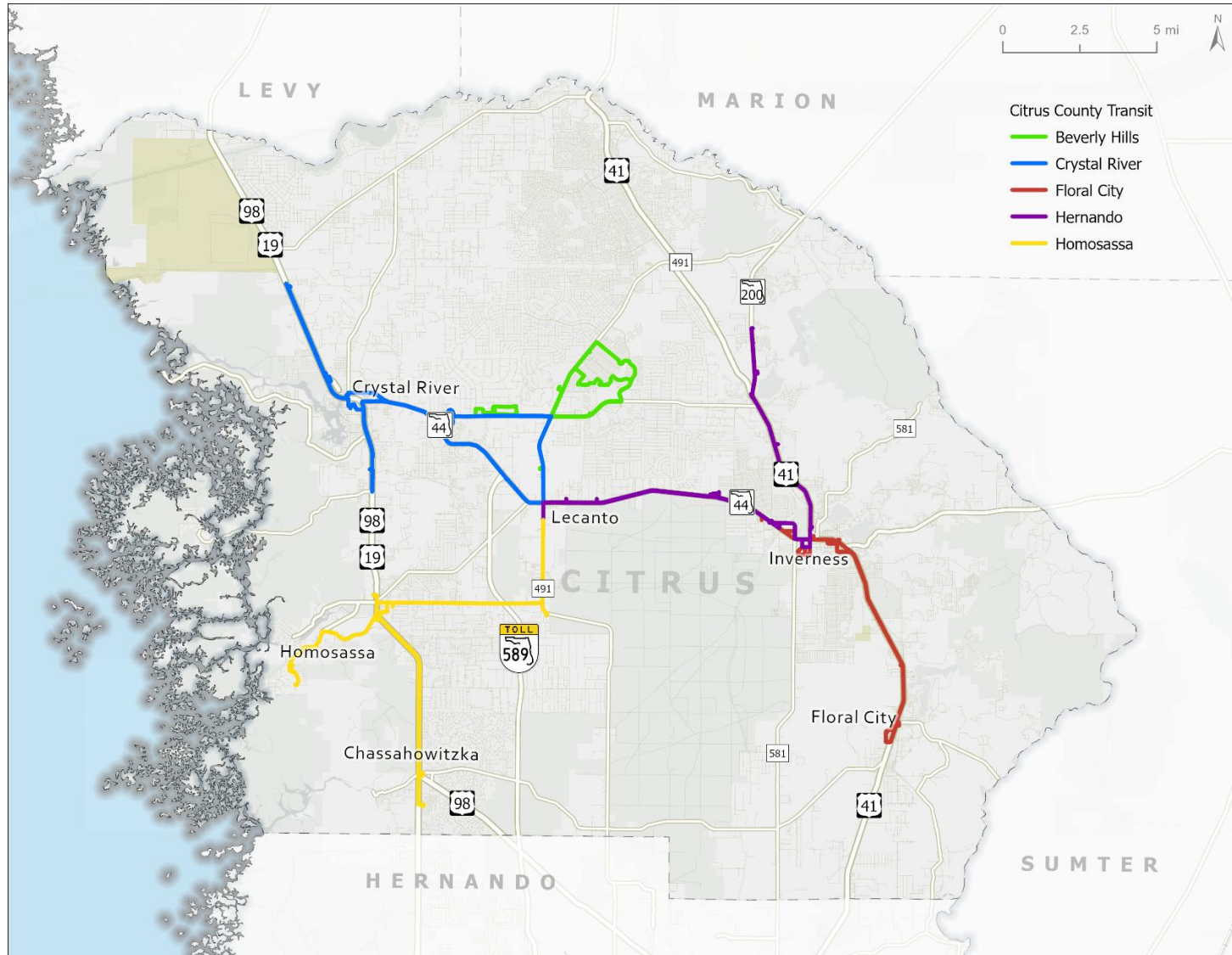
Source: FDOT Roadway Characteristics Inventory, 2025

Map 4: CMP Network - Annual Average Daily Traffic (AADT) for Trucks Only



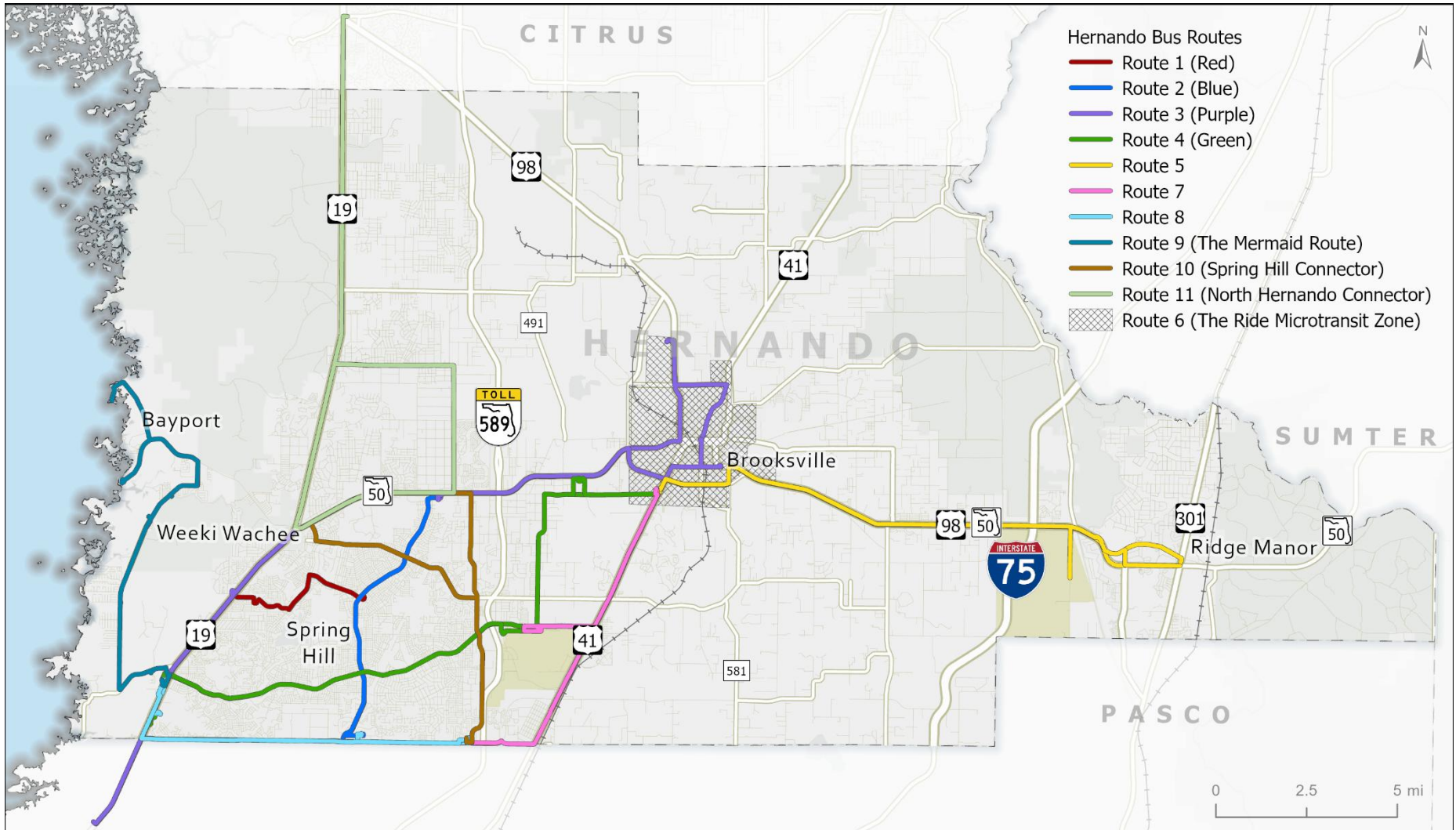
Source: FDOT Roadway Characteristics Inventory, 2025

Map 5: CMP Network - Citrus County Transit Routes



Source: Citrus County, 2026

Map 6: CMP Network - Hernando County Transit Routes



Source: Hernando County, 2026

## Congestion Management Performance Measures

Performance measures provide the basis for evaluating a transportation system and identifying the location and severity of congestion. Measuring performance within the CMP is a primary method of communicating current system conditions with the public and local policymakers. According to the Federal Highway Administration (FHWA), establishing multimodal performance measures should guide the identification of an acceptable level of system performance. Factors to consider when selecting performance measures include:

- Characterizing the existing and anticipated conditions of the regional transportation system
- Tracking progress towards meeting regional objectives
- Identifying specific locations with congestion to address
- Addressing congestion mitigation strategies, programs, and projects
- Communicating system performance to decisions makers and the public.

As discussed earlier, congestion is the result of multiple factors and can occur at recurring times and locations, or randomly. Four major dimensions of congestion: intensity, duration, extent, and variability are noted by FHWA in the Congestion Management Process Guidebook. Traditional ways of measuring congestion include the use of volume/capacity ratios or level of service, which are good metrics for describing the intensity dimension, while travel time reliability is generally used to measure the variability dimension experienced by motorists. Both are useful for summarizing systemwide performance. The duration and extent of congestion are more applicable when measuring at the corridor or location-specific scale.

Based on the availability of data and the emphasis for developing a safe and effective multimodal transportation system consistent with the CMP objectives, the metrics shown in **Table 2** were identified to measure key systemwide performance aspects related to managing congestion.

*Table 2: CMP Performance Measures*

CMP Objective	Data for Measuring Performance
Reduce the number and severity of vehicle crashes	5-year rolling crash averages 5-year rolling non-motorized crash averages
Reduce the congested vehicle miles traveled	Current Traffic Counts and Roadway Length
Improve Peak Period Travel Time Reliability on the National Highway System for automobiles and freight vehicles	National Highway System Travel Time Reliability Freight Route Travel Time Reliability
Increase the number of coordinated traffic signals and installation of Advanced Traffic Management Systems	Number of signalized intersections connected to a regional traffic management center
Increase miles of congested corridors with frequent transit service	Transit Route Coverage
Increase walking and cycling facilities along transit routes and within activity centers	Miles of Sidewalks, Bike Lanes, Multi-Use Trails
Incorporate projects identified through the CMP into the Five-Year Transportation Improvement Program (TIP)	Annual Review of the MPO Transportation Improvement Program (TIP) and Funded Work Program Projects
Promote and support local development decisions that include integrated land uses	Continued Coordination with Stakeholders Related to Development Plan Reviews; Presentations to MPO Board and Board of County Commissioners.



## Network Performance

Using the CMP framework, the first three actions provide direction for conducting the analysis of roadway conditions and system performance that leads to identification of congestion locations. Following this framework leads to more effective investment decisions resulting in a safer and more efficient transportation system. Data collection and monitoring existing conditions provide insight into the performance of the region’s transportation system as the fourth action of the CMP. With respect to congestion management planning, system monitoring is an all-inclusive term meant to encompass all the various activities that transportation planners engage in to collect data relevant to transportation system performance for the entire network.

The sections below include the categorized data used to assess multimodal network performance. It should be noted that performances measures related to Transportation Improvement Program (TIP) review and land use coordination are not included in the network performance evaluation. These are instead addressed through items that are reviewed on an annual basis as part of the MPO’s regular planning process or through ongoing activities that occur as part of the MPO’s regular coordination efforts with its planning partners.

### Roadway Safety

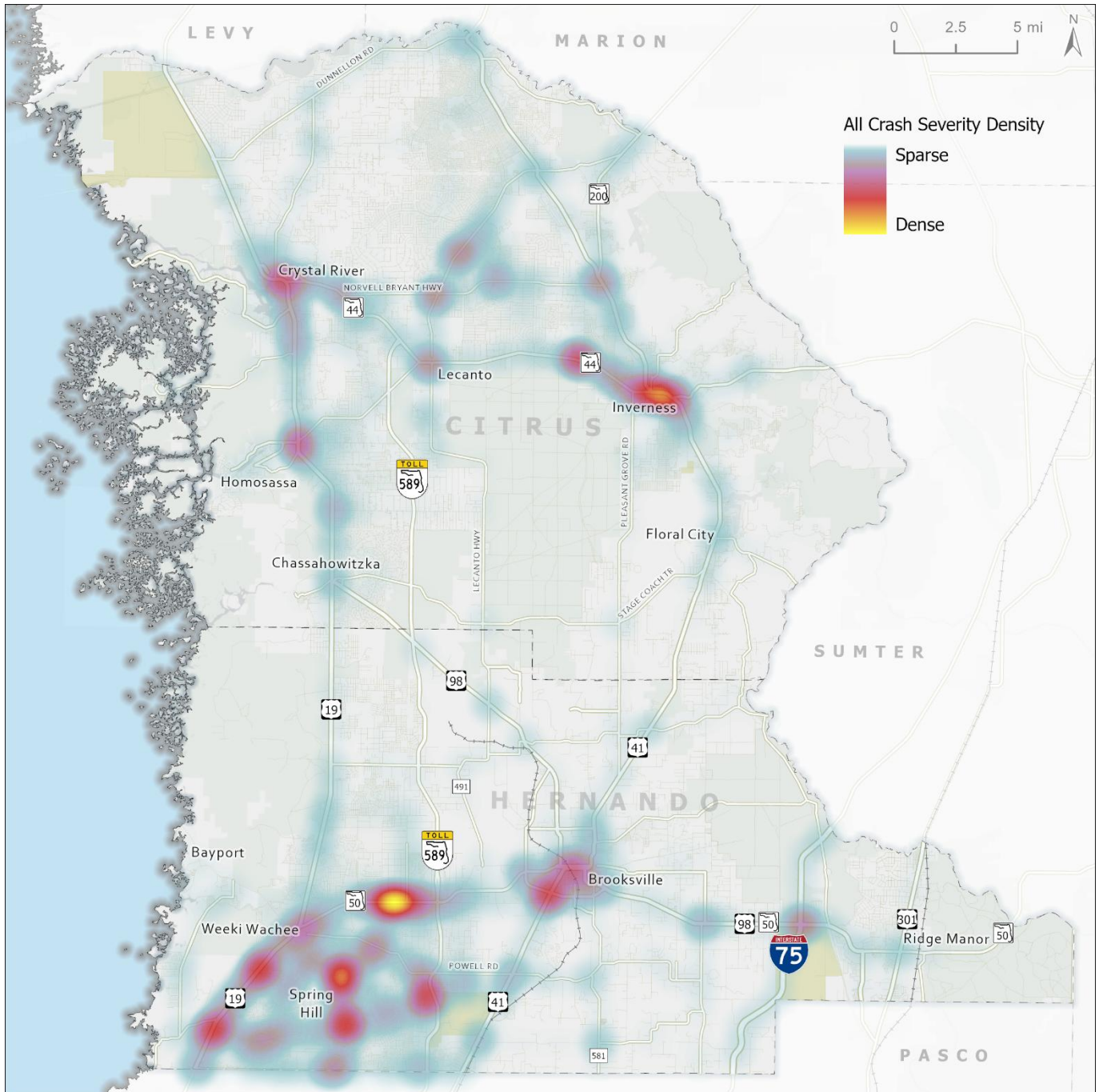
Understanding the location, frequency, and severity of roadway crashes guides the selection of non-recurring congestion locations and highlights areas of safety concern on the roadway network. **Table 3** and **Map 7** summarize the characteristics and most common locations of crashes within Hernando and Citrus counties.

Table 3: 2019-2023 Five-Year Traffic Crash Summary

Crash Category	Hernando County	Citrus County	Two-County Total	% of Total
<b>Crash Severity</b>				
Fatal	193	141	334	1.08%
Severe Injury	1,107	706	1,813	5.85%
Non-Severe Injury	2,295	1,490	3,785	12.22%
Possible Injury	2,599	1,880	4,479	14.46%
No Injury	12,483	8,072	20,555	66.38%
<b>Total:</b>	<b>18,677</b>	<b>12,289</b>	<b>30,966</b>	<b>100.00%</b>
<b>Crash Type</b>				
Angle	1,803	1,803	3,606	11.65%
Animal	363	280	643	2.08%
Bicycle	175	125	300	0.97%
Head On	352	212	564	1.82%
Left Turn	2,087	1,645	3,732	12.05%
Off Road	2,058	1,510	3,568	11.52%
Other	1,961	1,383	3,344	10.80%
Pedestrian	186	152	338	1.09%
Rear End	6,092	3,945	10,037	32.41%
Right Turn	363	189	552	1.78%
Rollover	289	324	613	1.98%
Sideswipe	2,316	1,335	3,651	11.79%
Unknown	632	260	892	2.88%
<b>Total:</b>	<b>18,677</b>	<b>12,289</b>	<b>30,966</b>	<b>100.00%</b>

Source: FLHSMV / Signal 4 Analytics

Map 7: 2019-2023 Five Year Crash Heat Map



Source: FLHSMV / Signal 4 Analytics

Using the most recent, validated five-year crash data from Florida Department of Highway Safety & Motor Vehicles (FLHSMV) crash reports, this information was compiled to help identify trends and high-crash cluster locations. Beyond informing CMP improvement strategies, it can also help guide other MPO planning and safety study efforts to define hazardous driving locations and the factors which contribute to roadway crashes.

## Roadway Capacity

The capacity of the roadway network when compared against the travel demand, or the number of vehicles regularly using the network, is a common method for assessing congestion levels. From a systemwide perspective, network performance can be measured by assessing each roadway’s Level of Service (LOS). LOS is a letter-grade assigned to a roadway segment to represent quality of service and recurring congestion, with LOS A representing free-flow speed with no congestion and LOS F representing operational failure with severe levels of congestion. **Table 4** shows both the centerline mileage and percentage of network roadways by LOS for existing (2025) and projected future (2030) conditions. This information is based on the most recent traffic counts conducted in both counties compared against FDOT’s generalized service volume capacity for each roadway type. In each county, the percentage of roadways operating at a LOS E or LOS F is expected to increase by 2030, even when accounting for the additional capacity projects programmed for construction. Routine monitoring of roadway Level of Service is conducted by the MPO through annual data collection activities.

*Table 4: Centerline Miles of Roadway by Level of Service*

Level of Service (LOS)	2025		2030	
	Centerline Miles	% of Centerline Miles	Centerline Miles	% of Centerline Miles
<b>Hernando County</b>				
<b>B</b>	128.1	33.3%	133.6	34.7%
<b>C</b>	171.3	44.5%	166.1	43.2%
<b>D</b>	57.4	14.9%	51.0	13.3%
<b>E</b>	8.2	2.1%	8.2	2.1%
<b>F</b>	19.8	5.1%	26.0	6.8%
<b>TOTAL</b>	<b>384.9</b>	<b>100.0%</b>	<b>384.9</b>	<b>100.0%</b>
<b>TOTAL (LOS E or F)</b>	<b>28.0</b>	<b>7.3%</b>	<b>34.2</b>	<b>8.9%</b>
<b>Citrus County</b>				
<b>B</b>	53.8	16.5%	43.2	13.3%
<b>C</b>	199.9	61.5%	206.2	63.4%
<b>D</b>	37.4	11.5%	32.0	9.8%
<b>E</b>	14.4	4.4%	22.8	7.0%
<b>F</b>	19.7	6.1%	21.0	6.5%
<b>TOTAL</b>	<b>325.2</b>	<b>100.0%</b>	<b>325.2</b>	<b>100.0%</b>
<b>TOTAL (LOS E or F)</b>	<b>34.2</b>	<b>10.5%</b>	<b>43.8</b>	<b>13.5%</b>

*Source: Hernando/Citrus MPO - Major Roadway Network Quality / Level of Service Analysis, 2026*

## Roadway Reliability

Another way of measuring the effects of congestion on roadway performance is reliability. A roadway network’s reliability indicates the predictability of traffic conditions. Reliability does not represent the presence or lack of congestion conditions, but rather how consistent conditions are during the same time(s) on any given day.

**Table 5** summarizes multiple metrics for expressing network reliability over different time periods, as well as for different combinations of roadways and vehicle types. Although these measures differ slightly, they have



commonalities in that they use probe speed data measurements to determine travel times, and thus, roadway performance on a daily basis throughout the year.

In general, the Level of Travel Time Reliability (LOTTR) is a ratio comparing longer travel times (80<sup>th</sup> percentile) to “normal” travel times (50<sup>th</sup> percentile). LOTTR assesses the consistency, or dependability, of travel times from day to day or across different times of the day. A higher LOTTR indicates a larger difference between these two measured travel times for the same roadway, and thus, more unpredictability in expected traffic conditions. Similarly, Planning Time Index (PTI), represents the total travel time that a traveler should budget for a trip to ensure on-time arrival to their destination at least 95% of the time. A higher PTI indicates a less reliable arrival time, which requires travelers to set aside more time to ensure on-time arrival at their destination.

Table 5: Reliability Performance Measures

Measure	2024	
	Hernando County	Citrus County
<b>Weekday AM Peak Period (6-10AM) Level of Travel Time Reliability on the State Highway System</b>	1.04	1.04
<b>Weekday PM Peak Period (4-8PM) Level of Travel Time Reliability on the State Highway System</b>	1.04	1.05
<b>Average Daily Planning Time Index on the National Highway System</b>	1.13	1.14
<b>Average Daily Truck Planning Time Index on the National Highway System</b>	1.16	1.15
<b>% of Interstate Person Miles Traveled that are Reliable</b>	100.0%	
<b>% of Non-Interstate National Highway System Person Miles Traveled that are Reliable</b>	99.0%	
<b>Truck Travel Time Reliability Index</b>	1.08	

Source: FDOT Source Book, 2026

### Signal Technology

According to the FHWA, Poor traffic signal timing contributes to traffic congestion and delay. Conventional signal systems use pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion.<sup>2</sup> As part of the FDOT District Severn ITS (Intelligent Transportation System) Architecture, Citrus County and Hernando County Traffic Control Centers are integrated into the FDOT Tampa Bay SunGuide Center network. These centers manage traffic flow, detect incidents, and coordinate with local 911 dispatch operators.

The traditional signal timing process is time consuming and requires substantial amounts of manually collected traffic data. Advanced signal technology allows for continued collection of data and allows for more dynamic signal timing updates. Projects like the addition Arterial Traffic Management on US 19 that is included in the

<sup>2</sup> Federal Highway Administration. (n.d.). Adaptive signal control technology. U.S. Department of Transportation. Retrieved May 11, 2026, from [FHWA Adaptive Signal Control Technology](https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/asct.cfm) (https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/asct.cfm)



MPO’s TIP is an example of an advanced signal technology deployment that will aid in future congestion management.

Coordinating with FDOT, Citrus County, and Hernando County to understand the systemwide plans for upgrading and implementing advanced traffic signal technologies will allow the MPO to better identify the most appropriate locations for future investments.

### Multimodal Transportation

In addition to roadway infrastructure, a well-planned and connected multimodal transportation network is a critical component of congestion management. Transit service and non-motorized transportation facilities, such as bike lanes, shared-use paths, trails, and sidewalks, provide travel options other than driving which can help reduce overall travel demand in key areas of traffic congestion.

Hernando County’s transit system, *TheBus*, and Citrus County Transit, regularly collect and maintain information related to various transit services and operational data. Reported on as part of each agency’s Transit Development Plan, transit service characteristics are evaluated annually to determine system performance. For the CMP, **Table 6** includes the total revenue miles of transit service in the MPO Planning Area. Based on data reported to the National Transit Database (NTD) by each transit agency, total annual revenue miles of service is a metric that combines the systemwide miles of route coverage with the service frequency provided by each route.

Table 6: Transit Performance Measures

Measure	2024	
	Hernando County	Citrus County
<b>Total Annual Revenue Miles of Service</b>	561,288	229,654

Source: FDOT Florida Transit Information & Performance Handbook, 2025

**Table 7** provides metrics summarizing the non-motorized network. They include the share of non-limited access (i.e. non-interstate) roadways on the State Highway System that have pedestrian or bicycle facilities on at least one side. Additionally, the total centerline miles of major network roadways complete with sidewalks on both sides, as well as the total centerline miles complete with a bike lane or adjacent shared-use path are both provided for each county.

Table 7: Non-Motorized Performance Measures

Measure	2024	
	Hernando County	Citrus County
<b>% Pedestrian Facility Coverage on the State Highway System</b>	77.2%	57.1%
<b>% Bicycle Facility Coverage on the State Highway System</b>	80.2%	82.4%
<b>Network Centerline Miles with Sidewalks on Both Sides</b>	62.0	54.1
<b>Network Centerline Miles with Bicycle Facilities (Bike Lane or Shared-Use Path)</b>	108.5	93.4

Source: FDOT Source Book and Hernando/Citrus MPO, 2026

# Congestion Analysis

## Approach

Once the relevant data have been collected and compiled to identify congestion causing factors, the fifth action of the CMP is to analyze the network to identify highly congested locations, prioritize the top problem areas, and assess the potential causes of congestion.

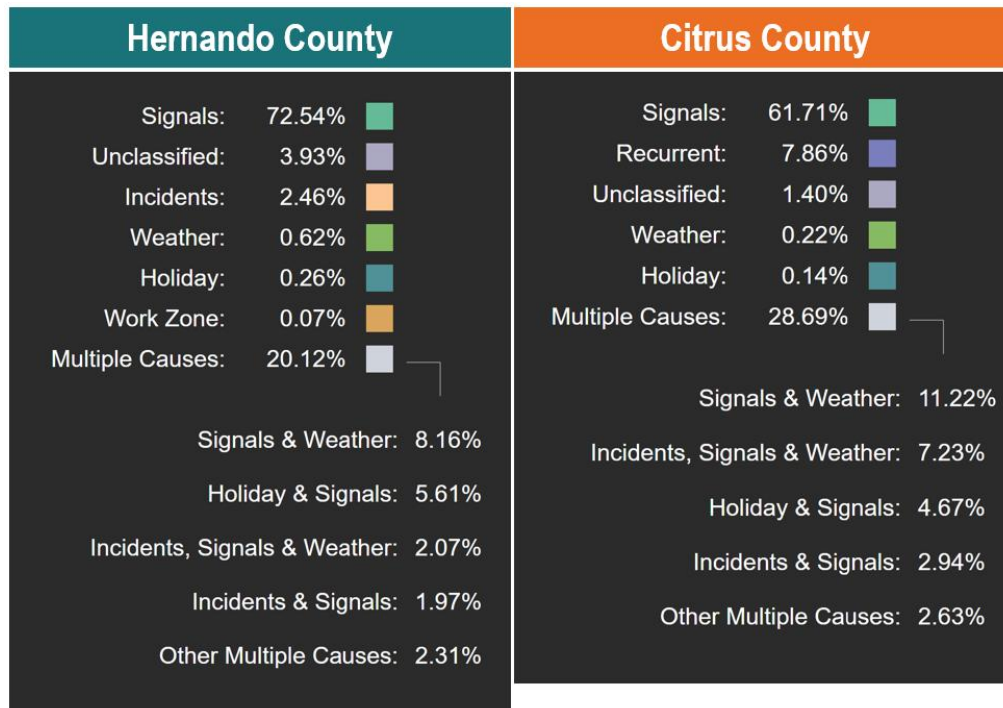
Congestion is traditionally understood to be the level at which the performance of the transportation system is no longer acceptable due to traffic delays. Consistent with the multimodal nature of congestion and the causes of congestion, the CMP includes a multi-data approach for identifying areas of congestion. In addition to multiple sources of data, the congestion analysis approach also includes a two-step process for first identifying congested roadway segments and then determining the top-priority locations for further evaluation.

The data sources chosen to evaluate and provide context to congestion are described in the following sections along with the results of the two-tier screening process. Maps providing additional information and data for the larger CMP network can be found in **Appendix A**.

## Local Causes of Congestion

Prior to conducting the location-specific congestion analysis on the CMP roadway network, a broader review of the most common causes of congestion in Hernando and Citrus counties was conducted to better understand the factors influencing traffic delays at the local level. 2024 average weekday speed measurements from the RITIS traffic data application were used to generate sources of congestion on the roadway network within each county. Shown in **Figure 3**, the results indicate that traffic signals or intersection throughput are the overwhelming leading cause of congestion.

Figure 3: Causes of Weekday Congestion in Hernando & Citrus Counties



Source: RITIS, 2025



## Tier 1 Congestion Screening

The initial congestion screening process consisted of evaluating the full CMP roadway network to identify highly congested segments throughout the MPO's Planning Area. Multiple sources of data were used to provide a more balanced approach when defining congestion conditions throughout the network. The three primary indicators of a highly congested location are described in more detail below:

- 1. Volume-to-Capacity (V/C) Ratio** - This measure considers both the travel demand and the transportation infrastructure supply by establishing a ratio to identify locations with insufficient capacity, which results in congestion. A V/C ratio which exceeds 1.0 is a location where the measured vehicle volume over a period of time is greater than the amount of traffic the roadway facility can carry, resulting in congestion and delay. Data from the regional travel demand model (TBRPM v10.1.1), also used for developing the MPO's 2050 LRTP, was projected through the year 2030 for the purposes of this analysis to determine the estimated V/C ratio for the CMP roadway network. Highly congested locations were defined as those with a V/C ratio of 1.20 or greater.
- 2. Recurring Bottleneck Conditions** - This measure is based on probe speed data from the RITIS application. Traffic conditions for every weekday in 2024 were averaged to identify locations where recurring traffic delays occur when comparing free-flow travel speeds to measured travel speeds during times of congestion. The results provide information on traffic bottlenecks, including the duration, queue length, and severity of occurrences, which is then used to rank them based on a combination of the conditions. Highly congested locations were defined as those that experience the 10 worst or most severe bottleneck conditions in either county.
- 3. Stakeholder Feedback** - This measure incorporates the results of information received from MPO partner agency stakeholders. As part of the CMP's coordination efforts, a series of meetings was held with agency staff from the MPO's Technical Advisory Committee (TAC), representing a variety of local, county, and state agencies that understand local traffic conditions and regularly receive feedback from the public on related issues. During a meeting on November 20, 2025, stakeholders provided feedback on congested locations by marking a map of Hernando and Citrus counties to indicate areas that experience the worst recurring congestion. For the purposes of this congestion screening, highly congested locations were defined as those appearing on at least one of these maps.

If a roadway segment or group of segments met the criteria associated with any of these three indicators, it was identified for further consideration. The Tier 1 screening resulted in thirteen corridors in each county (26 in total). These corridors and their limits are provided in **Table 8** on the next page.



Table 8: Corridors Identified by Tier 1 Congestion Screening

ID #	Roadway	From	To	2030 Maximum Volume/Capacity Ratio	2024 County Bottleneck Ranking	Stakeholder Feedback (# of Maps)
<b>Hernando County</b>						
H-1	County Line Rd	Holden Dr	Mariner Blvd	1.21	N/A	4
H-2	County Line Rd	Linden Dr	Oak Chase Blvd	1.27	N/A	4
H-3	Mariner Blvd	Northcliffe Blvd	Linden Dr	1.24	#1	1
H-4	US 98 / Ponce de Leon Blvd	Fort Dade	Jefferson St	1.26	N/A	0
H-5	US 41 / Broad St	Grubbs Rd	CR 581 / Snow Memorial Hwy	1.33	N/A	0
H-6	Northcliffe Blvd	Mariner Blvd	Deltona Blvd	0.98	#3	1
H-7	Barclay Ave	Elgin Blvd / Powell Rd	Spring Hill Dr	0.50	#2 & #4	5
H-8	Wiscon Rd	SR 50 / Cortez Blvd	California St	0.39	#5	2
H-9	California Blvd	Powell Rd	Spring Hill Dr	0.51	#7	2
H-10	Main St / Howell Blvd	North Ave	US 98 / Broad St	1.09	#6	1
H-11	Main St	Us 98 / Broad St	MLK Jr Blvd	0.52	#9	1
H-12	SR 50 / Cortez Blvd	US 301 / Treiman Blvd	Burwell Rd	0.12	#8	1
H-13	Emerson	US 98 / Jefferson St	SR 50 / Cortez Blvd	0.16	#10	1
<b>Citrus County</b>						
C-1	US 41 / Florida Ave	Castlelake Ave	Sunray Ln	1.23	N/A	0
C-2	US 41 / Main St	Grace Street (Citrus Hospital)	SR 44 / Gulf to Lake Hwy	1.45	#7	5
C-3	US 41 / Florida Ave	David St	Independence Hwy	1.27	N/A	1
C-4	SR 200 / Carl G Rose Hwy	Aero Pl	Lecanto Hwy	1.37	N/A	1
C-5	Lecanto Hwy	Norvell Bryant Hwy	Fennessy Ln	1.34	#5	2
C-6	Dunnellon Rd	US 19 / US 98	Chabaud Ter	1.23	N/A	0
C-7	US 98 / Suncoast Blvd	SR 44 / Gulf to Lake Hwy	Venable St	0.74	#4	3
C-8	SR 44 / Gulf to Lake Hwy	US 19 / US 98	Norvell Bryant Hwy	1.00	#3	5
C-9	SR 44 / Gulf to Lake Hwy	Norvell Bryant Hwy	Rock Crusher Rd	0.53	#8	3
C-10	Deltona Blvd	Elkcam Blvd	G Martinelli Blvd	N/A	#10	0
C-11	Hampshire Blvd	Lecanto Hwy	McNeal Dr	0.32	#9	0
C-12	SR 44 / Gulf to Lake Hwy	Independence Hwy	Pleasant Grove Rd	0.77	#6 & #2	4
C-13	SR 44 / Gulf to Lake Hwy / Main St	Pleasant Grove Rd	Citrus High School	1.09	#1	4



## Tier 2 Congestion Screening

The next step in the congestion screening process used the data from the previously described indicators to determine which of the 26 Tier-1 corridors should be considered a top priority for further evaluation to determine the more specific factors contributing to congestion and eventually develop a series of improvement strategies for addressing them. The Tier 2 screening process used the criteria below to prioritize the larger group of highly congested locations. Roadway segments meeting any two of the three criteria were considered for further evaluation:

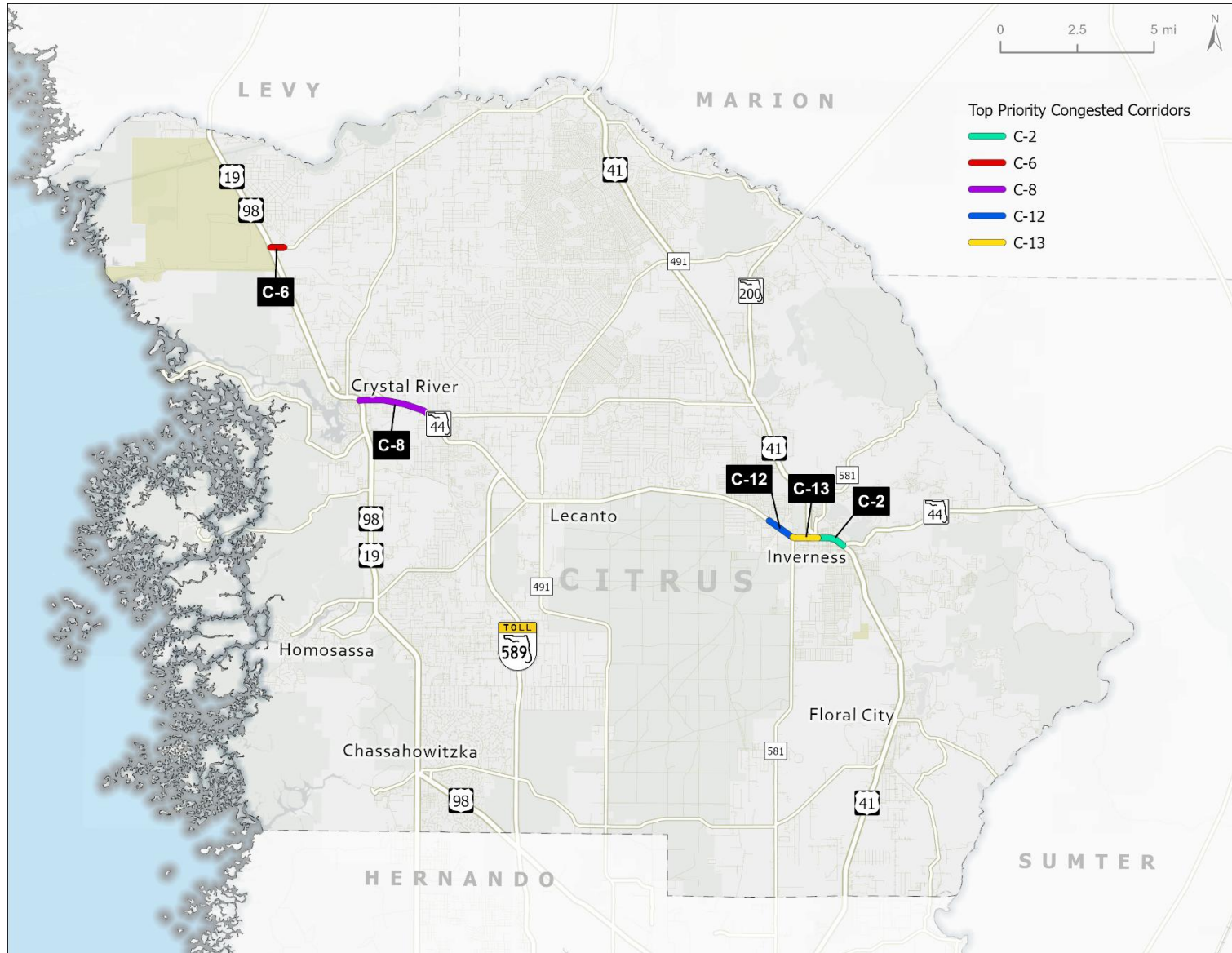
- Having a projected 2030 V/C ratio of 1.20 or greater,
- Experiencing the Top 5 worst recurring bottleneck conditions in each county, or
- Being identified on at least 4 stakeholder maps of regularly congested areas.

The results of the Tier 2 congestion screening process are summarized in **Table 9**, and shown in **Map 8** and **Map 9** on the following pages. It should be noted that two corridors, H-1 (County Line Road from Holden Drive to Mariner Boulevard) and C-5 (Lecanto Highway from Norvell Bryand Highway to Fennessy Lane), met the criteria for top-priority corridors, but were removed from consideration because of capacity-adding projects that were recently constructed or are programmed for funding in the next five years. They were replaced by an additional priority corridor in each county: H-8 (Wiscon Road from SR 50 / Cortez Boulevard) and C-6 (Dunnellon Road from US 19 / US 98 to Chabaud Terrace). Additional information about future capacity-adding projects listed in the MPO's 2050 LRTP can be found in **Appendix B**.

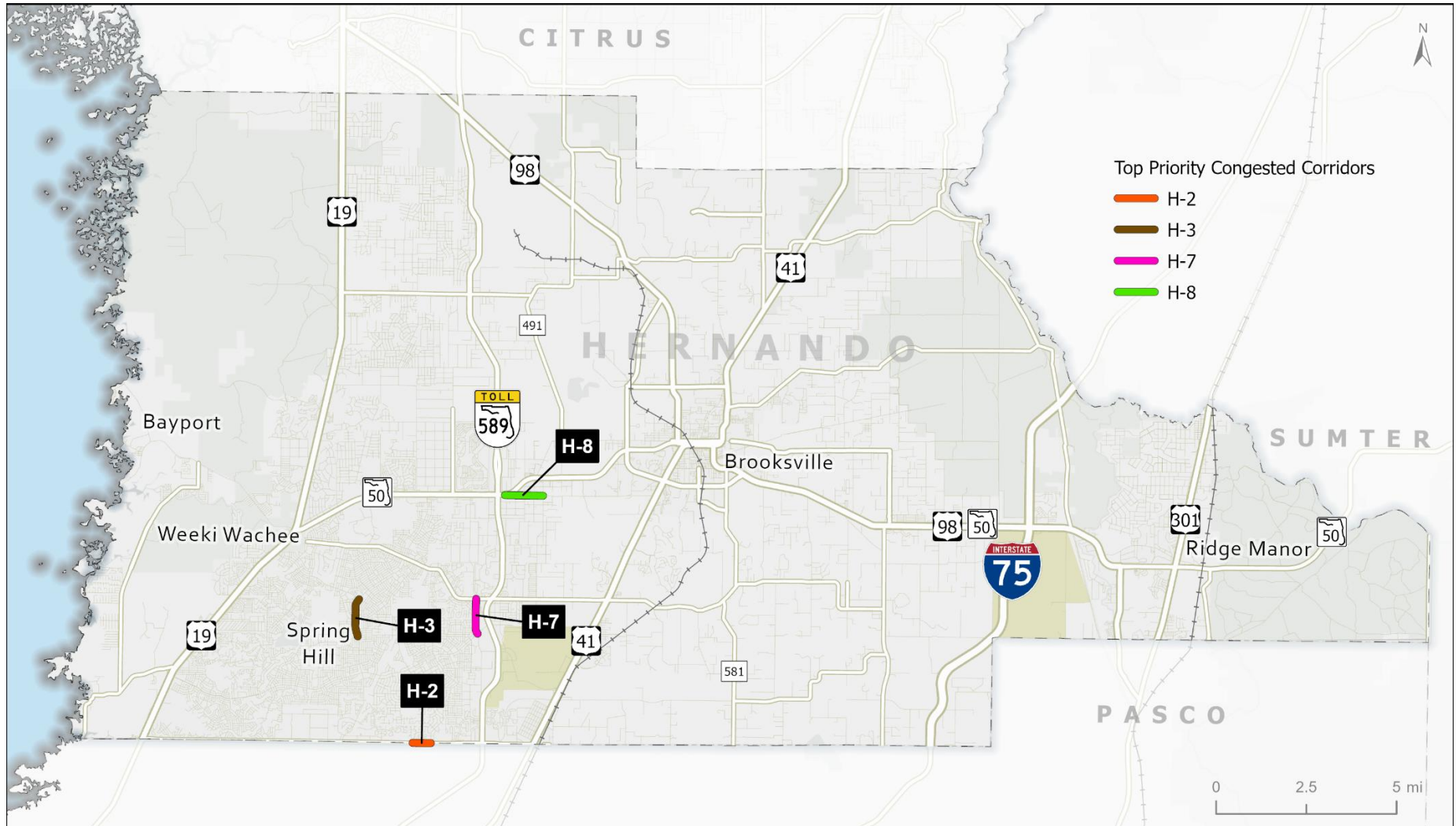
*Table 9: Top-Priority Corridors Identified by Tier 2 Congestion Screening*

ID #	Roadway	From	To	2030 Maximum Volume/Capacity Ratio	2024 County Bottleneck Ranking	Stakeholder Feedback (# of Maps)
<b>Hernando County</b>						
H-2	County Line Road	Linden Dr	Oak Chase Blvd	1.27	N/A	4
H-3	Mariner Blvd	Northcliffe Blvd	Linden Dr	1.24	#1	1
H-7	Barclay Ave	Elgin Blvd / Powell Rd	Spring Hill Dr	0.50	#2 & #4	5
H-8	Wiscon Rd	SR 50 / Cortez Blvd	California St	0.39	#5	2
<b>Citrus County</b>						
C-2	US 41 / Main St	Grace Street (Citrus Hospital)	SR 44 / Gulf to Lake Hwy	1.45	#7	5
C-6	Dunnellon Rd	US 19 / US 98	Chabaud Ter	1.23	N/A	0
C-8	SR 44 / Gulf to Lake Hwy	US 19 / US 98	Norvell Bryant Hwy	1.00	#3	5
C-12	SR 44 / Gulf to Lake Hwy	Independence Hwy	Pleasant Grove Rd	0.77	#6 & #2	4
C-13	SR 44 / Gulf to Lake Hwy / Main St	Pleasant Grove Rd	Citrus High School	1.09	#1	4

Map 8: Top-Priority Congestion Corridor Locations - Citrus County



Map 9: Top-Priority Congestion Corridor Locations - Hernando County



## Congestion Management Strategies

Federal guidance recommends that the identification of congestion management strategies be based on their ability to support regional congestion management objectives, meet local context, and contribute to other regional goals and objectives. Federal regulations governing the MPO's CMP (23 CFR 450.322(c)4) development categorizes strategies into the following classifications:

- Demand management strategies,
- Traffic operational improvements,
- Public transportation improvements,
- ITS/signal technologies as related to the regional ITS architecture, and
- Where necessary, additional system capacity.

### Strategy Toolbox

In carrying out this requirement, a variety of more specific congestion management strategies are evaluated to determine which are likely to be the most viable options based on contextual factors such as existing infrastructure, travel patterns, and the characteristics of data collected during the congestion analysis process. These strategy types for consideration are listed in **Table 10**, which serves as a toolbox for developing the recommendations described in this section. Using the full list of strategies in the toolbox available for managing congestion, the primary purpose of the CMP's sixth action is to identify a set of recommended strategies for managing congestion on the CMP Network and achieve the CMP Objectives. A brief description of the example strategies listed in the toolbox can be found in **Appendix C**.

Although all strategy types were considered when developing recommendations for top-priority corridors, a primary focus was placed on Traffic Operational Improvements since signals and intersection-related delays are a significant cause of congestion in both Hernando and Citrus counties. These types of improvement strategies also tend to have lower costs, shorter implementation timeframes, and can be easily customized to fit the needs of specific corridors or intersection locations.

Additionally, a common cause of traffic delays for many of the priority corridors evaluated is school-related congestion. As such, a separate toolbox was developed to summarize congestion management strategies specifically for addressing these conditions. The strategies described in **Table 11** can be applied not only to the corridors described in this section, but to other roadways near one or more major schools anywhere in the MPO Planning Area.

Table 10: CMP Strategy Toolbox

Strategy Classification	Representative Strategies
<p><b>Demand Management</b></p>	<p>Carpool/Vanpool Assistance and Incentives            Flexible Work Hours            Telecommuting            Transit Vouchers            Guaranteed Ride Home Programs            Parking Management            Land Use Planning (jobs/housing balance, mixed-use)</p>
<p><b>Public Transportation Improvements</b></p>	<p>Improved Frequency (more buses per hour)            Park-n-Ride Lots            Transit Station/Stop Amenities            Extended Hours of Operations            Variable Transit Fares (age-based discounts, week pass)            Improved Transit Access for Pedestrians and Cyclists            Expanded Coverage Area (new routes)</p>
<p><b>Traffic Operational Improvements</b></p>	<p>Improved Signalization            Intersection Geometry (number of turn lanes)            Alternative Intersection Concepts (including roundabouts)            Incident Management            Access Management (median and driveway access)            Congestion Pricing            Freight/Commercial Vehicle Enforcement            Construction Management (Maintenance of Traffic)            Roadway Signage            Multimodal infrastructure (bike lanes / sidewalks)</p>
<p><b>ITS Technologies</b></p>	<p>Advanced Traffic Management System (ATMS)            Traffic Management Center Operations            Ramp Metering            Traveler Information Devices            Expanded Traffic Signal Timing and Coordination</p>
<p><b>System Capacity</b></p>	<p>New Roadway Alignments            Additional Travel Lanes on Existing Roadways            HOV / Special Use Lanes</p>

Table 11: CMP Strategy Toolbox for School-Related Congestion

Strategy Classification	Representative Strategies
<p style="text-align: center;"><b>Roadway Network</b></p>	<p><b>Circulation Improvement:</b></p> <ul style="list-style-type: none"> <li>• Evaluate and optimize traffic signals around school dismissal times</li> <li>• Evaluate pedestrian signal timing (crossing times and wait times)</li> <li>• Evaluate the street network to optimize routing to and from school sites</li> </ul>
	<p><b>Infrastructure Tools:</b></p> <ul style="list-style-type: none"> <li>• Traffic calming measures (curb extensions, chicanes, lateral shifts, roundabouts, etc.)</li> <li>• Traffic control devices (traffic signals, variable message signs, pedestrian hybrid beacons)</li> <li>• Pavement markings and signage (Marked crosswalks, guidance signage, warning signage, speed feedback signage)</li> </ul>
<p style="text-align: center;"><b>School Site</b></p>	<p><b>Site Design:</b></p> <ul style="list-style-type: none"> <li>• Establish off-site waiting lots and curbing and parking zones</li> <li>• Designate separate entrances and additional entrances for different modes of travel (bus, drop-off/ pick-up, pedestrians/ bicyclists)</li> <li>• Establish a priority parking and loading zone for carpool vehicles</li> <li>• Provide a pull-through lane to the left side of the on-site drop-off zones to permit passing</li> </ul>
	<p><b>Demand Scheduling:</b></p> <ul style="list-style-type: none"> <li>• Stagger dismissal times</li> <li>• School Dismissal Automation Software (e.g. PikMyKid, School Pass)</li> </ul>
<p style="text-align: center;"><b>Transportation Mode</b></p>	<p><b>Encouragement Solutions:</b></p> <ul style="list-style-type: none"> <li>• Awareness campaign about school bus routes among eligible students</li> <li>• School Carpooling Apps (e.g GoKid, KiD CarPool, Carpool to School, Carpools-Kids, Zūm, Hop Skip Drive, Sheprd, Kango)</li> <li>• Waking/biking school bus</li> <li>• Walk/ride to school days</li> </ul>
	<p><b>Infrastructure Solutions:</b></p> <ul style="list-style-type: none"> <li>• Fill gaps in the pedestrian and bicycle network</li> <li>• Path and trail connection from school to adjacent properties</li> <li>• Secure and convenient bicycle parking</li> </ul>

## Corridor-Specific Recommendations

Potential strategies for the Tier 2 congested locations were developed based on a review of the current transportation system including multimodal infrastructure and transit services, and local land-use considerations. Listed on the following pages are a series of corridor conditions, observations, and strategies for developing future congestion management projects.

## Hernando County Locations

### H-2 - County Line Road from Linden Drive to Oak Chase Boulevard

Corridor Summary		Observations/Recommendations
Segment Length	0.5 Miles	<ul style="list-style-type: none"> <li>County Line Road tapers from 4-lanes to 2-lanes</li> <li>Widening of County Line Road from Mariner to Suncoast (FY 2031)</li> <li>Potential interim strategies:               <ul style="list-style-type: none"> <li>Westbound right-turn lane on Greymanor Road (Avalon West)</li> <li>Completion of Newbridge Street West to Linden (Frontage Road)</li> </ul> </li> </ul>
Existing # of Lanes	2	
2030 Max Volume Capacity Ratio	1.27	
2024 County Bottleneck Rank	N/A	
2030 Max Total Vehicle Volume	19,315	
2040 Max Trucks Share	4.7%	
2024 Max Travel Time Index	1.3 (WB @ 5:15 PM)	
Transit Service	Route 8	
Crash Hot Spot	No	
Non-Motorized Facilities	None	
Land Use Factors	Residential, New Development	



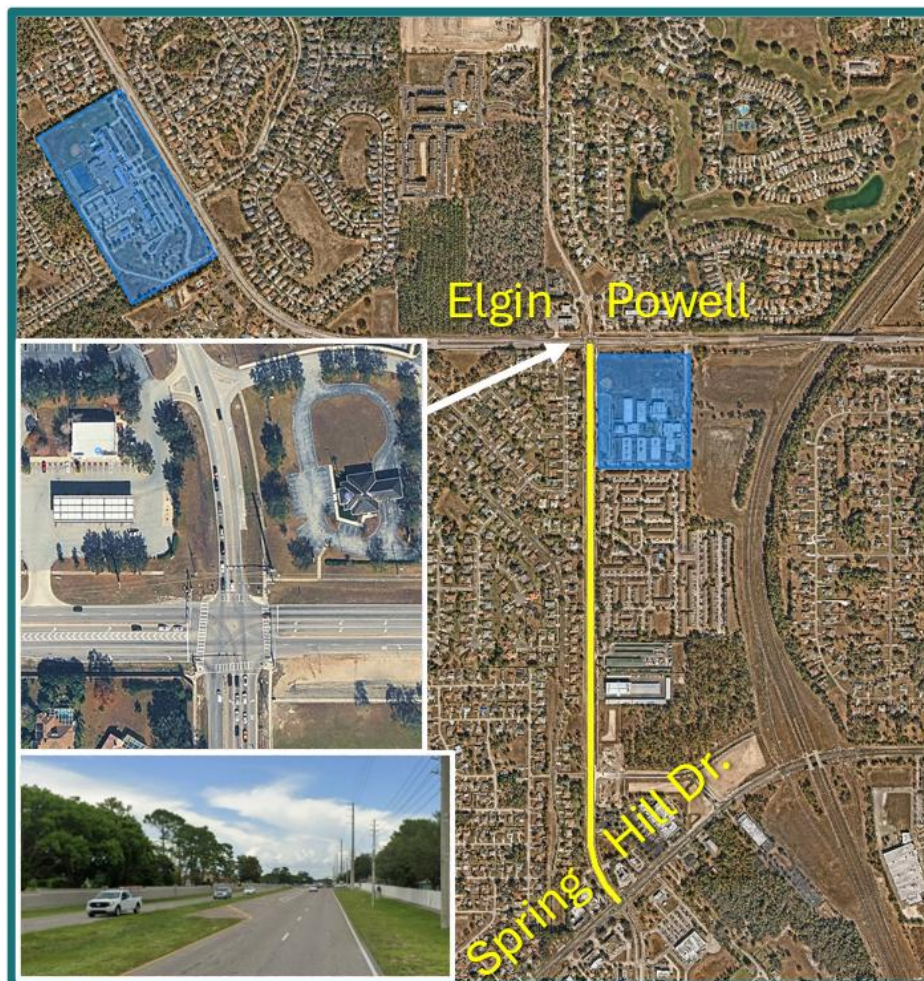
H3 - Mariner Boulevard from Northcliffe Boulevard to Linden Drive

Corridor Summary		Observations/Recommendations
Segment Length	1.1 Miles	<ul style="list-style-type: none"> <li>Bottleneck associated with school dismissal time                             <ul style="list-style-type: none"> <li>Coordinate with schools to promote transportation options</li> </ul> </li> <li>Intersection at Northcliffe constrained                             <ul style="list-style-type: none"> <li>Quadrant intersection using Chalmer St &amp; Lamson Ave for NB to WB and EB to SB movements</li> </ul> </li> <li>Monitor impacts from completion of Chalmer St / Bay Drive to Deltona Blvd</li> <li>Median Modification (Landover to Elgin) in Tentative Work Program (FY 29)</li> </ul>
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	1.24	
2024 County Bottleneck Rank	#1	
2030 Max Total Vehicle Volume	35,230	
2040 Max Trucks Share	2.5%	
2024 Max Travel Time Index	1.6 (NB @ 2:15 PM)	
Transit Service	Route 2 (Blue)	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools (x2), Residential, Shopping/Activity Centers, New Development	



H-7 - Barclay Avenue from Elgin Boulevard / Powell Road to Spring Hill Drive

Corridor Summary		Observations/Recommendations
Segment Length	1.0 Miles	<ul style="list-style-type: none"> <li>Bottleneck associated with school start time                             <ul style="list-style-type: none"> <li>Coordinate with schools to promote transportation options</li> </ul> </li> <li>Barclay 2-lanes north of Elgin / Powell                             <ul style="list-style-type: none"> <li>Construct additional SB storage and NB receiving lane on Barclay</li> <li>Convert NB to EB right to shared thru/right</li> </ul> </li> </ul>
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	0.50	
2024 County Bottleneck Rank	#2 and #4	
2030 Max Total Vehicle Volume	25,438	
2040 Max Trucks Share	2.3%	
2024 Max Travel Time Index	1.6 (NB @ 7:15 AM)	
Transit Service	Route 4 (Green) and Route 10 (New)	
Crash Hot Spot	No	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools (x2), Residential, Shopping/Activity Centers, New Development	



H-8 - Wiscon Road from SR 50 / Cortez Boulevard to California Street

Corridor Summary		Observations/Recommendations
Segment Length	1.1 Miles	<ul style="list-style-type: none"> <li>• Delay associated with SR 50 signal occurs throughout the day</li> <li>• Wiscon Rd serves as local bypass of SR 50</li> <li>• Traffic Study of Wiscon Rd and Winter St intersection                             <ul style="list-style-type: none"> <li>○ Lane utilization</li> <li>○ Effect of uncontrolled EB movement</li> <li>○ Evaluate Origin-Destination of trips</li> </ul> </li> </ul>
Existing # of Lanes	2	
2030 Max Volume Capacity Ratio	0.39	
2024 County Bottleneck Rank	#5	
2030 Max Total Vehicle Volume	6,198	
2040 Max Trucks Share	1.7%	
2024 Max Travel Time Index	1.4 (WB; multiple times throughout the day)	
Transit Service	Route 3 (Purple) and Route 4 (Green)	
Crash Hot Spot	No	
Non-Motorized Facilities	None	
Land Use Factors	Residential, Shopping/Activity Centers, New Development	



### Citrus County Locations

#### C-2 - US 41 / Main Street from Grace Street (Citrus Hospital) to SR 44 / Gulf to Lake Highway

Corridor Summary		Observations/Recommendations
Segment Length	0.9 Miles	<ul style="list-style-type: none"> <li>• High traffic demand               <ul style="list-style-type: none"> <li>○ US 41 and SR 44 traffic merging together</li> <li>○ Both US 41/SR 44 intersections under construction in 2024</li> </ul> </li> <li>• Conduct corridor traffic study               <ul style="list-style-type: none"> <li>○ Consider Highland Blvd / Montgomery Ave as an alternative route</li> <li>○ Include advanced travel time information for routing options</li> </ul> </li> <li>• Extend Multi-Use Path on Highland Blvd east of Apopka St (0.25 miles)</li> <li>• Implement Citrus County TDP Recommendations               <ul style="list-style-type: none"> <li>○ Cross County Shuttle – connect Inverness and Crystal River</li> <li>○ Bus shelters at high ridership stops</li> </ul> </li> <li>• Coordinate with schools to promote transportation options</li> <li>• Incorporate median islands to improve safety</li> </ul>
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	1.24	
2024 County Bottleneck Rank	#7	
2030 Max Total Vehicle Volume	39,848	
2040 Max Trucks Share	6.6%	
2024 Max Travel Time Index	1.4 (NB @ 5:15 PM)	
Transit Service	Floral City Route	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools, Hospital, Parks, Shopping/ Activity Centers, Residential	



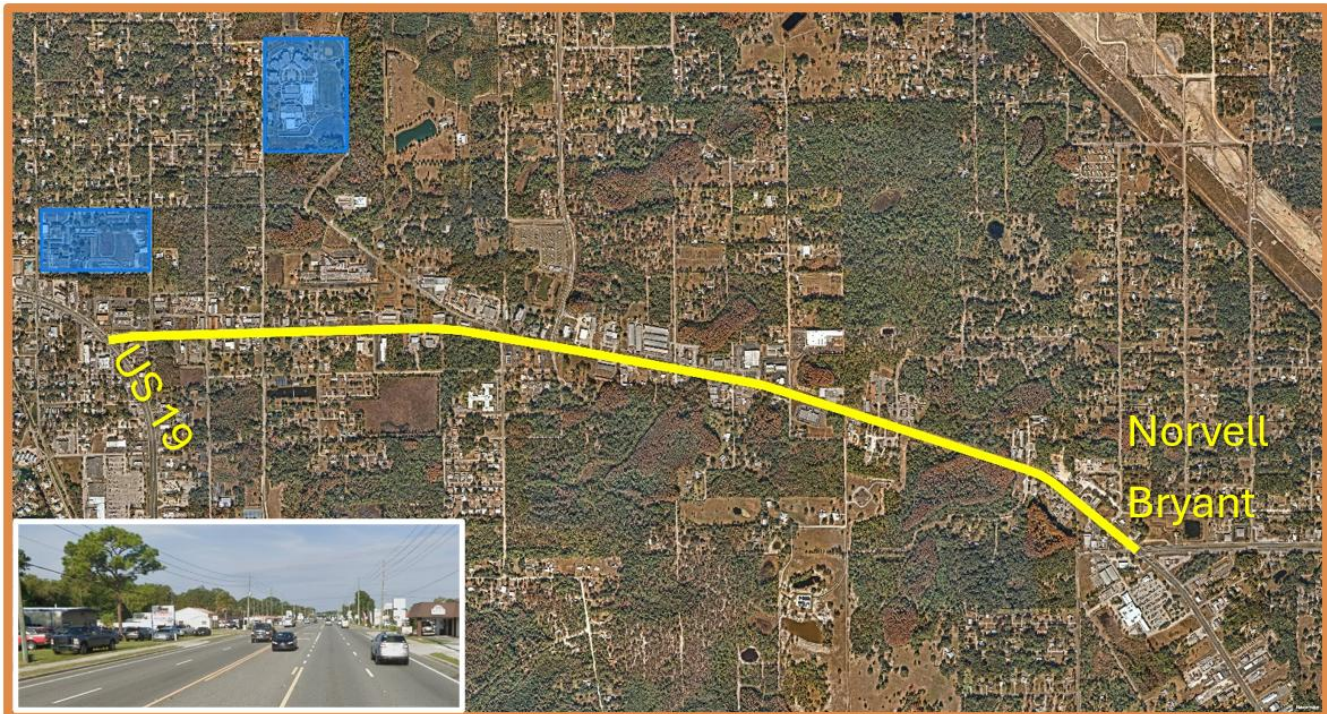
C-6 - Dunnellon Road from US 19 / US 98 to Chabaud Terrace

Corridor Summary		Observations/Recommendations
Segment Length	0.7 Miles	<ul style="list-style-type: none"> <li>• High truck percentage                             <ul style="list-style-type: none"> <li>○ Identify destinations and potential turning movement delays</li> </ul> </li> <li>• US 19 Resurfacing (NW 7<sup>th</sup> Ave to S of Withlacoochee River Bridge) programmed in FY 2027</li> <li>• Suncoast Parkway Phase 3 Extension to US 19                             <ul style="list-style-type: none"> <li>○ Realignment of Dunnellon Rd</li> <li>○ Construction Programmed FY 2028</li> </ul> </li> <li>• Complete Traffic Study                             <ul style="list-style-type: none"> <li>○ Determine need for the addition of a WB right-turn lane</li> <li>○ Signal re-timing options</li> <li>○ Adaptive traffic signal consideration for random arrivals</li> <li>○ Confirm changes to future travel patterns</li> </ul> </li> </ul>
Existing # of Lanes	2	
2030 Max Volume Capacity Ratio	1.23	
2024 County Bottleneck Rank	N/A	
2030 Max Total Vehicle Volume	6,675	
2040 Max Trucks Share	5.2%	
2024 Max Travel Time Index	1.3 (EB @ 11:30 AM)	
Transit Service	N/A	
Crash Hot Spot	No	
Non-Motorized Facilities	None	
Land Use Factors	Residential	



C-8 - SR 44 / Gulf to Lake Highway from US 19 / US 98 to Norvell Bryant Highway

Corridor Summary		Observations/Recommendations
Segment Length	1.1 Miles	<ul style="list-style-type: none"> <li>• High traffic demand                             <ul style="list-style-type: none"> <li>○ Norvell Bryant and SR 44 traffic merging</li> </ul> </li> <li>• Regional option once Suncoast Phase 3 is completed</li> <li>• Advance recommendations from Turkey Oak Dr Corridor Evaluation                             <ul style="list-style-type: none"> <li>○ Extend SB to EB left-turn at SR 44</li> <li>○ Adjust signal phases at US 19 and at SR 44 to reduce crashes</li> </ul> </li> <li>• Evaluate Access Management and two-way left turn lane</li> <li>• Implement Citrus County TDP Recommendations                             <ul style="list-style-type: none"> <li>○ Cross County Shuttle – connect Inverness and Crystal River</li> <li>○ Bus shelters at high ridership stops</li> </ul> </li> <li>• Coordinate with schools to promote transportation options</li> </ul>
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	1.45	
2024 County Bottleneck Rank	#3	
2030 Max Total Vehicle Volume	24,328	
2040 Max Trucks Share	2.6%	
2024 Max Travel Time Index	1.1 (WB @ 2:15 PM)	
Transit Service	Crystal River Route	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools (x2), Residential, Shopping/Activity Centers, New Development	



C-12 - SR 44 / Gulf to Lake Highway from Independence Highway to Pleasant Grove Road

Corridor Summary		Observations/Recommendations
Segment Length	0.9 Miles	<ul style="list-style-type: none"> <li>● Split Phase Signal at Pleasant Grove Rd                             <ul style="list-style-type: none"> <li>○ NB and SB operating at different times</li> </ul> </li> <li>● Conduct Signal Timing Study                             <ul style="list-style-type: none"> <li>○ Coordination of arrivals to accommodate EB to SB right turns</li> </ul> </li> <li>● Potential intersection modifications at Pleasant Grove Rd                             <ul style="list-style-type: none"> <li>○ Move crosswalks and stop bars closer to intersection</li> <li>○ Reduce all red clearance interval</li> <li>○ Can an EB to SB right-turn lane be added (limited ROW)</li> </ul> </li> </ul>
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	0.77	
2024 County Bottleneck Rank	#6 and #2	
2030 Max Total Vehicle Volume	22,358	
2040 Max Trucks Share	3.9%	
2024 Max Travel Time Index	1.6 (EB @ 5:15 PM)	
Transit Service	Floral City Route and Hernando Route	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Residential, Parks, Shopping/Activity Centers, New Development	



C-13 - SR 44 / Gulf to Lake Highway / Main Street from Pleasant Grove Road to Citrus High School

Corridor Summary		Observations/Recommendations
Segment Length	0.8 Miles	<ul style="list-style-type: none"> <li>Split Phase Signal at Pleasant Grove Road                             <ul style="list-style-type: none"> <li>NB and SB operating at different times</li> </ul> </li> <li>Conduct Signal Timing Study                             <ul style="list-style-type: none"> <li>Coordination of arrivals to accommodate EB to SB right turns</li> </ul> </li> <li>Potential intersection modifications at Pleasant Grove Rd                             <ul style="list-style-type: none"> <li>Move crosswalks and stop bars closer to intersection</li> <li>Reduce all red clearance interval</li> <li>Add EB to SB right-turn lane</li> </ul> </li> <li>Incorporate median islands to improve safety</li> <li>Coordinate with schools to promote transportation options</li> </ul>
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	1.09	
2024 County Bottleneck Rank	#1	
2030 Max Total Vehicle Volume	31,580	
2040 Max Trucks Share	4.3%	
2024 Max Travel Time Index	1.9 (WB @ 5:15 PM)	
Transit Service	Floral City Route and Hernando Route	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools (x2), Residential, Parks, Shopping/Activity Centers, New Development	



## Next Steps

The final actions of the CMP are to develop recommended strategies into implementable projects that can be prioritized and funded through the MPO's TIP and evaluate the effectiveness of the implemented projects through regular evaluation and assessment of performance measures. Projects selected for implementation should focus primarily on addressing existing areas of congestion with strategic solutions, providing viable multimodal transportation options, and incorporating safety upgrades in key locations to reduce crashes and fatalities. These projects typically have a lower cost and a shorter implementation timeframe than roadway widening and capacity projects.

This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area. Data collection and performance monitoring are ongoing with the various periodic assessments of roadway, transit, bicycle/pedestrian/trail, freight network performance in Hernando and Citrus Counties.

As future challenges associated with traffic congestion in the region continue to grow, funding for the future needed capacity and congestion management projects will also continue to be a challenge for transportation planning agencies throughout the country. Federal formula funds have been the traditional way that MPOs are able to advance transportation projects. To maintain system performance and supplement available funding, the Hernando/Citrus MPO should continue to work with FDOT to identify funding opportunities for addressing needs on the State Highway System. Additional funding has been made available by the US Department of Transportation as well on a competitive basis through the Federal transportation bill, Infrastructure Investment and Jobs Act (IIJA).

Future Action items for the Congestion Management Process may include, but are not limited to:

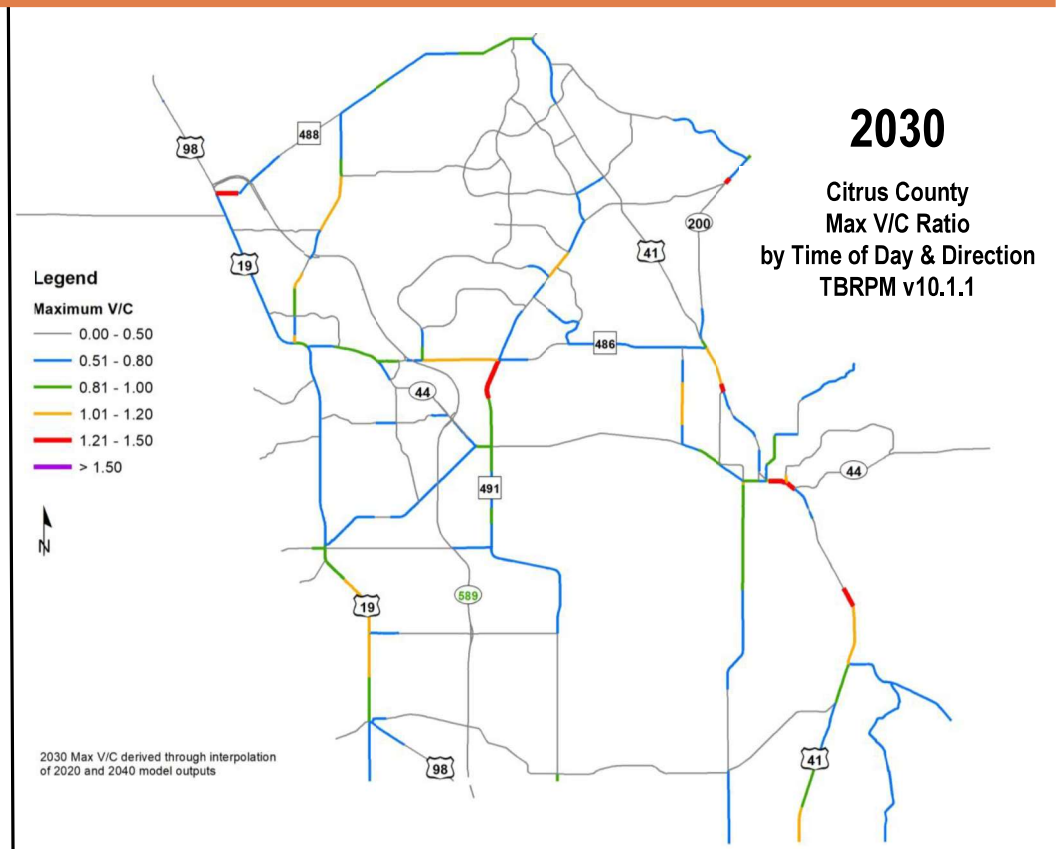
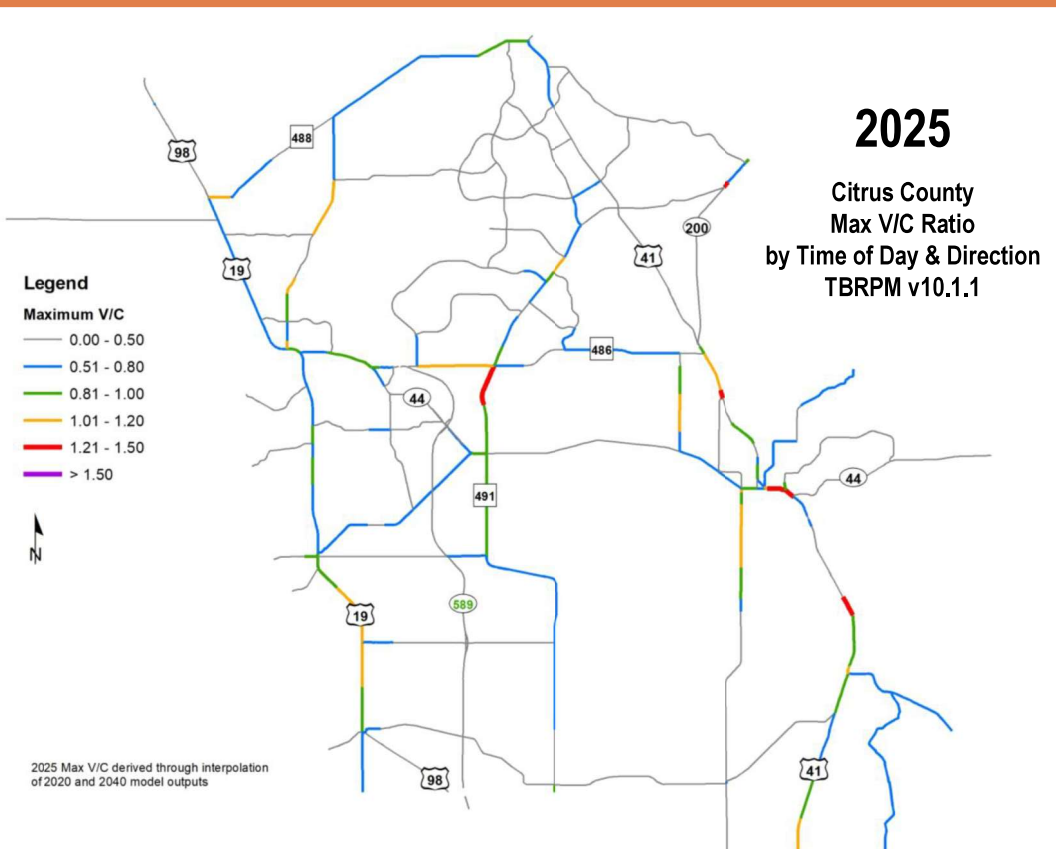
1. Integrating the recommendations of the Hernando/Citrus MPO Congestion Management Process for the ongoing monitoring of the transportation system by key stakeholders including the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC),
2. Monitoring the availability of data from the Florida Department of Transportation, especially as it relates to travel time reliability measures,
3. Monitoring Federal and state requirements pertaining to performance evaluation and Congestion Management Process requirements including the updates to performance targets,
4. Programming corridor/intersection studies based on the mitigation strategy recommendations as permitted and based on projected funding listed in the MPO's Unified Planning Work Program,
5. Emphasizing the MPO's view of evaluating existing infrastructure needs in advance of capacity expansion and incorporating strategies for more efficient movement of traffic (i.e. TSM&O),
6. Encouraging focused coordination with local municipalities and stakeholders to incorporate congestion management strategies (i.e. sidewalks, transit infrastructure expansion, median modifications, etc.) during project planning, scoping, and design, including maintenance projects (i.e. resurfacing), as potential 'add-on' elements, and
7. Incorporating a review of the Congestion Management Process during development of the 2055 Long Range Transportation Plan update to better inform future funding decisions and project prioritization activities.



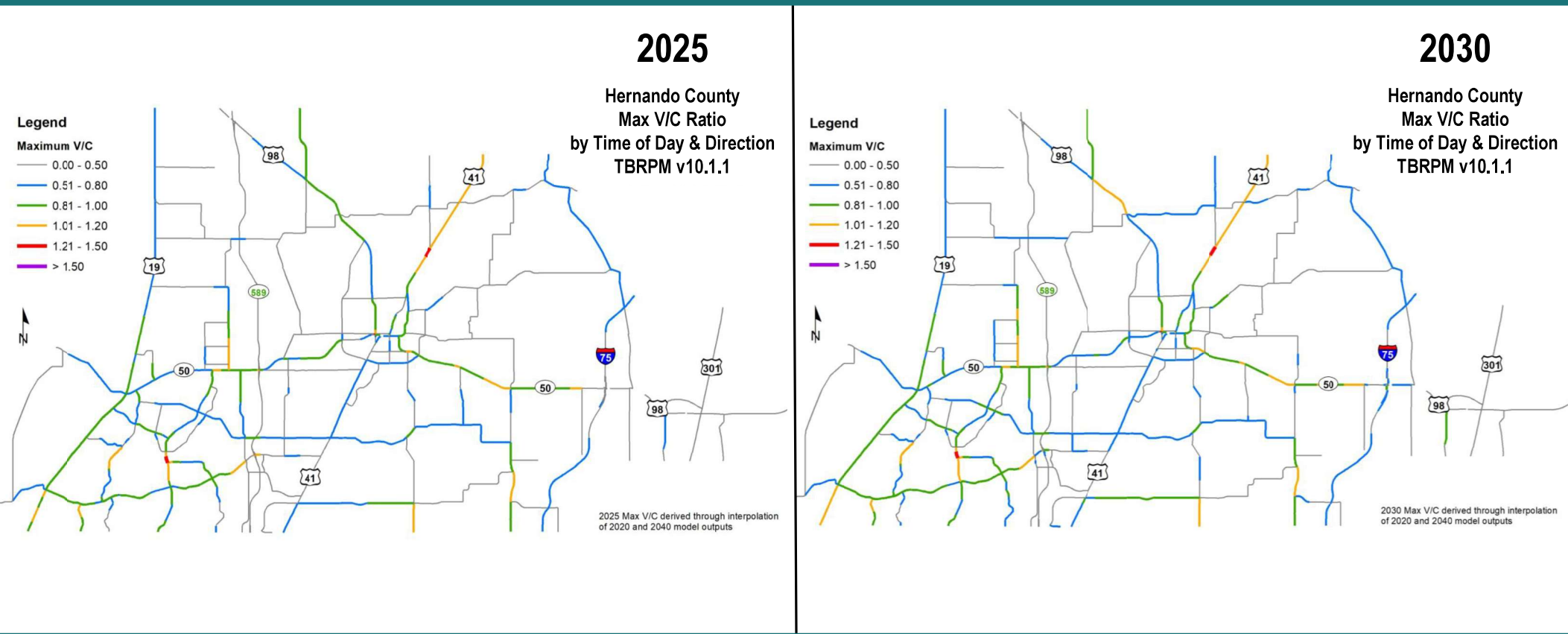
# APPENDIX A

## *Congestion Screening Data Maps*

# Roadway Network Volume-to-Capacity Ratio



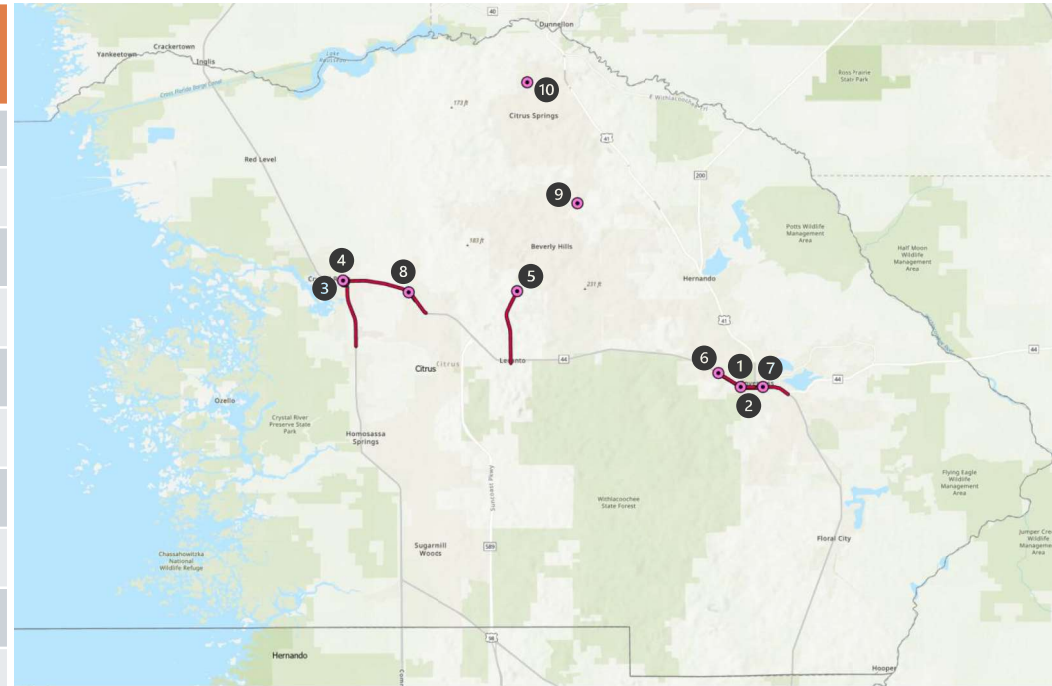
# Roadway Network Volume-to-Capacity Ratio



# Roadway Network Bottleneck Locations

## Worst Recurring Bottlenecks in Citrus County – 2024 Weekdays

LOCATION	AVG DAILY DURATION (MINUTES)	AVG DAILY MAX QUEUE (MILES)	AVG DAILY VOLUME ESTIMATE
1. SR 44 <b>WB</b> @ CR 581 / Pleasant Grove Rd	55	0.89	14,691
2. SR 44 <b>EB</b> @ CR 581 / Pleasant Grove Rd	26	0.95	18,902
3. SR 44 <b>WB</b> @ US 19 / US 98 / Suncoast Blvd	8	2.77	13,665
4. US 98 <b>WB</b> @ SR 44	7	2.75	14,116
5. CR 491 <b>NB</b> @ CR 486 / Norvell Bryant Hwy	8	3.00	10,311
6. SR 44 <b>WB</b> @ Independence Hwy / Crystal Blvd	7	1.44	17,782
7. US 41 <b>NB</b> @ SR 44	8	0.97	19,203
8. SR 44 <b>WB</b> @ CR 486 / Norvell Bryant Hwy	5	1.09	9,926
9. Hampshire Blvd <b>WB</b> @ Lecanto Hwy	131	0.14	<i>No Data</i>
10. Deltona Blvd <b>SB</b> @ Elkcam Blvd	12	0.16	<i>No Data</i>

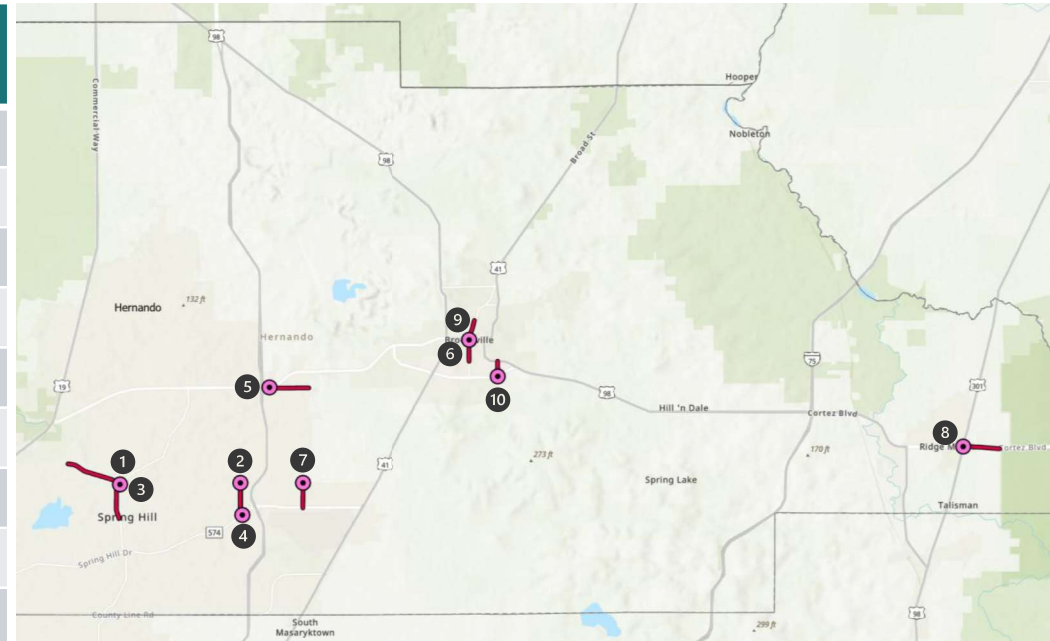


Source: RITIS, 2025

# Roadway Network Bottleneck Locations

## Worst Recurring Bottlenecks in Hernando County – 2024 Weekdays

LOCATION	AVG DAILY DURATION (MINUTES)	AVG DAILY MAX QUEUE (MILES)	AVG DAILY VOLUME ESTIMATE
1. CR 587 <b>NB</b> @ Northcliffe Blvd	21	1.08	15,000
2. CR 585 <b>NB</b> @ CR 572 / Elgin Blvd / Powell Rd	15	0.98	13,625
3. Northcliffe Blvd <b>EB</b> @ CR 587 / Mariner Blvd	9	1.54	9,403
4. CR 585 <b>SB</b> @ CR 574 / Spring Hill Dr	7	0.99	13,473
5. CR 570 <b>WB</b> @ SR 50 / Cortez Blvd	18	1.07	2,254
6. CR 445 <b>SB</b> @ US 41 / US 98 / SR 45 / SR 50A	10	0.63	2,826
7. CR 583 <b>NB</b> @ CR 572 / Powell Rd	10	0.75	2,737
8. SR 50 <b>WB</b> @ US 301 / SR 35 / Treiman Blvd	6	1.01	2,870
9. CR 445 <b>NB</b> @ US 41 / US 98 / SR 45 / SR 50A	10	0.71	1,113
10. Emerson Rd <b>SB</b> @ SR 50 / Cortez Blvd	13	0.45	945



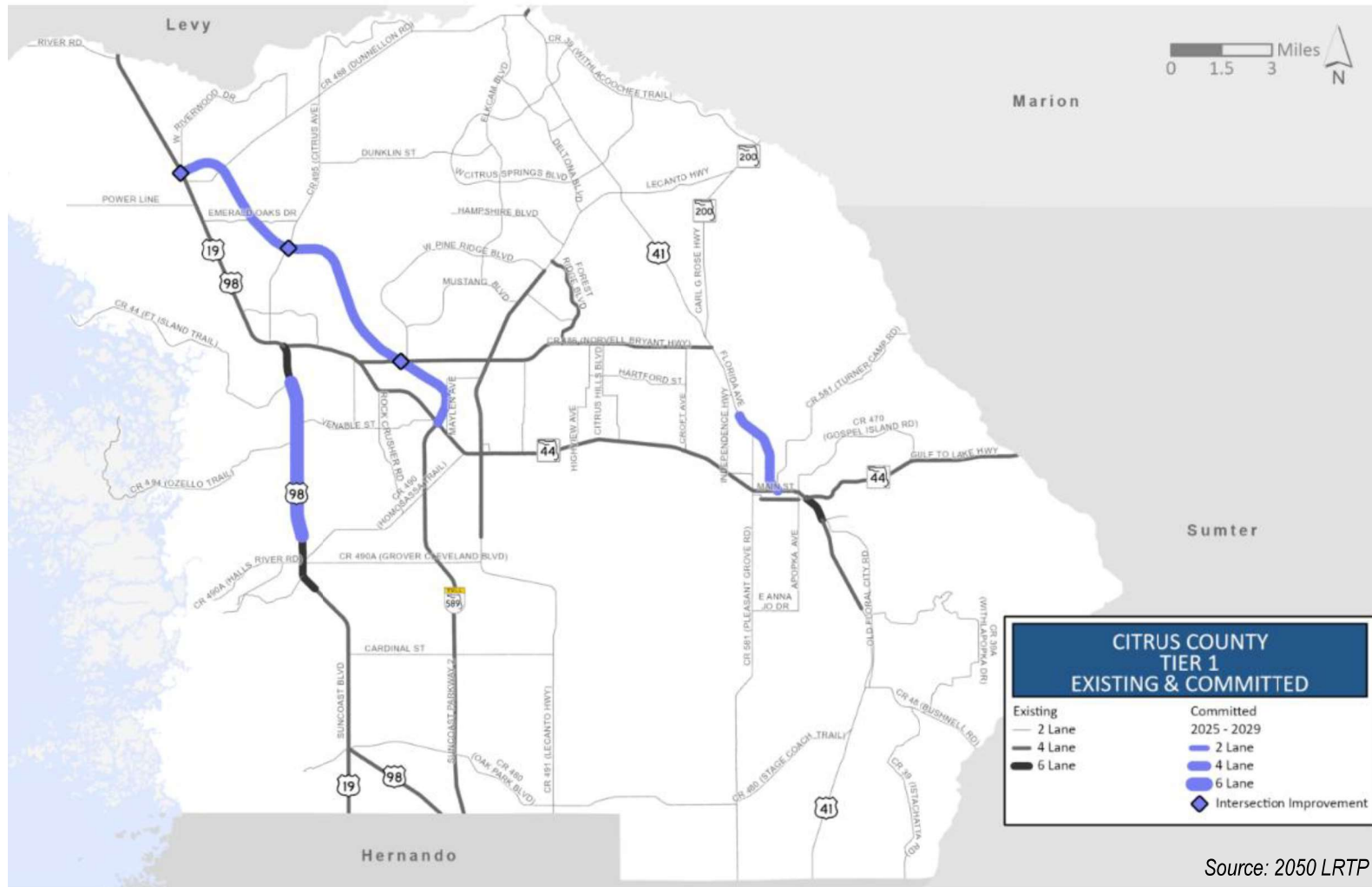
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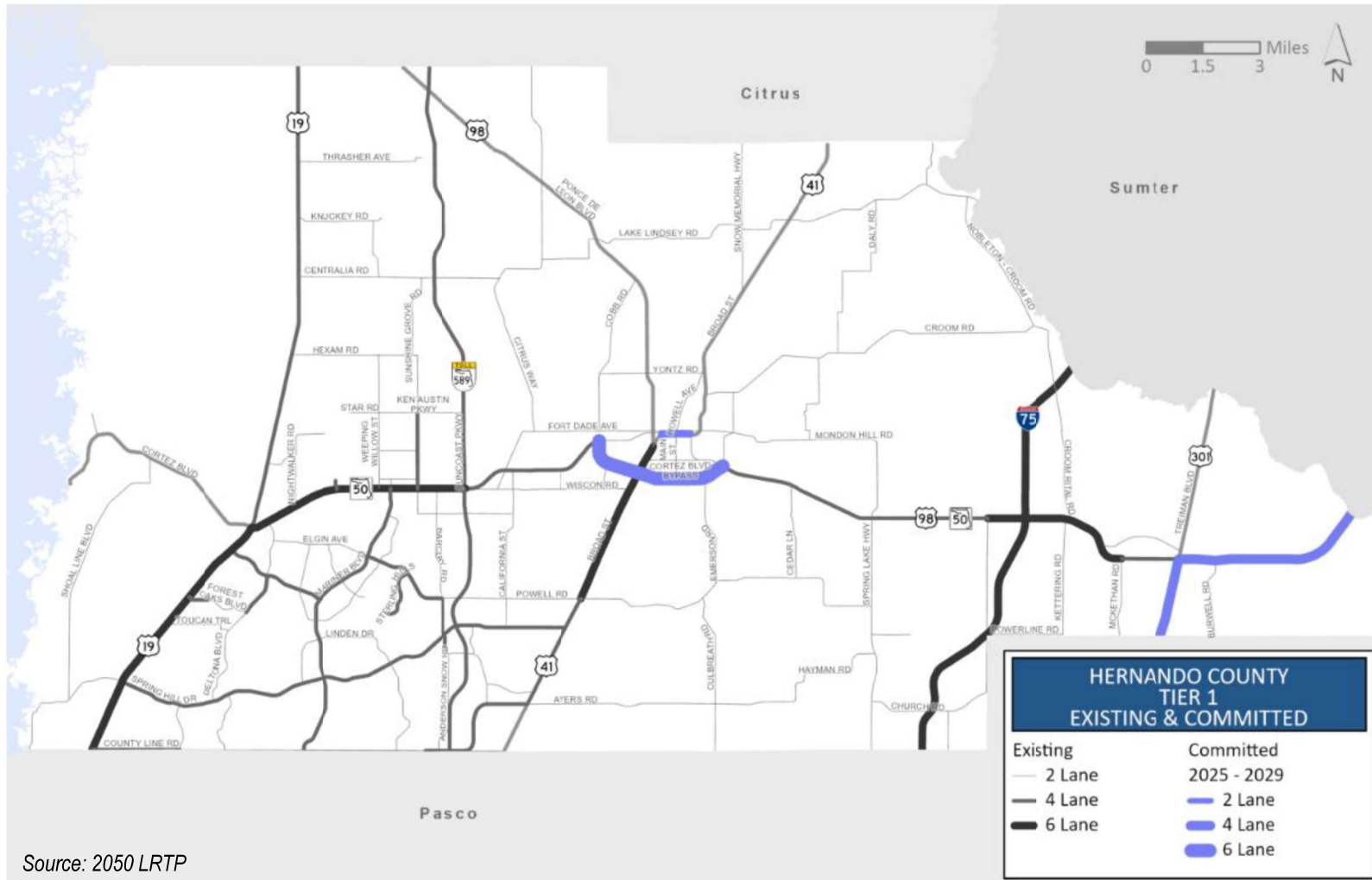
# APPENDIX B

## *Programmed Improvement Projects*

# Committed Transportation Investments



# Committed Transportation Investments





# APPENDIX C

*Strategy Toolbox Descriptions*

Strategy Classification	Representative Strategy	Description
<b>Demand Management</b>	Carpool/Vanpool Assistance and Incentives	In ridesharing programs, participants are matched with potential candidates for sharing rides. This typically is arranged/encouraged through employers or transportation management agencies that provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.
	Flexible Work Hours	Flexible work schedules allow employees to arrive and leave outside of the traditional commute period.
	Telecommuting	Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.
	Transit Vouchers	This strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, employer subsidies or reductions only in selected fare categories may be a more feasible strategy to implement.
	Guaranteed Ride Home Programs	These programs provide a safety net for those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.
	Parking Management	This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.
	Land Use Planning (jobs/housing balance, mixed-use)	This strategy includes policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options.
<b>Public Transportation Improvements</b>	Improved Frequency (more buses per hour)	This strategy provides more convenience for potential riders. Increasing frequency makes transit more attractive to use.
	Park-n-Ride Lots	These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/ vanpool programs, transit, and/or HOV lanes.
	Transit Station/Stop Amenities	Comfortable, accessible, and safe bus stops improve the value of transit to the community. Amenities can include benches, trash receptacles, shelters, lighting, bicycle racks, bus schedules, maps, real time/next bus arrival information, newspaper boxes and public art.
	Extended Hours of Operations	This strategy provides more convenience for potential riders. Extending service hours makes transit more attractive for those who work early and/or late hours.
	Variable Transit Fares (age-based discounts, week pass)	This strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions only in selected fare categories may be a more feasible strategy to implement.
	Improved Transit Access for Pedestrians and Cyclists	Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.
	Expanded Coverage Area (new routes)	This strategy provides better accessibility to transit to a greater share of the population. Increasing route coverage makes transit more attractive to use.

Strategy Classification	Representative Strategy	Description
<b>Traffic Operational Improvements</b>	Improved Signalization	Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.
	Intersection Geometry (number of turn lanes)	Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.
	Alternative Intersection Concepts (including roundabouts)	This strategy provides innovative intersection and signal design to reduce vehicle conflict points, minimize crashes, and improve traffic flow. It includes the use of roundabouts, which are circular intersections designed for lower speeds and yield-controlled entry.
	Incident Management	This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.
	Access Management (median and driveway access)	This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of sidewalk, bicycle, and trail networks.
	Congestion Pricing	Congestion pricing varies the cost of roadway tolls to account for times of increased usage. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of alternative routes.
	Freight/Commercial Vehicle Enforcement	This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.
	Construction Management (Maintenance of Traffic)	This strategy involves managing traffic safely and efficiently in work zones so that traffic operations can be maintained during construction activities.
	Roadway Signage	Improving or removing signage to clearly communicate location and direction information can improve traffic flow.
	Multimodal infrastructure (bike lanes / sidewalks)	This strategy provides a network of well-connected, non-motorized facilities and amenities that can encourage non-automobile usage for short trips, which can improve traffic operations on the adjacent roadway network.
<b>ITS Technologies</b>	Advanced Traffic Management System (ATMS)	An ATMS is an integrated technological platform used at regional Transportation Management Centers (TMCs) to monitor traffic flow, control roadside equipment, manage incidents, and disseminate traveler information, which can help improve the flow and reliability of traffic conditions.
	Traffic Management Center Operations	This strategy involves continuous monitoring, coordination, and management of regional transportation networks using real-time data from intelligent transportation systems (ITS).
	Ramp Metering	Ramp metering is a traffic management strategy that uses traffic signals on freeway on-ramps to regulate the rate at which vehicles merge onto the highway.
	Traveler Information Devices	Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.
	Expanded Traffic Signal Timing and Coordination	Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.

Strategy Classification	Representative Strategy	Description
<b>System Capacity</b>	New Roadway Alignments	Extending or re-aligning roadways can be used as a strategy for making connections within the existing roadway network and relieve overcapacity segments by providing additional routing options for connectivity between highly traveled origin/destination areas.
	Additional Travel Lanes on Existing Roadways	This strategy increases the capacity of congested roadways through additional general purpose travel lanes. Strategies to add capacity are the most expensive and least desirable strategies. They should be considered as last-resort methods for reducing congestion. As the strategy of cities trying to “build” themselves out of congestion has not provided the intended results, capacity-adding strategies should be applied after determining the demand and operational management strategies identified earlier are not feasible solutions.
	HOV / Special Use Lanes	This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.



## AGENDA ITEM

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### TITLE

Review and Acceptance of the Complete Streets Update, as prepared by the General Planning Consultant, Benesch & Associates

### BRIEF OVERVIEW

Benesch & Associates, serving as the MPO's General Planning Consultant, has prepared the Complete Streets Policy and Implementation Guidance Update.

A Complete Streets Plan is a guide to build transportation networks that are safe, accessible, equitable, and sustainable for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. Key benefits include: enhanced public health through increased active transportation, improved local economies due to more accessible and attractive areas, better environmental quality from reduced vehicle miles traveled, and greater community equity by providing mobility options for non-drivers.

Additionally, the Consultant has provided in the update Appendix A, a list that identifies locations by County of the pedestrian facility gaps, and Appendix B, which is a completely revised Project Evaluation Checklist that can serve as a resource tool when identifying context-based solutions for projects.

On May 28, 2026, the MPO Board's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) will have reviewed the CMP Update. Due to the timing of the Board's packet distribution, the recommendations of the Committees will be provided to the MPO Board at the June 4, 2026, meeting.

### FINANCIAL IMPACT

N/A

### LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to review the presentation and take the recommended action.

### RECOMMENDATION

It is recommended the MPO Board review and accept the Complete Streets Update.



METROPOLITAN PLANNING ORGANIZATION  
HERNANDO/CITRUS

# Complete Streets Policy and Implementation Guidance Update

DRAFT May 2026



# Complete Streets Policy and Implementation Guidance Update

DRAFT May 2026

Prepared For:



Prepared By:



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# Introduction

Complete streets is a context-based transportation planning, design, and operation approach that combines multiple disciplines to create a safe, connected, and accessible transportation network that reflects the character and context of the communities and people it serves. By understanding how a street fits within a community and the overall transportation network helps transportation professionals identify infrastructure needs to better serve the community and the people traveling within it.

In addition to integrating land use and transportation into infrastructure decisions, a context-based transportation strategy aligns with the U.S. Department of Transportation's (USDOT) Safe System Approach which anticipates human mistakes by designing and managing transportation infrastructure to mitigate the risk of those mistakes and reduce the injury severity if a crash does occur. This approach establishes a goal of routinely providing for the safety of all users and recognizes that the name of the approach, whether it be Complete Streets, Context-Based, or Safe Streets, is less important than the intent of elevating safety and providing people with safe transportation options.

## Federal Planning Requirements

The Federal Highway Administration (FHWA) has advanced the implementation of complete streets primarily through policy guidance, funding eligibility, performance management, and technical assistance rather than through a single mandate. FHWA has historically encouraged states, metropolitan planning organizations (MPOs), and local jurisdictions to design, operate, and maintain roadways that safely accommodate all users across all ages and abilities. This approach is embedded within broader federal priorities and is reinforced through various guidance documents, design flexibility, and promotion of context-sensitive solutions.

FHWA emphasizes complete streets through performance-based planning requirements, encouraging agencies to use data like safety and accessibility to inform project prioritization and investment decisions. Additionally, the federal government has funded complete streets implementation by encouraging multimodal investments through programs like the Surface Transportation Block Grant (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), and Safe Streets and Roads for All (SS4A) to explicitly fund projects and planning activities that improve safety and accessibility for nonmotorized users.

The enactment of the Infrastructure Investment and Jobs Act (IIJA) in November 2021, for the first time, defined the term *Complete Streets Standards and Policies* as measures that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

As part of the IIJA (Section 11206), states and metropolitan planning organizations (MPOs) are required to adopt complete streets policies and develop complete streets prioritization plans. Further, Section 11206 includes a complete streets funding set-aside, "to spend no less than the 2.5% of funding apportioned to states through 23 U.S.C. §505, State Planning and Research, and no less than the 2.5% of funding granted to MPOs under 23 U.S.C. §104(d), Metropolitan Planning, to carry out activities as described in Section 11206(c).

These activities include:

- (1) Adoption of Complete Streets standards or policies;*
- (2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;*
- (3) Development of transportation plans to...*
  - (A) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;*
  - (B) Integrate active transportation facilities with public transportation service or improve access to public transportation;*
  - (C) Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;*
  - (D) Increase public transportation ridership; and*
  - (E) Improve the safety of bicyclists and pedestrians.*
- (4) Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and*
- (5) Development of transportation plans and policies that support transit-oriented development.*

## Context-Based Transportation Efforts in Hernando and Citrus Counties

Through its current and long-range transportation planning efforts, the Hernando/Citrus MPO has progressively expanded its framework to better support a safe, connected, and multimodal transportation system through efforts like the Congestion Management Process (CMP), Bikeways and Trails Master Plan, Complete Streets Policy and Implementation Guidance, Non-Motorized Facility Gap Analysis & Complete Streets Implementation, and the 2050 Long Range Transportation Plan (LRTP).

### Congestion Management Process: Policy and Procedures Handbook (CMP)

Adopted in 2017, the CMP was the first jointly developed CMP for the newly consolidated MPO. The CMP identified short and long-term projects aimed at improving local and regional traffic operations and safety using strategies that reduce travel demand, increase capacity, and/or improve operations of the transportation network. The 2017 CMP integrated a Complete Streets approach consistent with state and local agency initiatives at the time. The CMP established the framework for context-based projects in Hernando and Citrus counties through the development of a Complete Streets Vision, Action Plan, and Evaluation Matrix. The Vision, as established in the CMP, is as follows:

*The Hernando/Citrus MPO envisions streets and highways that take a context sensitive approach to provide safe travel for all appropriate modes of travel and users, regardless of their age or abilities; to promote economic development through the creation of a livable community with a sense of place that also promotes public health and fitness.*

### Hernando/Citrus MPO Bikeways and Trails Master Plan (BTMP)

Adopted in 2018, the BTMP was a collaborative effort to develop a plan that established a vision for the future of bicycling in the two-county region. The BTMP identified a connected network of trails and on-street bicycle facilities that would benefit the economy, public health, and quality of life for all. The BTMP serves as a jumping-off point for implementing complete streets; many of the goals, objectives, and policy recommendations regarding bikeway and trail infrastructure and operations are aligned with complete street principles by focusing on developing a transportation network that is well-connected, safe, and accessible for users of all ages and abilities.

### Complete Streets Policy and Implementation Guidance

In June 2020, the Hernando/Citrus MPO adopted the Complete Streets Policy and Implementation Guidance to articulate how multimodal and safety-focused roadway planning could be integrated into the MPO's transportation planning process. The Guidance was intended to formalize the MPO's support for complete streets, identify

conceptual design principles, and suggest actions to better accommodate people walking, biking, using transit, and driving within the MPO's two-county region. The Guidance document also aimed to help local partners understand and implement complete streets elements in local and regional transportation projects by providing a framework for planning, coordination, and evaluation.

The Guidance document outlined potential goals, objectives, and tools for incorporating complete streets into reoccurring planning activities and programs and into the project development process. In addition to developing draft policy language and statements of vision and objectives, the Guidance document reviewed existing conditions and policies, provided descriptions of facility types and design contexts, and implementation strategies that would align complete streets with the MPO's long-range planning and project prioritization.

## Non-Motorized Facility Gap Analysis & Complete Streets Implementation

The Non-Motorized Facility Gap Analysis & Complete Streets Implementation, completed in 2022, included a comprehensive review of the MPO's previous complete streets efforts, suggestions on how to advance context-based initiatives, and an assessment of non-motorized transportation network needs throughout the two-county region.

The effort revisited the MPO's 2020 Complete Streets Policy and Implementation Guide making suggestions for continued integration into future planning efforts and an outline for implementing near-term and longer-term actions for incorporating complete streets principles. These included the development of a complete streets project evaluation checklist, performance monitoring, expanded public engagement, further integration of context-based principles into local and regional plans, and continued collaboration with local agency partners and FDOT.

A major component of the effort was a detailed inventory of the existing sidewalk and bicycle facility network along the region's major roadways. The evaluation found that approximately 9% of the evaluation network had complete sidewalks (sidewalks along both sides of the roadway) and that approximately 23% of the network has complete bicycle facilities. Using a data-driven approach and limited quantitative field reviews, features like system completeness, facility condition, context, and factors like traffic volumes, speeds, transit access, equity, crash history were documented for each segment. To guide future investment, a prioritization methodology was developed to identify and rank critical sidewalk and bicycle facility gaps. Prioritization scoring incorporated factors like safety risk, connectivity, roadway characteristics, equity considerations, proximity to schools and parks, and opportunities for trail integration. Each network gap was scored and placed into tiers that were designed to help the MPO's partner agencies focus on segments with the greatest need while still accounting for project feasibility and funding opportunities.

## 2050 Long Range Transportation Plan (LRTP)

Adopted in October 2024, the 2050 LRTP is a strategic planning document that identifies and addresses short- and long-term multimodal transportation needs within the MPO's local jurisdictions. In addition to the LRTP's goal to provide a safe and efficient transportation system that addresses the priorities of the community, and objectives of Safety, Economy, Mobility, Livability, Preservation, and Implementation, the plan supports a context-based multimodal transportation approach through its identified Transportation Improvement Program (TIP) projects, references to prior planning initiatives, and alignment with federal and state policy.

In alignment with the goal of enhancing safety for all transportation system users, the 2050 LRTP's Key Safety Emphasis and Strategies clearly states safety focus areas and crash factors that include intersection-related crashes, vulnerable road users (pedestrian, bicyclist, and motorcyclist) crashes, and lane departure crashes. Recommended strategies for mitigating these safety concerns maintain key safety synergies with elements associated with context-based solutions.

## Florida Department of Transportation Coordination

In 2025 the Florida Department of Transportation (FDOT) adopted Context-Based Solutions to support the statewide goal of eliminating fatalities and serious injuries on Florida's roadways and to better align with USDOT's Safe System Approach. Context-Based Solutions are not a specific type of project; this approach uses context-based design to ensure that all roadway projects are context-sensitive and consider the needs of all users. Context-Based Solutions are a part of all FDOT decisions and are in place to help promote safety, enhance mobility, improve quality of life, and promote economic development. Continued coordination and partnership with FDOT is, and will continue to be, an essential component of the Hernando/Citrus MPO's approach to transportation project delivery and ability to ensure a regionally connected transportation system.

# Establishing and Measuring Performance

Demonstrating and documenting efforts and progress towards integrating context-based roadway solutions into the planning, design, and implementation of transportation projects is an essential aspect of implementing a safe multimodal network. Previous Hernando/Citrus MPO planning efforts identified monitoring, measuring, and reporting on performance measures as an actionable strategy for evaluating progress. The previous planning effort also identified potential performance measures and metric that could be considered in the MPO’s long-range planning efforts to assist in the evaluation and reporting of performance measures, these included the following:

Performance Measure	Target
<b>Construction Performance Measures</b>	
Miles of Sidewalk Constructed or Reconstructed	Increase
Number of New Mid-Block Crossings	Increase
Miles of Shared Use Paths Constructed or Reconstructed	Increase
Miles of Bicycle Lanes Constructed or Reconstructed	Increase
Percentage of Bicycle Network Considered "Low Stress"	Increase
<b>User Performance Measures</b>	
Share of Bicyclists	Increase
Share of Pedestrians	Increase
Share of Transit Users	Increase
<b>Crash-Related Performance Measures</b>	
Total Share of Bicycle-Involved Crashes	Decrease
Total Share of Pedestrian-Involved Crashes	Decrease

Source: Hernando/Citrus MPO Non-Motorized Facility Gap Analysis & Complete Streets Implementation (2022)

To assist in establishing trends and baseline measures, the following sections look to help the MPO understand trends and establish some baseline metrics that could be used to evaluate community and infrastructure needs. Evaluating information like completed and planned projects, crash history, examining shifts in how people travel, and monitoring other travel-related data can help position the MPO to identify when, where, and what transportation improvements are needed to best serve the community.

## Completed and Planned Projects

Reporting on the miles of new sidewalks, bicycle lanes, and shared use paths was identified as a potential performance measure in the MPO’s previous planning efforts. This section identifies and highlights recently completed and planned transportation projects that contribute to an improved multimodal transportation network. These projects include both standalone sidewalk, shared use path, and bicycle facility improvements and larger roadway projects that have multimodal elements integrated into them. Moving forward,

being able to effectively isolate and document multimodal improvements could help the MPO track progress toward its safety, accessibility, and connectivity goals and communicate progress towards developing a multimodal transportation network that serves a variety of modes and users. The following is not intended to serve as a comprehensive list of completed and planned projects but was used in helping to identify and highlight standalone projects and how capacity projects can be used to help complete and enhance the multimodal transportation network.

Project Location	Project Details
<b><i>Projects within Citrus County</i></b>	
Forest Ridge Blvd, CR 486 to Lake Beverly Dr	Safe Routes to School Sidewalk Project
Forest Ridge Blvd, Lake Beverly Dr to Colbert Ct	Safe Routes to School Sidewalk Project
Halls River Rd, S Riverview Cir to US 19	Shared Use Path Project
CR 491/Lecanto Hwy, Pine Ridge Blvd to SR 200	Roadway Widening Project that includes Sidewalks and Shared Use Path
SR 44, E. of US 41 to Sumter County	Resurfacing Project that includes new Sidewalk construction and repairs
US 19, Jump Ct to Ft Island Trail	Roadway Widening Project that includes Sidewalks and Shared Use Path
US 19/US 98 (N. Suncoast Blvd), S. of NE 1 <sup>st</sup> Ter to S. of Snug Harbor Rd	Resurfacing Project that includes Sidewalk reconstruction and Mid-Block Pedestrian Crossings
US 41, N. of Sportsman Point to E. of Arlington St	Roadway Widening Project that includes Sidewalks and Bicycle Lanes
US 41, S. of Withlacoochee Trail Bridge to N. of Sportsman Point	Roadway Widening Project that includes Sidewalks, Bicycle Lanes, and Mid-Block Pedestrian Crossings
US 41, CR 48/Citrus Ave to SR 44	Roadway Widening Project that includes Sidewalks
<b><i>Projects within Hernando County</i></b>	
Linden Dr, County Line Rd to Spring Hill Dr	Sidewalk Project
Eastside Elementary School Area Sidewalk Improvements	Sidewalk Projects along Raley Rd, Dakota Dr, and Boxwood St
Freeport Dr, Deltona Blvd to Northcliffe Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Fox Chapel Ln, Freeport Dr to Deltona Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Moongate Rd, Freeport Dr to Deltona Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Kass Circle Community	Sidewalk and Shared Use Path Projects
Deltona Blvd, Elgin Blvd to SR 50/Cortez Blvd	Sidewalk Project

Project Location	Project Details
W. Landover Blvd, Northcliffe Blvd to Elgin Blvd	Sidewalk Project
Elgin Blvd, Deltona Blvd to Mariner Blvd	Sidewalk Project
Good Neighbor Trail, SR 50/Cortez Blvd to Main St/Russell St	Shared Use Path/Trail Project
Good Neighbor Trail at SR 50/Cortez Blvd	Grade-Separated Trail Crossing
US 98/SR 50/Cortez Blvd at Mondon Hill Rd	Intersection Improvement Project that includes ADA Improvements, Pedestrian Curb Rams, Roadway Lighting, and Signage
SR 50/Cortez Blvd, Buck Hope Rd to W. of Jefferson St	Roadway Widening Project that includes Sidewalks and Bicycle Lanes
SR 50, W. of I-75 to US 301 (SR 35/Treiman Blvd)	Roadway Widening Project that includes Sidewalks
SR 50 Frontage Rd, E. of I-75	New Roadway that includes Sidewalks
SR 50, US 301 to Sumter County	Roadway Widening Project that includes a Shared Use Path
US 301/SR 35, S. of US 98 to SR 50/Cortez Blvd	Roadway Widening Project that includes Pedestrian, Bicycle, and Transit Improvements
US 41/Broad St at SR 50A/Jefferson St	Intersection Improvement Project that includes ADA and Pedestrian Safety Improvements
US 41, S. of County Line Rd to S. of Powell Rd	Resurfacing Project that includes ADA Improvements, Roadway Lighting, and New Traffic Signals
County Line Rd, US 19 to US 41	Roadway Widening Project that includes Shared Use Path and Sidewalks

## Safety Trends and Metrics

FHWA’s National Road Safety Strategy (NRSS), adopted in 2022, recognizes Complete Streets as an integral element in the planning, design, and operations of the nation’s transportation network and as an important component of the Safe System approach. The recognition that a one-size-fits-all approach to roadway design and operation has not and will not work; the shift towards context-based design provides the flexibility to address variations in the purpose and use of roads while accounting for factors like existing and future land uses and the natural environment. This approach acknowledges that people’s mobility needs may vary and that a comprehensive transportation system that prioritizes safety and mobility is an important component in reducing the risk of crashes.

Identifying and tracking crash data trends and key safety metrics can be beneficial in identifying systemic and site-specific treatments to mitigate common safety issues throughout the two-county region. Initiating safety projects that incorporate context-

based design and operational solutions can be an effective approach to improving the way people move about the region. The following is intended to serve as a baseline for reviewing general crash and safety trends and should not be viewed as an in-depth analysis of crashes and safety issues.

## Total Crashes, Serious Injuries, and Fatalities

Ten years (2015–2024) of crash data, including the number of serious injuries and fatalities as a result of crashes, was charted and reviewed for each county and as a combined MPO region (Table 1). As previously mentioned, this review is intended to help establish performance measures and metric and aid in identifying overall trends, an analysis into causes, factors, and conditions related to the crashes was not completed as part of this effort.

As shown in Table 1 and Figure 1, total crashes in Citrus County, Hernando County, and the MPO region have demonstrated an increasing trend during the 10-year crash history analysis period, with an average annual increase of 3.1%. In the most recent year (2024) there were 8,005 crashes in the MPO region, 3,022 in Citrus County and 4,983 in Hernando County; this is up from the 6,196 crashes in 2015, but lower than the peak of 8,010 crashes in 2022.

The number of crash related serious Injuries has been trending down (Figure 2), especially during the second half of the analysis period. 2019 had the highest number of serious injuries with 562. 2023 had the lowest number of serious injuries with 322, while there was an increase in 2024 to 404 serious injuries, the MPO region has seen an average annual decrease of approximately 1% in the number of serious injuries from crashes.

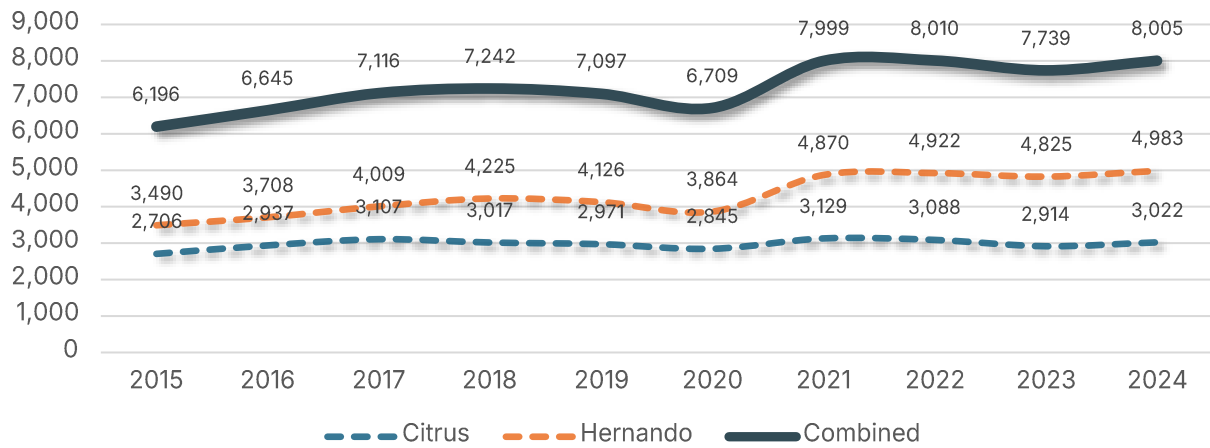
Unfortunately, the number of crash-related fatalities has been increasing over the past decade (Figure 3). On average, fatalities have increased approximately 6% a year during the 10-year analysis period. 2020 had the most crash-related fatalities with 83, which follows a similar statewide and regional trend where fatalities increased during the COVID-19 pandemic. While the subsequent years saw fewer fatalities, the number of crash-related fatalities is increasing.

**Table 1: Total Crashes, Serious Injuries, and Fatalities (2015–2024)**

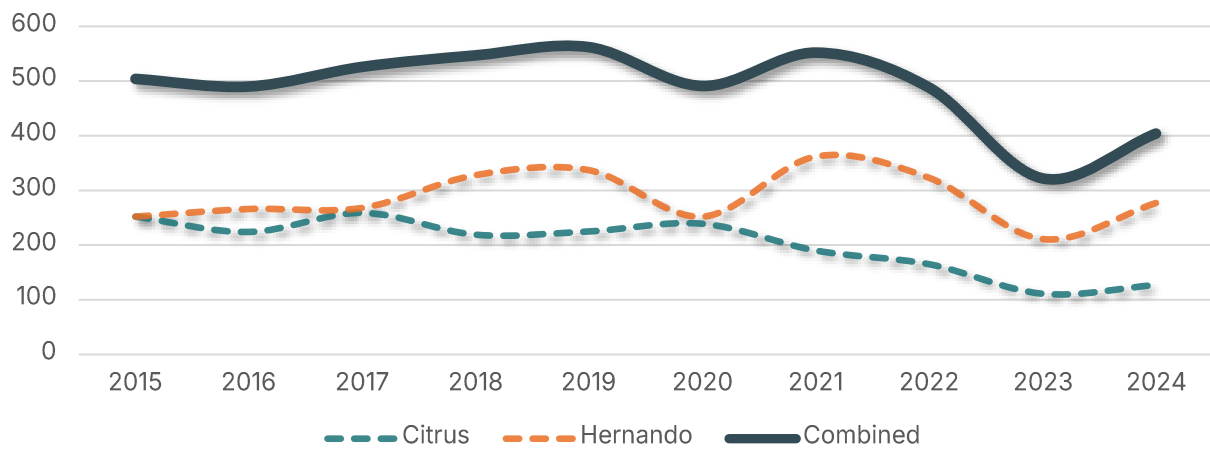
Year	Jurisdiction	Total Crashes	Serious Injuries	Fatalities
2015	Citrus	2,706	252	29
	Hernando	3,490	252	35
	<b>Combined</b>	<b>6,196</b>	<b>504</b>	<b>64</b>
2016	Citrus	2,937	224	24
	Hernando	3,708	266	25
	<b>Combined</b>	<b>6,645</b>	<b>490</b>	<b>49</b>
2017	Citrus	3,107	259	31
	Hernando	4,009	268	34
	<b>Combined</b>	<b>7,116</b>	<b>526</b>	<b>65</b>
2018	Citrus	3,017	219	37
	Hernando	4,225	328	31
	<b>Combined</b>	<b>7,242</b>	<b>547</b>	<b>68</b>
2019	Citrus	2,971	225	22
	Hernando	4,126	337	25
	<b>Combined</b>	<b>7,097</b>	<b>562</b>	<b>47</b>
2020	Citrus	2,845	239	39
	Hernando	3,864	252	44
	<b>Combined</b>	<b>6,709</b>	<b>491</b>	<b>83</b>
2021	Citrus	3,129	190	37
	Hernando	4,870	362	33
	<b>Combined</b>	<b>7,999</b>	<b>552</b>	<b>70</b>
2022	Citrus	3,088	165	25
	Hernando	4,922	323	45
	<b>Combined</b>	<b>8,010</b>	<b>488</b>	<b>70</b>
2023	Citrus	2,914	111	26
	Hernando	4,825	211	45
	<b>Combined</b>	<b>7,739</b>	<b>322</b>	<b>71</b>
2024	Citrus	3,022	127	32
	Hernando	4,983	277	45
	<b>Combined</b>	<b>8,005</b>	<b>404</b>	<b>77</b>

Source: Signal Four Analytics

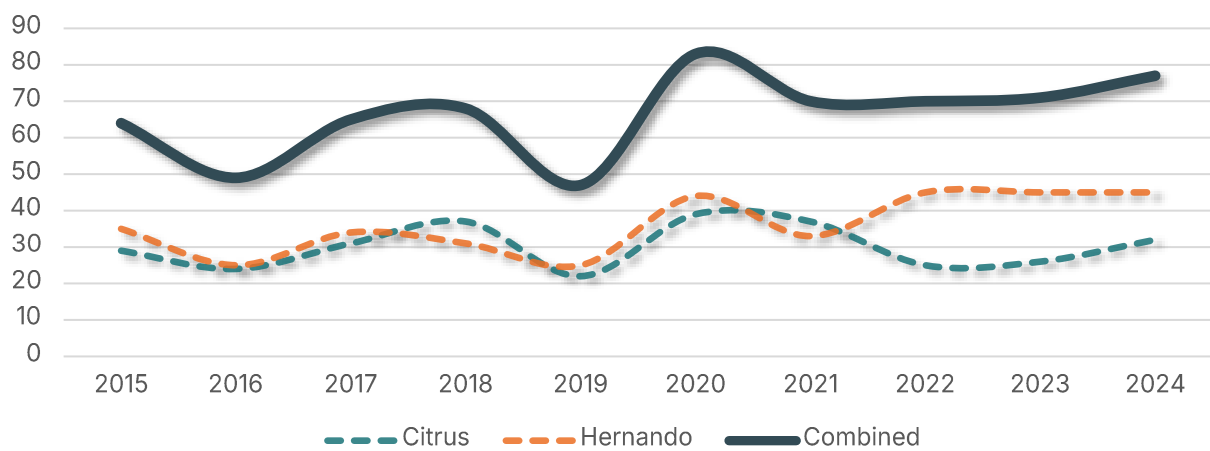
**Figure 1: Total Crashes by Year**



**Figure 2: Serious Injuries by Year**



**Figure 3: Fatalities by Year**



## Crash, Injury, and Fatality Rates

Annual crashes, serious injuries, and fatalities were plotted against annual vehicle miles traveled (VMT) (Table 2) to calculate annual crash, serious injury, and fatality rates. Evaluating rates along with total numbers helps in understanding if increases or decreases in crash totals is a result of more or less people driving or if it is indicative of other factors. Table 3 lists the annual total crash rate, serious injury rate, and fatality rate for Citrus County, Hernando County, and the combined MPO area. To help illustrate trends over time, Figures 4 – 6 chart the annual rates. As shown in the table and charts, the total crash rate for the combined MPO area has remained relatively constant over the past 10 years with the highest crash rate in 2021 with 209.27 crashes per 100 million VMT and 2024 having the lowest crash rate with 173.81 crashes per 100 million VMT. The rate of serious injuries within the MPO area has declined over the past decade; in 2015 there were 14.47 serious injuries per 100 million VMT, in 2024 that number decreased to 8.77 serious injuries per 100 million VMT. The rate of fatalities within the two-county MPO area has an increasing trend over the past 10 years but has experienced a consistent decline over the last few years.

**Table 2: Annual Vehicle Miles Traveled (2015–2024)**

Year	Citrus	Hernando	Combined
2015	1,708,135,760	1,776,122,120	3,484,257,880
2016	1,751,418,336	1,884,658,806	3,636,077,142
2017	1,802,164,140	1,941,310,535	3,743,474,675
2018	1,826,435,180	1,973,033,780	3,799,468,960
2019	1,813,868,960	2,025,963,525	3,839,832,485
2020	1,718,542,020	1,897,776,978	3,616,318,988
2021	1,804,708,920	2,017,662,330	3,822,371,250
2022	1,910,409,635	2,091,478,835	4,001,888,470
2023	1,950,765,495	2,238,381,115	4,189,146,610
2024	2,256,077,070	2,349,645,336	4,605,722,406

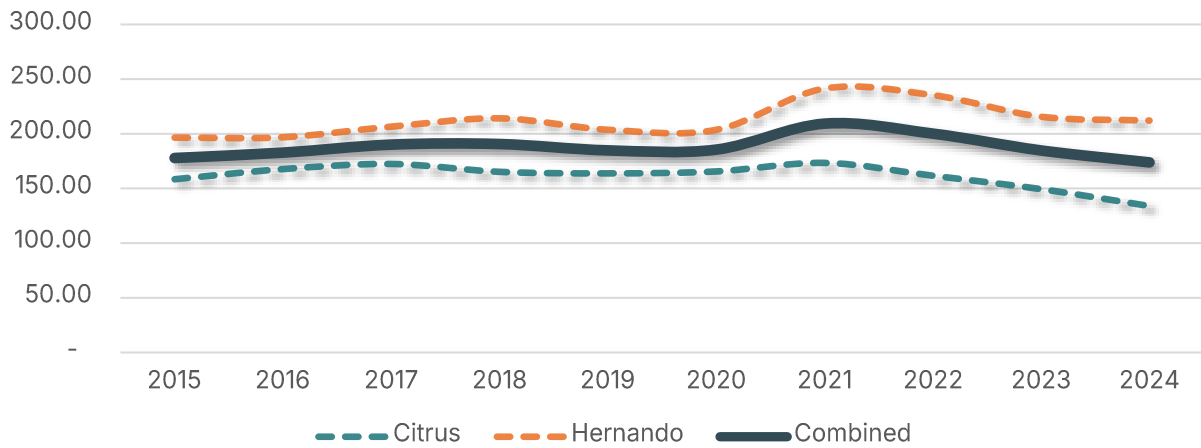
Source: Calculated from FDOT Daily Vehicle Miles Traveled Reports

**Table 3: Total Crashes, Serious Injuries, and Fatalities per 100 Million Vehicle Miles Traveled (2015–2024)**

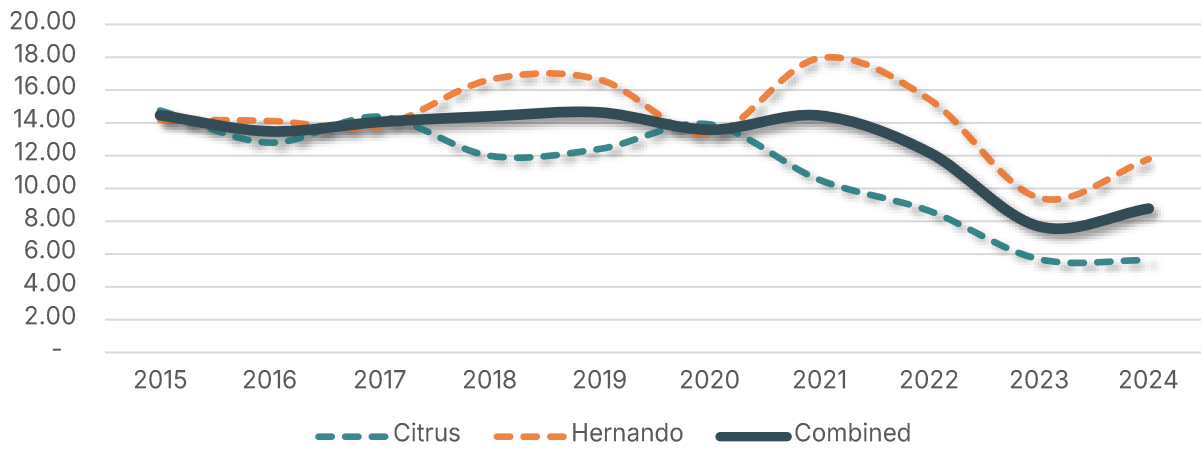
Year	Jurisdiction	Total Crash Rate	Serious Injury Rate	Fatality Rate
2015	Citrus	158.42	14.75	1.70
	Hernando	196.50	14.19	1.97
	<b>Combined</b>	<b>177.83</b>	<b>14.47</b>	<b>1.84</b>
2016	Citrus	167.69	12.79	1.37
	Hernando	196.80	14.11	1.33
	<b>Combined</b>	<b>182.75</b>	<b>13.48</b>	<b>1.35</b>
2017	Citrus	172.40	14.37	1.72
	Hernando	206.51	13.88	1.75
	<b>Combined</b>	<b>190.09</b>	<b>14.05</b>	<b>1.74</b>
2018	Citrus	165.19	11.99	2.03
	Hernando	214.14	16.62	1.57
	<b>Combined</b>	<b>190.61</b>	<b>14.40</b>	<b>1.79</b>
2019	Citrus	163.79	12.40	1.21
	Hernando	203.66	16.63	1.23
	<b>Combined</b>	<b>184.83</b>	<b>14.64</b>	<b>1.22</b>
2020	Citrus	165.55	13.91	2.27
	Hernando	203.61	13.28	2.32
	<b>Combined</b>	<b>185.52</b>	<b>13.58</b>	<b>2.30</b>
2021	Citrus	173.38	10.53	2.05
	Hernando	241.37	17.94	1.64
	<b>Combined</b>	<b>209.27</b>	<b>14.44</b>	<b>1.83</b>
2022	Citrus	161.64	8.64	1.31
	Hernando	235.34	15.44	2.15
	<b>Combined</b>	<b>200.16</b>	<b>12.19</b>	<b>1.75</b>
2023	Citrus	149.38	5.69	1.33
	Hernando	215.56	9.43	2.01
	<b>Combined</b>	<b>184.74</b>	<b>7.69</b>	<b>1.69</b>
2024	Citrus	133.95	5.63	1.42
	Hernando	212.07	11.79	1.92
	<b>Combined</b>	<b>173.81</b>	<b>8.77</b>	<b>1.67</b>

Source: Signal Four Analytics and FDOT

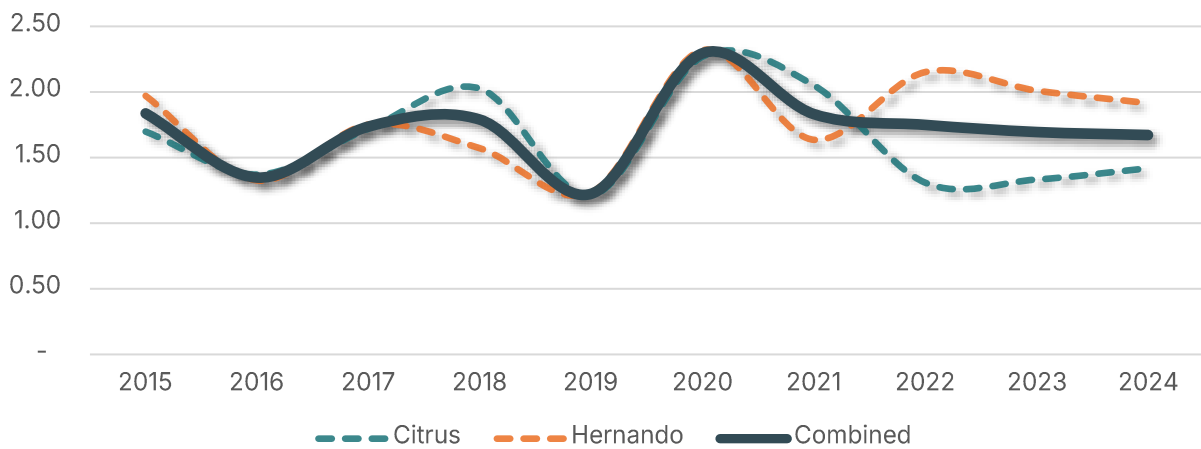
**Figure 4: Total Crashes per 100 Million Vehicle Miles Traveled**



**Figure 5: Serious Injuries per 100 Million Vehicle Miles Traveled**



**Figure 6: Fatalities per 100 Million Vehicle Miles Traveled**



## Pedestrian and Bicycle Crash Statistics and Trends

Examining trends related to the most vulnerable users, pedestrians and bicyclists, is an important factor in evaluating a context-based transportation system. Table 4 shows the annual number of total pedestrian and bicycle related crashes, serious injuries, and fatalities over the 10 year crash evaluation period (2015–2024). As shown, the overall number of crashes involving pedestrians and bicyclists have more than doubled over the past 10 years, with 158 crashes in the MPO region in 2015 and 344 crashes in 2024; this increasing trend has been more prevalent during the more recent years. While serious injuries and fatalities have had an increasing trend, they have not increased as much as total crashes.

The percentages of pedestrian and bicycle related crashes, serious injuries, and fatalities for Citrus County, Hernando County, and the MPO region were calculated as a way of tracking if increases and decreases in pedestrian and bicycle related incidents are a mere factor of overall crashes or if they are becoming a more or less frequent occurrence. As shown in Table 5, the percentage of crashes, serious injuries, and fatalities that involve a pedestrian or bicyclist have been increasing over the past 10 years. In 2015, within the MPO region, 2.6% of all crashes, 7.5% of all serious injuries, and 15.6% of all traffic-related fatalities involved a pedestrian or bicyclist. In 2024, the percentage of pedestrian and bicycle related incidents increased to 4.3% of all crashes, 9.2% of serious injuries, and 19.5% of fatalities.

**Table 4: Pedestrian and Bicycle Crashes, Serious Injuries, and Fatalities (2015–2024)**

Year	Jurisdiction	Total Crashes	Serious Injuries	Fatalities
2015	Citrus	78	18	6
	Hernando	80	20	4
	<b>Combined</b>	<b>158</b>	<b>38</b>	<b>10</b>
2016	Citrus	75	20	7
	Hernando	125	10	2
	<b>Combined</b>	<b>200</b>	<b>30</b>	<b>9</b>
2017	Citrus	79	15	4
	Hernando	121	19	7
	<b>Combined</b>	<b>200</b>	<b>34</b>	<b>11</b>
2018	Citrus	73	15	5
	Hernando	104	20	5
	<b>Combined</b>	<b>177</b>	<b>35</b>	<b>10</b>
2019	Citrus	87	21	3
	Hernando	104	20	8
	<b>Combined</b>	<b>191</b>	<b>41</b>	<b>11</b>
2020	Citrus	81	19	9
	Hernando	131	15	6
	<b>Combined</b>	<b>212</b>	<b>34</b>	<b>15</b>
2021	Citrus	83	17	9
	Hernando	123	22	3
	<b>Combined</b>	<b>206</b>	<b>39</b>	<b>12</b>
2022	Citrus	95	14	9
	Hernando	161	23	7
	<b>Combined</b>	<b>256</b>	<b>37</b>	<b>16</b>
2023	Citrus	92	23	5
	Hernando	195	20	12
	<b>Combined</b>	<b>287</b>	<b>43</b>	<b>17</b>
2024	Citrus	125	14	7
	Hernando	219	23	8
	<b>Combined</b>	<b>344</b>	<b>37</b>	<b>15</b>

Source: Signal Four Analytics

**Table 5: Percentage of Crashes Involving Pedestrians and Bicyclists**

Year	Jurisdiction	% Total Crashes	% Serious Injuries	% Fatalities
2015	Citrus	2.9%	7.1%	20.7%
	Hernando	2.3%	7.9%	11.4%
	<b>Combined</b>	<b>2.6%</b>	<b>7.5%</b>	<b>15.6%</b>
2016	Citrus	2.6%	7.1%	20.7%
	Hernando	3.4%	3.8%	8.0%
	<b>Combined</b>	<b>3.0%</b>	<b>6.1%</b>	<b>18.4%</b>
2017	Citrus	2.5%	5.8%	12.9%
	Hernando	3.0%	7.1%	20.6%
	<b>Combined</b>	<b>2.8%</b>	<b>6.5%</b>	<b>16.9%</b>
2018	Citrus	1.2%	6.8%	13.5%
	Hernando	2.5%	6.1%	16.1%
	<b>Combined</b>	<b>2.4%</b>	<b>6.4%</b>	<b>14.7%</b>
2019	Citrus	2.9%	9.3%	13.6%
	Hernando	2.5%	5.9%	32.0%
	<b>Combined</b>	<b>2.7%</b>	<b>7.3%</b>	<b>23.4%</b>
2020	Citrus	2.8%	7.9%	23.1%
	Hernando	3.4%	6.0%	13.6%
	<b>Combined</b>	<b>3.2%</b>	<b>6.9%</b>	<b>18.1%</b>
2021	Citrus	2.7%	8.9%	24.3%
	Hernando	2.5%	6.1%	9.1%
	<b>Combined</b>	<b>2.6%</b>	<b>7.1%</b>	<b>17.1%</b>
2022	Citrus	3.1%	8.5%	36.0%
	Hernando	3.3%	7.1%	15.6%
	<b>Combined</b>	<b>3.2%</b>	<b>7.6%</b>	<b>22.9%</b>
2023	Citrus	3.2%	20.7%	19.2%
	Hernando	4.0%	9.5%	26.7%
	<b>Combined</b>	<b>3.7%</b>	<b>13.4%</b>	<b>23.9%</b>
2024	Citrus	4.1%	11.0%	21.9%
	Hernando	4.4%	8.3%	17.8%
	<b>Combined</b>	<b>4.3%</b>	<b>9.2%</b>	<b>19.5%</b>

Source: Signal Four Analytics

# Transit Ridership

Transit ridership can be used as a metric for determining non-motorized demand, as many transit riders access transit as either pedestrians or bicyclists. Monitoring increases in transit ridership and determining locations with higher levels of ridership can offer additional insight into multimodal improvements may be needed. Using information from the National Transit Database, annual transit passenger trips in Citrus and Hernando counties were obtained and is shown in Table 6. The data shows that in Citrus County overall transit ridership has declined since 2016 but has witnessed increases over the past couple of years since a low in 2021. One notable observation in Citrus County is that in 2024 demand response riders were higher than traditional transit ridership. Hernando County has experienced consistent gains in the number of transit passenger trips, with exceptions in 2020 and 2021. Unlike in Citrus County, these trip gains are from bus ridership; demand response trips have decreased over the evaluated time period.

**Table 6: Annual Unlinked Transit Passenger Trips**

Year	Citrus County			Hernando County		
	Bus	Demand Response	Total	Bus	Demand Response	Total
2016	63,061	25,869	88,930	109,242	16,055	125,297
2017	55,239	25,401	80,640	126,109	14,113	140,222
2018	47,189	22,886	70,075	127,072	14,219	141,291
2019	45,994	21,293	67,287	140,220	13,208	153,428
2020	19,498	20,393	39,891	134,710	9,131	143,841
2021	1,278	26,018	27,296	111,602	8,169	119,771
2022	15,446	23,883	39,332	122,298	7,715	130,013
2023	23,817	27,591	51,408	134,242	7,661	141,903
2024	27,355	28,731	56,086	147,488	7,740	155,228

Source: National Transit Database

# Transportation Mode Share

Mode share is the distribution of people using a mode of transportation. The U.S. Census Bureau’s American Community Survey (ACS) tracks mode county-level mode share as a means of transportation to work. Understanding and monitoring modal share can provide insights on how people are traveling and utilizing the transportation network and can help to indicate potential shifts in transportation preferences that can inform decisions on transportation infrastructure needs. Table 7 compares the distribution of modal share as a means of transportation to work for the combined two-county region. The biggest noticeable difference in travel mode was the shift to working from home (WFH) verse driving alone; between 2018 and 2023 it is estimated that 6.24% more employees are working from home and that 6.88% fewer employees are driving alone to work.

**Table 7: Means of Transportation to Work**

Commute Mode	2018	2023	% Change
Drove Alone	82.00%	75.12%	-6.88%
Worked from Home	6.26%	12.50%	+6.24%
Carpooled	8.45%	9.03%	+0.58%
Other (Taxi, Rideshare, Motorcycle, Etc.)	1.83%	1.73%	-0.10%
Walked	0.94%	1.04%	+0.10%
Bicycle	0.21%	0.32%	+0.11%
Bus	0.31%	0.27%	-0.04%

Source: U.S. Census Bureau American Community Survey (2018 and 2023)

## Zero-Vehicle Households

Households that do not own a motorized vehicle, either because of unaffordability or by choice, are considered “zero-vehicle households” and are more likely to walk, bicycle, or utilize transit as a mode of transportation. Monitoring changes to the percentage of zero-vehicle households and examining geographic areas with higher percentages could help the MPO and its partners evaluate potential need and demand for non-motorized transportation facilities. Table 8 shows the percentage of zero-vehicle households for both counties based on data from the U.S. Census Bureau’s 2018 and 2023 5-year ACS. As shown, the percentage of households without access to motorized vehicles has decreased in Citrus County by 1.46%, increased by 0.75% in Hernando County, and for the combined two-county region has decreased by 0.27% from 4.96% zero-vehicle households in 2018 to 4.69% in 2023.

**Table 8: Zero-Vehicle Households**

Zero-Vehicle Households	2018	2023	% Change
Citrus County	5.82%	4.36%	-1.46%
Hernando County	4.22%	4.97%	+0.75%
<b>Combined</b>	<b>4.96%</b>	<b>4.69%</b>	<b>-0.27%</b>

Source: U.S. Census Bureau American Community Survey (2018 and 2023)

## School Transportation Statistics

The Florida Department of Education publishes an annual school district transportation profile that highlights statistics like the number of enrolled students, the number of students who are eligible for transport (by school bus), the percentage of enrollment who are transported, and a myriad of other statistics and figures related to each school district's bus fleet. According to the fiscal year 2023–2024 transportation profiles, on an average daily basis Citrus County transported approximately 60% of their 15,899 enrolled students (Pre-K to 12<sup>th</sup> grade) and Hernando County transported approximately 43% of their 24,015 enrolled students. Many of the students who are transported by bus to and from school walk or bike to and from their bus stops; additionally, many other students who are not transported to and from school either walk or bike to and from school. Gaining a sense on the number of students who are being transported, the location of school bus stops, and information on the number of students who either walk or bike to and from school could help in making decisions on investments in multimodal infrastructure.

**Table 9: School District Transportation Statistics**

School Year	County	Total District Membership	Avg. Number of Total Membership Transported	% Membership Transported	Number of District Bus Stop Locations
2019-20	Citrus	15,611	10,082	64.6%	3,261
	Hernando	22,973	11,469	49.9%	2,511
2020-21	Citrus	15,413	7,520	48.8%	2,978
	Hernando	22,261	6,942	31.2%	2,150
2021-22	Citrus	15,691	9,236	58.9%	2,666
	Hernando	23,415	9,399	40.1%	2,410
2022-23	Citrus	15,951	9,644	60.5%	3,339
	Hernando	24,058	9,784	40.6%	1,872
2023-24	Citrus	15,889	9,557	60.1%	3,328
	Hernando	24,015	10,396	43.3%	1,530

Source: Florida Department of Education

# Moving Forward with Context-Based Solutions

## Context Classification

The context classification of a roadway informs and guides the decisions made during the various planning, engineering, design, construction, and maintenance phases of a project to support safe and comfortable mobility for the anticipated users. Context classification helps to identify the anticipated users of the roadway and informs key design decisions such as target and design speed, travel lane widths, pedestrian and bicycle infrastructure, features needed to support transit operations, and considerations for freight.

Understanding the design and operational needs of a roadway early in the project development stages helps to ensure that the project's scope defines all necessary design features and elements and that the project reasonably meets the needs of existing and anticipated users.

The Hernando/Citrus MPO and its partner agencies are currently working on establishing context classification for the major roadway network as part of the MPO's traffic counts update. Having an established context classification will allow the MPO and its local partners to better understand and evaluate how it is currently addressing the community's transportation needs, assist in prioritizing where improvements may be needed, and inform design decisions for future projects.

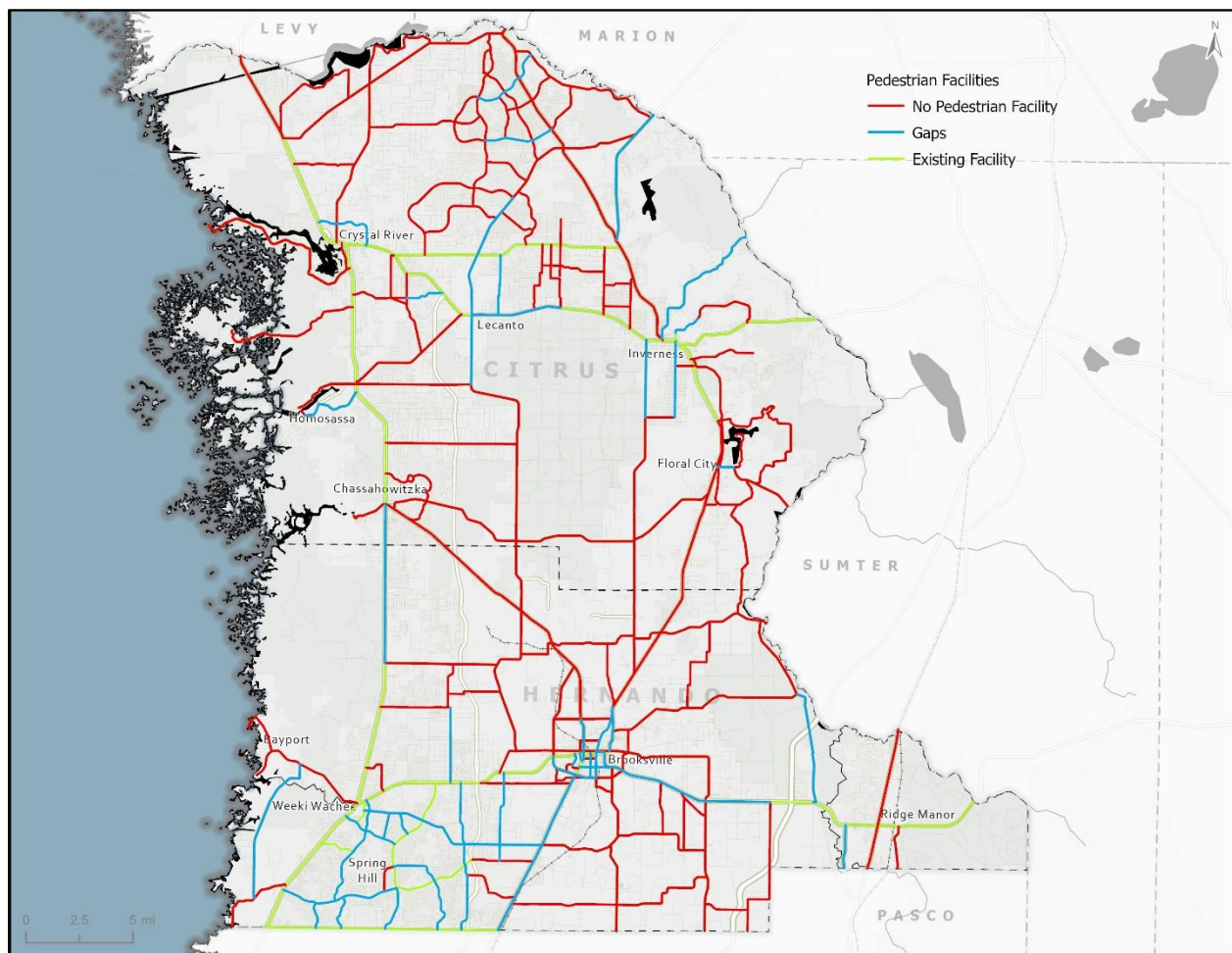


Figure 7: FDOT Context Classification System

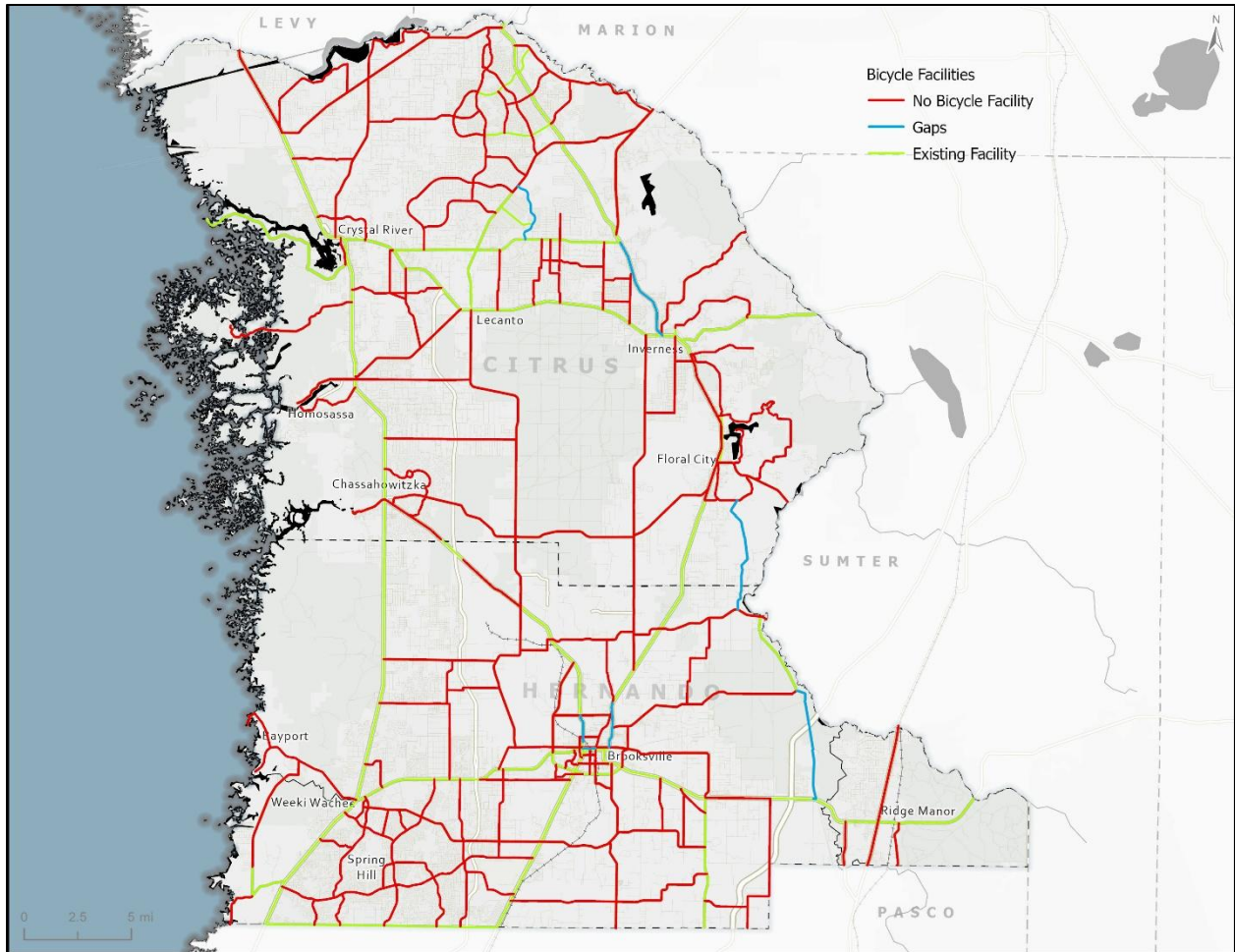
## Non-Motorized Facility Gaps Update

The 2022 Non-Motorized Facility Gap Analysis completed an assessment of the MPO area's pedestrian and bicycle network to identify existing sidewalks, shared-use paths, and bicycle facilities to aid in identifying a data-driven process to address gaps and complete the multimodal network. The inventory and gap analysis was completed along the area's major roadway network that primarily consists of arterial and collector roadways.

Using multimodal project information and available data, the non-motorized facility gaps along Hernando and Citrus county's major roads were reviewed and updated to reflect recently completed and planned (funded) projects. Map 1 shows the updated pedestrian facility gaps, Map 2 shows the updated bicycle facility gaps.



**Map 1: Pedestrian Facilities and Gaps**



**Map 2: Bicycle Facilities and Gaps**

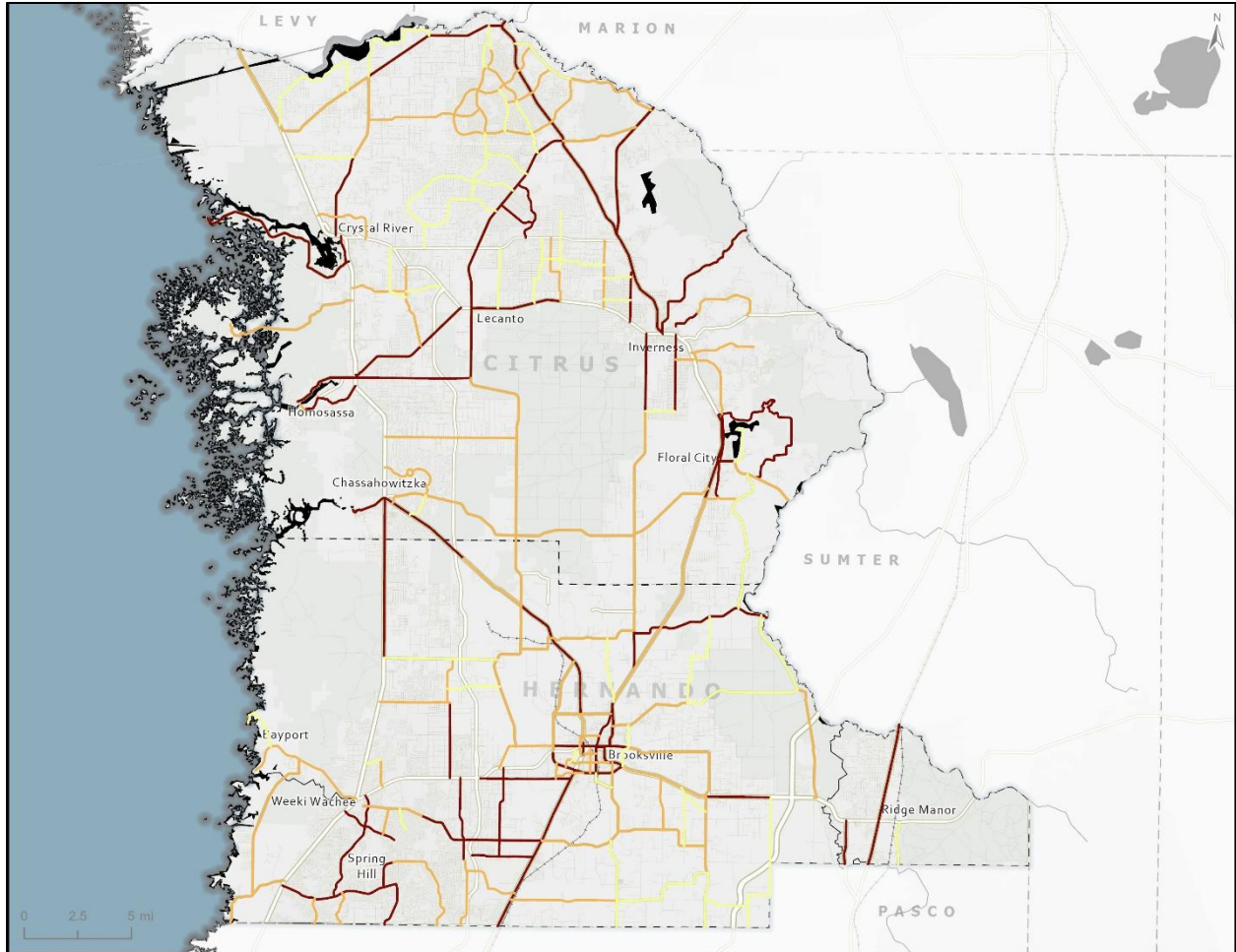
## Gap Prioritization

Based on the gap prioritization methodology used in the 2022 planning effort, the updated pedestrian and bicycle facility gaps were evaluated based on a series of factors and criteria to help inform decision-making on where facilities may be needed the most. The factors and scoring, shown in Table 10, were applied to the roadway segments that were identified as having either no facilities or facility gaps. Based on the results of the scoring, the roadway segments were assigned into prioritization tiers, with segments in tier 1 considered the highest priority. The results of the prioritization are shown in Maps 3 and 4; a detailed list of the segments is included in Appendix A.

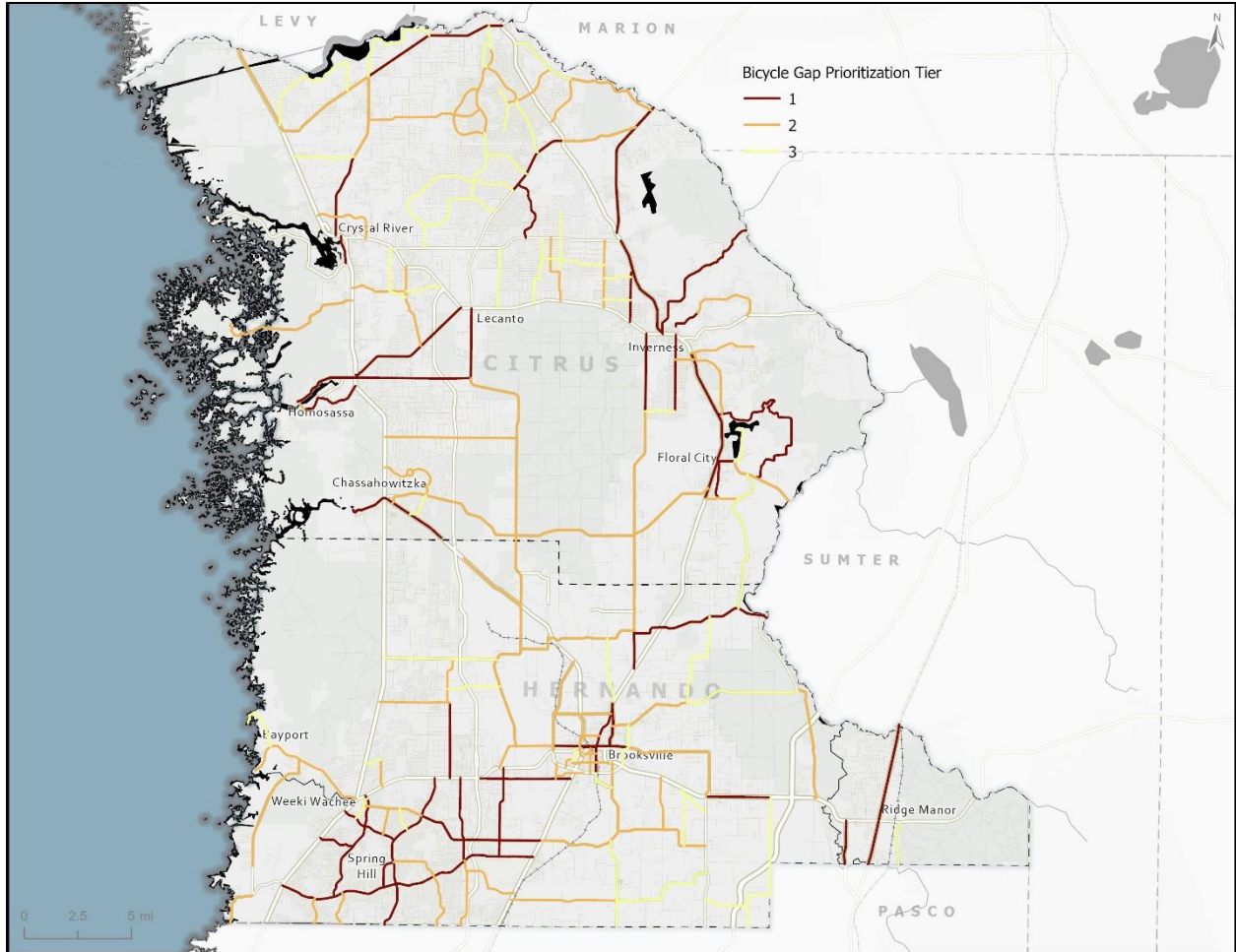
As noted in the 2022 plan, the purpose of the prioritization is to help the MPO, and its partner agencies identify and prioritize potential improvements and to help highlight areas with the greatest potential need for multimodal facilities. However, it is understood that partnership opportunities, funding, project complexity, and many other factors could influence the timing and ability of implementing multimodal improvements, and that the MPO and its partners should remain opportunistic when approaching opportunities to expand the area's walking and bicycling infrastructure.

**Table 10: Non-Motorized Gap Prioritization Factors and Scoring Matrix**

Measure	Factor	Score
Segment Length	<1 Mile	3
	1–2 Miles	2
	>2 Miles	1
AADT	<5,000	1
	5,000–15,000	2
	>15,000	3
Posted Speed Limit	≤30 mph	1
	35–40 mph	2
	≥45 mph	3
Functional Classification	Arterial	3
	Collector	2
	Local	1
Context Classification	C2T or C4	3
	C3C or C3R	2
	C1 or C2	1
Trail Adjacent	Yes	3
	No	1
Park Adjacent	Yes	3
	No	1
School Adjacent	Yes	3
	No	1
Transit Adjacent	Yes	3
	No	1
Pedestrian and Bicycle Crash History	Yes	3
	No	1
Fatal and Serious Injury Pedestrian and Bicycle Crash History	Yes	3
	No	1



**Map 3: Pedestrian Facility Gap Prioritization**



**Map 4: Bicycle Facility Gap Prioritization**

## Evaluating Potential Projects for Context-Based Solutions

The 2022 Plan introduced a preliminary project evaluation checklist as a planning tool to guide the assessment of potential transportation projects during the scoping and development phases. The checklist was designed to ensure consideration of key factors such as context, multimodal connectivity, safety, and access to key destinations.

By design, the preliminary checklist required a comprehensive evaluation of a wide range of data, including roadway context and functional classification, existing and proposed traffic volumes, multimodal accessibility, crash history and safety features, proximity to key land uses, and existing and proposed roadway design elements. While intentionally thorough, the preliminary checklist was recognized as resource-intensive for MPO and local government staff. As such, it was developed as a means to engage in dialog and as a guide that could be refined for practical, real-world application.

Based on this understanding, the preliminary checklist was reviewed and streamlined to create a simplified evaluation tool that could be more easily applied to assess how well potential transportation projects incorporate context-based design features, elements, and principles.

Appendix B contains the updated project evaluation checklist. As with the development of the preliminary checklist, the updated checklist is intended to be used as a planning tool that encourages coordination and dialog regarding considerations for context appropriate design features and to help ensure that transportation projects are considering the needs of the entire Hernando-Citrus community.

## Planning for Context-Based Solutions

Implementing context-based solutions is not accomplished through a standalone policy or plan. Rather, it is achieved by integrating context-sensitive, multimodal principles into the MPO's day-to-day planning activities and decision-making processes. Progress towards a transportation network that delivers the right street in the right place requires a shift in focus, from whether certain facilities should be included to how streets can be designed to reflect their surrounding context and better serve the community.

Incorporating context-based solutions into the MPO's core planning efforts strengthens the region's ability to provide an efficient, multimodal transportation system that meets the needs of all users.

### Long Range Transportation Plan (LRTP)

Updated every five years, the MPO's Long Range Transportation Plan (LRTP) is the region's primary strategic document for addressing short- and long-term multimodal transportation needs across the two-county area. As the guiding transportation plan for the region, the LRTP provides an important opportunity to prioritize context-based

solutions and multimodal investments so that future projects and planning efforts reflect the character and needs of the communities they serve.

Incorporating context classification into future LRTPs can help guide appropriate roadway design decisions and support the identification and prioritization of pedestrian and bicycle networks, transit corridors, and other multimodal improvements. The LRTP can also help establish a regional multimodal vision and define measurable performance targets.

## Transportation Improvement Program (TIP) and List of Priority Projects (LOPP)

The Transportation Improvement Program (TIP) identifies transportation needs and priorities within the MPO area and documents the process for prioritizing, selecting, and funding projects in accordance with federal requirements. Updated annually, the TIP serves as a five-year project funding and implementation program that is consistent with the LRTP and its goals and objectives.

The List of Priority Projects (LOPP) is the mechanism used to identify which projects from the LRTP advance into the TIP. Including information such as context classification and whether a corridor is included on the non-motorized facility gap list can help the MPO and its partners ensure that appropriate roadway design features and multimodal elements are considered before projects advance to construction funding.

Additional opportunities within the TIP and LOPP process may include scoring criteria that reward projects improving safety, multimodal access and connectivity, and access to key destinations. Consideration could also be given to set-aside funding for quick-build projects on local facilities, including treatments such as pavement markings, signage, temporary vertical delineators, and traffic calming measures.

## Additional Plans and Studies

The Hernando/Citrus MPO routinely conducts special studies and planning efforts to support its core planning functions. Many of these activities can advance the region's goal of creating a safe and efficient multimodal transportation system.

Safety studies, safety action plans, and corridor safety reviews can help identify both systemic and location-specific safety issues while developing actionable strategies to address them. Prioritizing locations with a higher likelihood of vulnerable road users, such as areas near schools, parks, and trial, can help direct safety and mobility investments to places with existing demand and need.

Corridor and subarea studies can also help the MPO identify transportation needs at a broader yet manageable scale. Conducting these studies in coordination with local and state partners can further inform future roadway design and investment decisions.

## Local Comprehensive Plan Coordination

A comprehensive plan establishes a community's goals, policies, priorities, and vision for future growth and development. These plans provide the policy foundation for local decisions related to land use, capital improvements, conservation, recreation, housing, transportation, public facilities, and intergovernmental coordination.

Context-based solutions help align transportation and land use planning by informing design decisions based on the users of a street and the surrounding existing or planned development pattern. Coordination with local governments to integrate context-based transportation design principles can help ensure that transportation investments align with future land use plans, support community goals, and recognize areas likely to experience growth, redevelopment, or reinvestment.

## Funding Context-Based Solutions

Recognizing and identifying the need for context-based solutions is an important process, but just having an interest in delivering these solutions isn't enough to get projects built. The demand for transportation infrastructure continues to increase and the availability of funds to complete these projects continues to be limited and competitive. This reality often requires local government agencies to identify innovative and various funding and financing strategies and to deliver needed transportation improvements. The following funding sources and programs are frequently used to implement multimodal and context-based transportation solutions.

**Highway Safety Improvement Program (HSIP)** – The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roadways. HSIP requires a data-driven, strategic approach to improving roadway safety with a focus on performance. HSIP funding is allocated to local governments by FDOT through a competitive project-based application process that is designed to identify and deliver safety improvements with the greatest benefit to the public.

**Surface Transportation Block Grant Program (STBG)** – The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG funding is made available through state transportation agencies and is an apportioned (formula) program.

**Transportation Alternatives (TA)** – The Transportation Alternatives (TA) Set-Aside program, from the STBG program, funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible non-motorized travel

choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve Americans with Disabilities Act (ADA) compliance.

**Safe Routes to Schools (SRTS)** – The Safe Routes to Schools (SRTS) program is an HSIP set-aside used to fund walking and biking safety improvement near schools with the goal of encouraging more students to walk or bike to/from school. Given the limited program budget and competition for funds, the program typically prioritizes smaller projects and larger-scale projects that are anticipated to make a major impact on the number of students walking and biking to/from school. Proposed improvements must be located within two miles of a school, and the application process requires extensive coordination with nearby schools and parents. SRTS funds are available to provide sidewalks, shared-use paths, crosswalks, and bicycle racks.

**Active Transportation Infrastructure Investment Program (ATIIP)** – The Active Transportation Infrastructure Investment Program (ATIIP) is a newer competitive grant program created by the IJJA to construct projects to provide safe and connected active transportation facilities in active transportation networks, or active transportation spines. ATIIP projects help improve the safety, efficiency, and reliability of active transportation networks and communities, improve connectivity between active transportation modes and public transportation, enhance the resiliency of on- and off-road active transportation infrastructure, help protect the environment, and improve quality of life through the delivery of connected active transportation networks and expanded mobility opportunities.

While not specifically listed, there are other innovative funding and financing sources and strategies that could be further considered and explored by the MPO's local partners, as they see fit. These include options like mobility fees, local sales tax, public-private partnerships, and private/philanthropic grants. Additionally, coordination with routine maintenance projects and non-transportation projects within roadway right-of-way, such as drainage and utility projects, could provide an opportunity to address multimodal transportation needs.

## Conclusion

This Implementation and Guidance Update is a living document that will require monitoring and updates to better address changing trends, evolving engineering and design techniques, and the needs of the local community. The Hernando/Citrus MPO and its partners will need to continue to assess priorities, strategies, goals, and their core planning and project delivery process to ensure that the region's transportation network reflects the community's needs and considers the safe and efficient movement of all users.

# Appendix A – Non-Motorized Facility Gap Evaluation

## Pedestrian Facility Gaps

On Street	From/To	Length (miles)	Tier
<b>Citrus County Roadway Segments</b>			
<b>Roadway Segments with Pedestrian Facility Gaps</b>			
S Pleasant Grove Rd	Anna Jo Dr To Gulf To Lake Hwy	3.620	1
N Carl G Rose Hwy	Florida Ave (US 41) To Marion County Line	6.511	1
E Orange Ave	Florida Ave (US 41) To Bushnell Rd	0.775	1
Gospel Island Rd	Pine Ave To Belair Dr	1.342	1
Tompkins St	Florida Ave (US 41) To Withlacoochee River	7.111	1
S Lecanto Hwy	Grover Cleveland Blvd To Gulf To Lake Hwy	3.248	1
W Gulf To Lake Hwy	Lecanto Hwy To Reehill St	4.205	1
N Lecanto Hwy	Gulf To Lake Hwy To Pine Ridge Blvd	6.100	1
S Apopka Ave	Anna Jo Dr To Florida Ave/Main St	3.563	1
W Yulee Dr	S Cherokee Way To Suncoast Blvd/US 19	3.192	1
N Citrus Springs Blvd	Elkcam Blvd To W Withlacoochee Trl	3.694	2
W Citrus Springs Blvd	Elkcam Blvd To Florida Ave (US 41)	3.274	2
N Turkey Oak Dr	Suncoast Blvd/US 19 To Gulf To Lake Hwy	3.284	2
W Crystal Oaks Dr	Rock Crusher Rd To Gulf To Lake Hwy	1.761	3
N Quartz Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	2.865	3
<b>Roadway Segments with No Pedestrian Facilities</b>			
Florida Ave (US 41)	Norvell Bryant Hwy To Florida Ave/Main St	4.952	1
Florida Ave (US 41)	E Floral Park Dr To Cobbler Dr	4.070	1
N Citrus Ave	Suncoast Blvd/US 19 To Emerald Oaks Dr	3.864	1
Florida Ave (US 41)	Lecanto Hwy To Norvell Bryant Hwy	5.445	1
W Fort Island Trl	Western Terminus To Suncoast Blvd/US 19	9.186	1
N Lecanto Hwy	Pine Ridge Blvd To Florida Ave (US 41)	3.489	1
Florida Ave (US 41)	Marion County Line To Lecanto Hwy	6.505	1
N Forest Ridge Rd	Lecanto Hwy To Norvell Bryant Hwy	3.074	1
W Grover Cleveland Blvd	Suncoast Blvd/US 19 To Lecanto Hwy	5.381	1
W Roosevelt Blvd	Lecanto Hwy To Forest Ridge Rd	1.778	1
N Independence Hwy	Florida Ave/Main St To Gulf To Lake Hwy	2.406	1
W Halls River Rd	Riverhaven Dr To Suncoast Blvd/US 19	3.160	1
S Old Floral City Rd	Gobbler Dr To Orange Ave	2.218	1
W Dunnellon Rd	Citrus Ave To Florida Ave (US 41)	6.936	1
S Great Oaks Dr	Floral Park Dr To Orange Ave	1.750	1
W Miss Maggie Dr	Western Terminus To US 19	1.780	1
W Homosassa Trl	Suncoast Blvd/US 19 To Gulf To Lake Hwy	6.187	1
Three Sisters Spring	Suncoast Blvd/US 19 To Fort Island Trl	1.293	2
CR 39A/E Trails End	Florida Ave (US 41) To Bushnell Rd	9.629	2
S Croft Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.129	2
S Pleasant Grove Rd	Lake Lindsey Rd To Stage Coach Trl	4.496	2
Old Floral City Rd	Eden St To Gobbler Dr	3.660	2
Suncoast Blvd/US 19	Levy County Line To Dunnellon Rd	4.364	2
W Ozello Trl	Western Terminus To Suncoast Blvd/US 19	6.971	2
W Withlacoochee Trl	Citrus Springs Blvd To N Carl G Rose Hwy	4.391	2
S Cherokee Way	S Boulevard Dr To Seminole Pl	0.279	2
E Bushnell Rd	S Duval Island Rd To Sumter County Line	3.256	2
N Citrus Ave	Emerald Oaks Dr To Dunnellon Rd	3.933	2
W Venable St	Suncoast Blvd/US 19 To Rock Crusher Rd	2.602	2

On Street	From/To	Length (miles)	Tier
W Citrus Springs Bl	N Elkcaml Blvd To N Elkcaml Blvd	3.934	2
E Moccasin Slough Rd	Florida Ave (US 41) To Martins Dr	3.067	2
S Rock Crusher Rd	W Crystal Oaks Dr To W Homosassa Trl	2.427	2
W Dunnellon Rd	Suncoast Blvd/US 19 To Citrus Ave	4.924	2
W Cardinal St	Suncoast Blvd/US 19 To Lecanto Hwy	6.149	2
W Country Club Blvd	Santos Dr To Florida Ave (US 41)	1.281	2
N Lecanto Hwy	Florida Ave (US 41) To N Carl G Rose Hwy	3.505	2
E Floral Park Dr	Florida Ave (US 41) To Lingle Rd	1.567	2
S Lecanto Hwy	W Oak Park Blvd To Grover Cleveland Blvd	9.022	2
W Dunklin St	Citrus Ave To Elkcaml Blvd	5.389	2
N Rock Crusher Rd	Crystal Oaks Dr To Gulf To Lake Hwy	1.420	2
Citrus Springs Blvd	Florida Ave (US 41) To W Withlacoochee Trl	2.391	2
S Pleasant Grove Rd	Stage Coach Trl To Anna Jo Dr	5.905	2
E Stage Coach Trl	Lecanto Hwy To Pleasant Grove Rd	5.652	2
E Stage Coach Trl	Pleasant Grove Rd To Florida Ave (US 41)	4.262	2
W Oak Park Blvd	US 98 To S Lecanto Hwy	6.686	2
N Elkcaml Blvd	W Deltona Blvd To N Deltona Blvd	0.875	2
W Country Club Blvd	Florida Ave (US 41) To W Withlacoochee Trl	1.467	2
N Elkcaml Blvd	Citrus Springs Blvd To Deltona Blvd	3.342	2
E Gospel Island Rd	Belair Dr To E Gulf To Lake Hwy	3.708	2
Iverness Blvd	Apopka Ave To Florida Ave (US 41)	0.848	2
E Cypress Blvd	Suncoast Blvd/US 19 To W Oak Park Blvd	4.118	2
N Deltona Blvd	N Elkcaml Blvd To W Country Club Blvd	2.186	2
E Reehill St	Norvell Bryant Hwy To Gulf To Lake Hwy	3.367	2
W Pine Ridge Blvd	W Norvell Bryant Hwy To Lecanto Hwy	7.963	3
Perry St	S Croft Ave To N Independence Hwy	1.301	3
N Deltona Blvd	W Country Club Blvd To Lecanto Hwy	2.666	3
N Northcut Ave	Basswood Ave To Dunnellon Rd	1.340	3
E Dawson Dr	S Croft Ave To Independence Hwy	1.252	3
N Dunklenfield Ave	Venable St To Gulf To Lake Hwy	2.111	3
W Mustang Blvd	Pine Ridge Blvd To Lecanto Hwy	4.443	3
N Elkcaml Blvd	W Dunnellon Rd To Tanager St	1.118	3
E Anna Jo Dr	S Pleasant Grove Rd To S Apopka Ave	1.386	3
Oak Village Blvd	US 98 To Oak Park Blvd	1.328	3
Hampshire Blvd	Elkcaml Blvd To Lecanto Hwy	2.239	3
N Elkcaml Blvd	Mustang Blvd To Citrus Spring Blvd	3.352	3
N Fresno Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.399	3
E Steven St	Fresno Ave To Croft Ave	2.986	3
Seven Rivers Dr	Venable St To Rock Crusher Rd	0.769	3
S Istachata Rd	Lingle Rd To Bushnell Rd	1.641	3
N Emerald Oaks Dr	Suncoast Blvd/US 19 To Citrus Ave	2.880	3
W Withlacoochee Trl	Florida Ave (US 41) To Citrus Springs Blvd	3.243	3
W Riverbend Rd	W Dunnellon Rd To W Dunnellon Rd	5.324	3
S Duval Island Rd	Bushnell Rd To E Bella Vista Ct	2.143	3
N Basswood Ave	Suncoast Blvd/US 19 To Northcut Ave	5.231	3
Santos Dr	N Citrus Springs Blvd To W Citrus Springs Blvd	2.074	3
Martinelli Blvd	Elkcaml Blvd To Elkcaml Blvd	1.442	3
N Annapolis Ave	Indian Head Rd To Liberty St	2.659	3
<b>Hernando County Roadway Segments</b>			
<b>Roadway Segments with Pedestrian Facility Gaps</b>			
Mariner Blvd	County Line Rd To Spring Hill Dr	2.103	1
Cortez Blvd	Jefferson St To Main St	2.531	1
E Jefferson St	Main St To Cortez Blvd	1.858	1
CR 574/Spring Hill Dr	US 19 To Mariner Blvd	5.620	1

On Street	From/To	Length (miles)	Tier
Main St	Cortez Blvd To Jefferson St	1.200	1
Deltona Dr	Forest Oaks Blvd To Cortez Blvd	2.644	1
Northcliffe Blvd	US 19 To Mariner Blvd	2.732	1
California St	Spring Hill Dr To Cortez Blvd	4.190	1
US 98 / SR 700	Broad St (US 41) To Oakdale Ave	0.641	1
Cortez Blvd	Mondon Hill Rd To Croom Rital Rd	5.048	1
Powell Rd	Barclay Ave To Broad St (US 41)	3.636	1
Elgin Blvd	Mariner Blvd To Barclay Ave	2.467	1
Broad St (US 41)	Powell Rd To Cortez Blvd	3.649	1
Commercial Way/US 19	Centralia Rd To US 98	7.449	1
Howell Ave	Fort Dade Ave To Broad St (US 41)	1.954	1
Deltona Dr	Spring Hill Dr To Forest Oaks Blvd	2.669	1
Mckethan Rd	Pasco County Line To Cortez Blvd	2.034	1
Broad St (US 41)	County Line Rd To Powell Rd	4.493	1
Broad St (US 41)	Fort Dade Ave To Old Crystal River Rd	2.109	1
Barclay Ave	Spring Hill Dr To Cortez Blvd	3.908	1
Sunshine Grove Rd	Cortez Blvd To Hexam Rd	3.511	1
US 98/SR 700	Oakdale Ave To Yontz Rd	1.277	2
Linden Dr	Mariner Blvd To Spring Hill Dr	2.296	2
Cortez Blvd	Jasmine Dr To Mondon Hill Rd	4.195	2
Cobblestone Dr	Springshill Dr To County Line Rd	1.247	2
Hale Rd	Cortez Blvd To Broad St (US 41)	1.143	2
Shoal Line Blvd	Osoaw Blvd To N Of Jewfish Dr	1.345	2
Anderson Snow Rd	County Line Rd To Spring Hill Dr	3.181	2
Dr M L King Jr Blvd	Broad St (US 41) To Jefferson St	1.387	2
Shoal Line Blvd	N Of Jewfish Dr To Cortez Blvd	5.916	2
Linden Dr	Spring Hill Dr To County Line Rd	2.607	2
Elgin Blvd	Freeport Dr To Mariner Blvd	2.783	2
Veterans Ave	Broad St (US 41) To Jefferson St	0.468	2
Waterfall Drive	County Line Rd To Spring Hill Dr	1.638	2
Landover Blvd	Northcliffe Blvd To Elgin Blvd	1.233	2
Croom Rital Rd	Croom Rd To Cortez Blvd	5.542	2
Elwood Rd	Elgin Blvd To Mariner Blvd	1.061	3
Darby Ln	Candlelight Blvd To Jefferson St	0.654	3
<b>Roadway Segments with No Pedestrian Facilities</b>			
Wiscon Rd	Cortez Blvd To Broad St (US 41)	4.219	1
E Fort Dade Ave	Main St To McIntyre Rd	1.496	1
CR 574/Spring Hill Dr	Suncoast Pkwy To Broad St (US 41)	2.860	1
US 98/SR 700	Yontz Rd To Citrus Way	6.206	1
Cortez Blvd	Main St To Cortez Blvd	1.326	1
Snow Memorial Hwy	Broad St (US 41) To Lake Lindsey Rd	1.770	1
US 98/SR 700	US 19 To Grass St	3.245	1
Treiman Blvd	Pasco County Line To Sumter County Line	6.672	1
W Fort Dade Ave	US 98 To Howell Ave	0.598	1
Ft Dade Ave	Cobb Rd To US 98	1.403	1
US 98/SR 700	Grass St To E Of Suncoast Pkwy	1.415	2
Linden Dr	Spring Hill Dr To Mariner Blvd	1.448	2
Lake Lindsey Rd	S Pleasant Grove Rd To Sumter County Line	6.722	2
US 98/SR 700	E Of Suncoast Pkwy To Citrus Way	3.475	2
Cortez Blvd	Western Terminus To US 19	6.331	2
Ft Dade Ave	Cortez Blvd To Cobb Rd	3.191	2
Nightwalker Rd	Cortez Blvd To Ridge Rd	1.260	2
Cobb Rd	Cortez Blvd To US 98	4.448	2
Broad St (US 41)	Lake Lindsey Rd To Stage Coach Trl	6.461	2

On Street	From/To	Length (miles)	Tier
Mondon Hill Rd	Mcintyre Rd To Mondon Hill Rd	5.941	2
Sgt Lea Mills Blvd	Anderson Snow Rd To Broad St (US 41)	2.852	2
Hexam Rd	US 19 To Sunshine Grove Rd	3.289	2
Emerson Rd	Mitchell Rd To E Jefferson St	1.169	2
Manecke Rd	East Ave To Howell Ave	0.892	2
Candlelight Blvd	Cortez Blvd To Broad St (US 41)	0.922	2
Citrus Way	US 98 To Stage Coach Trl	3.349	2
Powell Rd	Broad St (US 41) To Emerson Rd	3.875	2
Spring Lake Hwy	Hayman Rd To Cortez Blvd	3.579	2
Yontz Rd	Cobb Rd To US 98	1.244	2
Broad St (US 41)	Old Crystal River Rd To Lake Lindsey Rd	4.112	2
Lake Lindsey Rd	Lake Lindsey Rd To S Pleasant Grove Rd	4.093	2
Osoyaw Blvd	Pasco County Line To US 19	3.862	2
Osoyaw Blvd	Pasco County Line To US 19	3.862	2
Citrus Way	US 98 To Ft Dade Ave	7.719	2
Sunshine Grove Rd	Sunshine Grove Rd To Centralia Rd	2.145	2
Ayers Rd	Broad St (US 41) To Culbreath Rd	4.962	2
Emerson Rd	Powell Rd To Mitchell Rd	2.198	2
Croom Rd	Broad St (US 41) To Daly Rd	3.869	2
Yontz Rd	US 98 To Howell Ave	1.431	2
Powell Road	Emerson Rd To Spring Lake Hwy	4.814	2
East Ave	Jefferson St To Manecke Rd	0.548	2
Barnett Rd	Horse Lake Rd To Broad St (US 41)	0.867	2
Cedar Ln	Powell Rd To Cortez Blvd	2.471	2
Lake Lindsey Rd	Citrus Way To US 98	1.973	2
Horse Lake Rd	Wiscon Rd To Cortez Blvd	0.722	2
Barnett Rd	Broad St (US 41) To Cortez Blvd	0.454	2
Lamar Ave	Broad St (US 41) To Main St	0.565	2
Ridge Rd	US 19 To Nightwalker Rd	0.807	3
Pine Island Dr	Sandcastle Ln To Cortez Blvd	2.457	3
Lingle Rd	Lake Lindsey Rd To E Floral Park Dr	5.607	3
Burwell Rd	Pasco County Line To Cortez Blvd	2.049	3
Mcintyre Rd	Mondon Hill Rd To Croom Rd	1.063	3
Jasmine Dr	Mondon Hill Rd To Cortez Blvd	1.003	3
Old Crystal River Rd	Broad St (US 41) To Lake Lindsey Rd	3.010	3
Centralia Rd	US 19 To Citrus Way	5.280	3
Edgewater Ave	Lake Lindsey Rd To Croom Rd	4.009	3
Spring Lake Hwy	Pasco County Line To Hayman Rd	2.537	3
Croom Rd	Daly Rd To Edgewater Ave	5.393	3
Daly Rd	Croom Rd To Lake Lindsey Rd	5.035	3
Mitchell Rd	Emerson Rd To Cortez Blvd	1.225	3
Neff Lake Rd	Powell Rd To Olympia Rd	2.454	3
Culbreath Rd	Pasco County Line To Powell Rd	4.128	3
Hayman Rd	Culbreath Rd To Spring Lake Hwy	5.215	3
Church Rd	Spring Lake Hwy To Myers Rd	2.090	3
Myers Rd	Pasco County Line To Lockhart Rd	2.491	3
Olympia Rd	Cortez Blvd To Spring Lake Hwy	1.628	3
Sedate St	Sunshine Grove Rd To Citrus Way	2.572	3
Lockhart Rd	Myers Rd To Cortez Blvd	4.571	3

## Bicycle Facility Gaps

On Street	From/To	Length (miles)	Tier
<b>Citrus County Segments</b>			
<b>Roadway Segments with Bicycle Facility Gaps</b>			
Florida Ave (US 41)	Norvell Bryant Hwy To Florida Ave/Main St	4.952	1
N Forest Ridge Rd	Lecanto Hwy To Norvell Bryant Hwy	3.074	1
<b>Roadway Segments with No Bicycle Facilities</b>			
Florida Ave (US 41)	E Floral Park Dr To Cobbler Dr	4.070	1
N Citrus Ave	Suncoast Blvd/US 19 To Emerald Oaks Dr	3.864	1
S Pleasant Grove Rd	Anna Jo Dr To Gulf To Lake Hwy	3.620	1
N Carl G Rose Hwy	Florida Ave (US 41) To Marion County Line	6.511	1
E Orange Ave	Florida Ave (US 41) To Bushnell Rd	0.775	1
N Lecanto Hwy	Pine Ridge Blvd To Florida Ave (US 41)	3.489	1
Gospel Island Rd	Pine Ave To Belair Dr	1.342	1
Florida Ave (US 41)	Eden Dr To Gobbler Dr	3.183	1
Tompkins St	Florida Ave (US 41) To Withlacoochee River	7.111	1
W Grover Cleveland B	Suncoast Blvd/US 19 To Lecanto Hwy	5.381	1
S Lecanto Hwy	Grover Cleveland Blvd To Gulf To Lake Hwy	3.248	1
N Independence Hwy	Florida Ave/Main St To Gulf To Lake Hwy	2.406	1
W Halls River Rd	Riverhaven Dr To Suncoast Blvd/US 19	3.160	1
W Dunnellon Rd	Citrus Ave To Florida Ave (US 41)	6.936	2
S Apopka Ave	Anna Jo Dr To Florida Ave/Main St	3.563	2
S Great Oaks Dr	Floral Park Dr To Orange Ave	1.750	2
W Miss Maggie Dr	Western Terminus To US 19	1.780	2
W Homosassa Trl	Suncoast Blvd/US 19 To Gulf To Lake Hwy	6.187	2
W Yulee Dr	S Cherokee Way To Suncoast Blvd/US 19	3.192	2
Three Sisters Spring	Suncoast Blvd/US 19 To Fort Island Trl	1.293	2
CR 39A/E Trails End	Florida Ave (US 41) To Bushnell Rd	9.629	2
S Croft Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.129	2
S Pleasant Grove Rd	Lake Lindsey Rd To Stage Coach Trl	4.496	2
Old Floral City Rd	Eden St To Gobbler Dr	3.660	2
N Turkey Oak Dr	Suncoast Blvd/US 19 To Gulf To Lake Hwy	3.284	2
Suncoast Blvd/US 19	Levy County Line To Dunnellon Rd	4.364	2
W Ozello Trl	Western Terminus To Suncoast Blvd/US 19	6.971	2
W Withlacoochee Trl	Citrus Springs Blvd To N Carl G Rose Hwy	4.391	2
S Cherokee Way	S Boulevard Dr To Seminole Pl	0.279	2
E Bushnell Rd	S Duval Island Rd To Sumter County Line	3.256	2
N Citrus Ave	Emerald Oaks Dr To Dunnellon Rd	3.933	2
W Venable St	Suncoast Blvd/US 19 To Rock Crusher Rd	2.602	2
W Citrus Springs Bl	N Elkcam Blvd To N Elkcam Blvd	3.934	2
E Moccasin Slough Rd	Florida Ave (US 41) To Martins Dr	3.067	2
S Rock Crusher Rd	W Crystal Oaks Dr To W Homosassa Trl	2.427	2
W Dunnellon Rd	Suncoast Blvd/US 19 To Citrus Ave	4.924	2
W Cardinal St	Suncoast Blvd/US 19 To Lecanto Hwy	6.149	2
W Country Club Blvd	Santos Dr To Florida Ave (US 41)	1.281	3
N Lecanto Hwy	Florida Ave (US 41) To N Carl G Rose Hwy	3.505	3
E Floral Park Dr	Florida Ave (US 41) To Lingle Rd	1.567	3
S Lecanto Hwy	W Oak Park Blvd To Grover Cleveland Blvd	9.022	3
W Dunklin St	Citrus Ave To Elkcam Blvd	5.389	3
N Rock Crusher Rd	Crystal Oaks Dr To Gulf To Lake Hwy	1.420	3
Citrus Springs Blvd	Florida Ave (US 41) To W Withlacoochee Trl	2.391	3
S Pleasant Grove Rd	Stage Coach Trl To Anna Jo Dr	5.905	3
E Stage Coach Trl	Lecanto Hwy To Pleasant Grove Rd	5.652	3
E Stage Coach Trl	Pleasant Grove Rd To Florida Ave (US 41)	4.262	3

On Street	From/To	Length (miles)	Tier
W Oak Park Blvd	US 98 To S Lecanto Hwy	6.686	3
N Elkcam Blvd	W Deltona Blvd To N Deltona Blvd	0.875	3
W Country Club Blvd	Florida Ave (US 41) To W Withlacoochee Trl	1.467	3
N Elkcam Blvd	Citrus Springs Blvd To Deltona Blvd	3.342	3
E Gospel Island Rd	Belair Dr To E Gulf To Lake Hwy	3.708	3
Iverness Blvd	Apopka Ave To Florida Ave (US 41)	0.848	3
E Cypress Blvd	Suncoast Blvd/US 19 To W Oak Park Blvd	4.118	3
N Deltona Blvd	N Elkcam Blvd To W Country Club Blvd	2.186	3
E Reehill St	Norvell Bryant Hwy To Gulf To Lake Hwy	3.367	3
W Crystal Oaks Dr	Rock Crusher Rd To Gulf To Lake Hwy	1.761	3
W Pine Ridge Blvd	W Norvell Bryant Hwy To Lecanto Hwy	7.963	3
Perry St	S Croft Ave To N Independence Hwy	1.301	3
N Deltona Blvd	W Country Club Blvd To Lecanto Hwy	2.666	3
N Northcut Ave	Basswood Ave To Dunnellon Rd	1.340	3
E Dawson Dr	S Croft Ave To Independence Hwy	1.252	3
N Dunkenfield Ave	Venable St To Gulf To Lake Hwy	2.111	3
W Mustang Blvd	Pine Ridge Blvd To Lecanto Hwy	4.443	3
N Elkcam Blvd	W Dunnellon Rd To Tanager St	1.118	3
E Anna Jo Dr	S Pleasant Grove Rd To S Apopka Ave	1.386	3
Oak Village Blvd	US 98 To Oak Park Blvd	1.328	3
Hampshire Blvd	Elkcam Blvd To Lecanto Hwy	2.239	3
N Elkcam Blvd	Mustang Blvd To Citrus Spring Blvd	3.352	3
N Fresno Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.399	3
E Steven St	Fresno Ave To Croft Ave	2.986	3
Seven Rivers Dr	Venable St To Rock Crusher Rd	0.769	3
S Istachata Rd	Lingle Rd To Bushnell Rd	1.641	3
N Emerald Oaks Dr	Suncoast Blvd/US 19 To Citrus Ave	2.880	3
W Withlacoochee Trl	Florida Ave (US 41) To Citrus Springs Blvd	3.243	3
W Riverbend Rd	W Dunnellon Rd To W Dunnellon Rd	5.324	3
S Duval Island Rd	Bushnell Rd To E Bella Vista Ct	2.143	3
N Basswood Ave	Suncoast Blvd/US 19 To Northcut Ave	5.231	3
Santos Dr	N Citrus Springs Blvd To W Citrus Springs Blvd	2.074	3
Martinelli Blvd	Elkcam Blvd To Elkcam Blvd	1.442	3
N Annapolis Ave	Indian Head Rd To Liberty St	2.659	3
N Quartz Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	2.865	3
<b>Hernando County Segments</b>			
<b>Roadway Segments with Bicycle Facility Gaps</b>			
W Jefferson St	US 98 To Howell Ave	0.596	1
Broad St (US 41)	Fort Dade Ave To Old Crystal River Rd	2.109	2
US 98 / SR 700	Oakdale Ave To Yontz Rd	1.277	2
Croom Rital Rd	Croom Rd To Cortez Blvd	5.542	3
Lingle Rd	Lake Lindsey Rd To E Floral Park Dr	5.607	3
<b>Roadway Segments with No Bicycle Facilities</b>			
Mariner Blvd	County Line Rd To Spring Hill Dr	2.103	1
CR 574/Spring Hill Dr	Mariner Blvd To Suncoast Pkwy	3.974	1
Mariner Blvd	Northcliffe Blvd To Cortez Blvd	3.677	1
CR 574/Spring Hill Dr	US 19 To Mariner Blvd	5.620	1
Mariner Blvd	Spring Hill Dr To Northcliffe Blvd	2.097	1
Wiscon Rd	Cortez Blvd To Broad St (US 41)	4.219	1
Main St	Cortez Blvd To Jefferson St	1.200	1
Deltona Dr	Forest Oaks Blvd To Cortez Blvd	2.644	1
E Fort Dade Ave	Main St To Mcintyre Rd	1.496	1
Northcliffe Blvd	US 19 To Mariner Blvd	2.732	1
California St	Spring Hill Dr To Cortez Blvd	4.190	1

On Street	From/To	Length (miles)	Tier
CR 574/Spring Hill Dr	Suncoast Pkwy To Broad St (US 41)	2.860	1
Cortez Blvd	Mondon Hill Rd To Croom Rital Rd	5.048	1
Powell Rd	Barclay Ave To Broad St (US 41)	3.636	1
Elgin Blvd	Mariner Blvd To Barclay Ave	2.467	1
Howell Ave	Fort Dade Ave To Broad St (US 41)	1.954	1
Deltona Dr	Spring Hill Dr To Forest Oaks Blvd	2.669	1
Forest Oaks Blvd	US 19 To Deltona Dr	1.669	1
Snow Memorial Hwy	Broad St (US 41) To Lake Lindsey Rd	1.770	2
US 98 / SR 700	US 19 To Grass St	3.245	2
Mckethan Rd	Pasco County Line To Cortez Blvd	2.034	2
Treiman Blvd	Pasco County Line To Sumter County Line	6.672	2
W Fort Dade Ave	US 98 To Howell Ave	0.598	2
Barclay Ave	Spring Hill Dr To Cortez Blvd	3.908	2
Sunshine Grove Rd	Cortez Blvd To Hexam Rd	3.511	2
Ft Dade Ave	Cobb Rd To US 98	1.403	2
Linden Dr	Spring Hill Dr To Mariner Blvd	1.448	2
Lake Lindsey Rd	S Pleasant Grove Rd To Sumter County Line	6.722	2
Linden Dr	Mariner Blvd To Spring Hill Dr	2.296	2
US 98 / SR 700	E Of Suncoast Pkwy To Citrus Way	3.475	2
Cortez Blvd	Western Terminus To US 19	6.331	2
Ft Dade Ave	Cortez Blvd To Cobb Rd	3.191	2
Cobblestone Dr	Sprriinghill Dr To County Line Rd	1.247	2
Nightwalker Rd	Cortez Blvd To Ridge Rd	1.260	2
Hale Rd	Cortez Blvd To Broad St (US 41)	1.143	2
Cobb Rd	Cortez Blvd To US 98	4.448	2
Anderson Snow Rd	County Line Rd To Spring Hill Dr	3.181	2
Dr M L King Jr Blvd	Broad St (US 41) To Jefferson St	1.387	2
Shoal Line Blvd	N Of Jewfish Dr To Cortez Blvd	5.916	2
Mondon Hill Rd	Mcintyre Rd To Mondon Hill Rd	5.941	2
Sgt Lea Mills Blvd	Anderson Snow Rd To Broad St (US 41)	2.852	2
Hexam Rd	US 19 To Sunshine Grove Rd	3.289	2
Linden Dr	Spring Hill Dr To County Line Rd	2.607	2
Emerson Rd	Mitchell Rd To E Jefferson St	1.169	2
Manecke Rd	East Ave To Howell Ave	0.892	2
Elgin Blvd	Freeport Dr To Mariner Blvd	2.783	2
Candlelight Blvd	Cortez Blvd To Broad St (US 41)	0.922	2
Citrus Way	US 98 To Stage Coach Trl	3.349	2
Powell Rd	Broad St (US 41) To Emerson Rd	3.875	2
Veterans Ave	Broad St (US 41) To Jefferson St	0.468	2
Yontz Rd	Cobb Rd To US 98	1.244	3
Lake Lindsey Rd	Lake Lindsey Rd To S Pleasant Grove Rd	4.093	3
Osoaw Blvd	Pasco County Line To US 19	3.862	3
Citrus Way	US 98 To Ft Dade Ave	7.719	3
Sunshine Grove Rd	Sunshine Grove Rd To Centralia Rd	2.145	3
Ayers Rd	Broad St (US 41) To Culbreath Rd	4.962	3
Waterfall Drive	County Line Rd To Spring Hill Dr	1.638	3
Emerson Rd	Powell Rd To Mitchell Rd	2.198	3
Croom Rd	Broad St (US 41) To Daly Rd	3.869	3
Landover Blvd	Northcliffe Blvd To Elgin Blvd	1.233	3
Yontz Rd	US 98 To Howell Ave	1.431	3
Powell Road	Emerson Rd To Spring Lake Hwy	4.814	3
East Ave	Jefferson St To Manecke Rd	0.548	3
Barnett Rd	Horse Lake Rd To Broad St (US 41)	0.867	3
Cedar Ln	Powell Rd To Cortez Blvd	2.471	3

On Street	From/To	Length (miles)	Tier
Lake Lindsey Rd	Citrus Way To US 98	1.973	3
Horse Lake Rd	Wiscon Rd To Cortez Blvd	0.722	3
Barnett Rd	Broad St (US 41) To Cortez Blvd	0.454	3
Lamar Ave	Broad St (US 41) To Main St	0.565	3
Ridge Rd	US 19 To Nightwalker Rd	0.807	3
Pine Island Dr	Sandcastle Ln To Cortez Blvd	2.457	3
Burwell Rd	Pasco County Line To Cortez Blvd	2.049	3
Mcintyre Rd	Mondon Hill Rd To Croom Rd	1.063	3
Jasmine Dr	Mondon Hill Rd To Cortez Blvd	1.003	3
Old Crystal River Rd	Broad St (US 41) To Lake Lindsey Rd	3.010	3
Centralia Rd	US 19 To Citrus Way	5.280	3
Elwood Rd	Elgin Blvd To Mariner Blvd	1.061	3
Darby Ln	Candlelight Blvd To Jefferson St	0.654	3
Croom Rd	Daly Rd To Edgewater Ave	5.393	3
Daly Rd	Croom Rd To Lake Lindsey Rd	5.035	3
Mitchell Rd	Emerson Rd To Cortez Blvd	1.225	3
Freeport Dr	Northcliffe Blvd To Deltona Dr	1.126	3
Neff Lake Rd	Powell Rd To Olympia Rd	2.454	3
Culbreath Rd	Pasco County Line To Powell Rd	4.128	3
Hayman Rd	Culbreath Rd To Spring Lake Hwy	5.215	3
Church Rd	Spring Lake Hwy To Myers Rd	2.090	3
Myers Rd	Pasco County Line To Lockhart Rd	2.491	3
Olympia Rd	Cortez Blvd To Spring Lake Hwy	1.628	3
Sedate St	Sunshine Grove Rd To Citrus Way	2.572	3
Lockhart Rd	Myers Rd To Cortez Blvd	4.571	3

# Appendix B – Project Evaluation Checklist



# Context-Based Solutions Project Evaluation Checklist

## Project Information

Project Name:

Project Manager/Contact Name:

Name of Person Completing Form (if different from Project Manager/Contact):

Project Manager/Contact Email Address:

Project Manager/Contact Phone Number:

Project Limits/Study Area:

Project Location/Jurisdiction:

Project Purpose/Description:

Proposed Project Cost Estimate:

Proposed Date of Construction/Completion:

Project Functional Classification:

- |   |  |                                      |
|---|--|--------------------------------------|
| <input type="checkbox"/> Major/Principal Arterial | <input type="checkbox"/> Major Collector | <input type="checkbox"/> Major Local |
| <input type="checkbox"/> Minor Arterial           | <input type="checkbox"/> Minor Collector | <input type="checkbox"/> Minor Local |

Project Context Classification:

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> C1 – Natural     | <input type="checkbox"/> C3C – Suburban Commercial  | <input type="checkbox"/> C4 – Urban General |
| <input type="checkbox"/> C2 – Rural       | <input type="checkbox"/> C3R – Suburban Residential | <input type="checkbox"/> C5 – Urban Center  |
| <input type="checkbox"/> C2T – Rural Town |   |   |

## Existing Conditions

Existing Right-of-Way Width (ft):

Existing Pavement Width (ft):

Existing Number of Travel Lanes:

Existing Travel Lane Width (ft):

Existing Median Width (ft):

Existing Sidewalks/Paths Width (ft):

Existing Bicycle Lanes Type & Width (ft):

Existing Posted Speed Limit (MPH):

Existing Roadway/Intersection Lighting (Y/N):

Existing Number of Signalized/Controlled Intersections:

## Proposed Conditions

Proposed Right-of-Way Width (ft):

Proposed Pavement Width (ft):

Proposed Number of Travel Lanes:

Proposed Travel Lane Width (ft):

Proposed Median Width (ft):

Proposed Sidewalks/Paths Width (ft):

Proposed Bicycle Lanes Type & Width (ft):


Proposed Posted Speed Limit (MPH):

Proposed Roadway/Intersection Lighting (Y/N):

Proposed Number of Signalized/Controlled Intersections:

## Typical Roadway Cross Sections

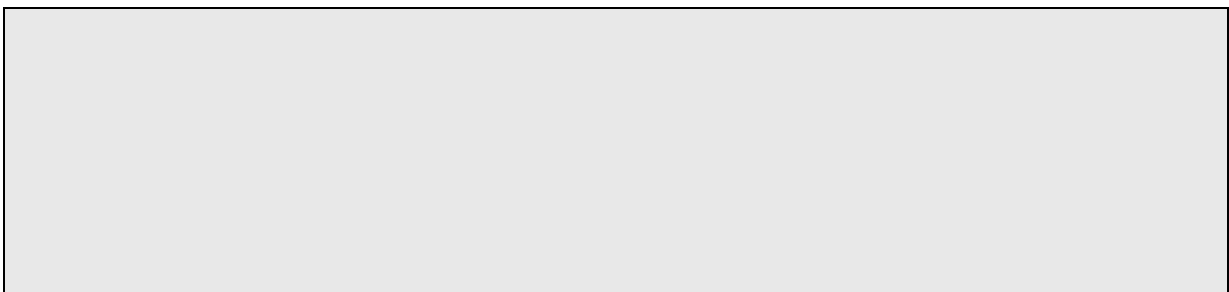
Insert an image or cross-section of the typical *existing conditions*:



Insert an image or cross-section of the typical *proposed conditions*:



Are there any unique features, qualities, and/or other information about the project that should be noted?





# Context-Based Solutions Project Evaluation Checklist

## Additional Considerations (Optional)

Is the project identified in the MPO's Long Range Transportation Plan?

- Yes |  No |  NA

Is the project identified in any other relevant planning documents, safety or engineering studies, master plans, and/or Capital Improvement Programs?

- Yes |  No |  NA

*If yes, please list documents, studies, and/or plans here:*

Are there any documented transportation safety issues/concerns along or close to the project corridor/area?

- Yes |  No |  NA

*If yes, please provide a description of the issues/concerns here:*

Are there any schools along or close to the project corridor/area?

- Yes |  No |  NA

*If yes, provide names here:*

Is there existing fixed route transit service along or close to the project corridor/area?

- Yes |  No |  NA

*If yes, provide routes here:*

Is the project along an identified non-motorized facility gap corridor?

- Yes |  No |  NA

Is the project along a designated truck/freight route?

- Yes |  No |  NA



# Context-Based Solutions Project Evaluation Checklist

## MPO Staff Evaluation/Feedback

Does the proposed project reasonably consider the mobility needs and incorporate context-based solutions for all expected existing and future users based on the context, function, and characteristics of the roadway/project area?

Yes |  No

Are there any additional considerations that should be evaluated as part of this project?

Yes |  No

*If yes, provide additional considerations here:*

Are there any additional MPO staff comments related to the proposed project?

MPO Staff Completing the Review:

MPO Review Date:



## Roadway Classifications Defined

### Functional Classification

Functional Classification is the grouping of roadways by the character of service and connectivity they provide. Functional classification helps guide transportation planning, design, operations, and funding by helping define the balance between mobility and access. The following provides a summary of the primary characteristics of each functional classification.

**Major/Principal Arterial:** Major/principal arterials provide a high degree of mobility and connectivity in both urban and rural areas. They often have the highest traffic volumes and longest trip demands outside of the interstate highway system. They provide regional and intra-regional connectivity and often connect major activity centers, employment centers, freight hubs, cities, and regional destinations.

**Minor Arterials:** Minor arterials supplement the major arterial system by providing connections for moderate length trips and intra-community connections. They often have more frequent intersections compared to major arterials and provide connections to neighborhoods, commercial areas, schools, and employment centers. These roadways are often important transit and multimodal corridors.

**Major Collectors:** Major collectors help distribute traffic from local streets and minor collectors to the arterial roadway system. They provide circulation between neighborhoods, community destinations, and commercial areas. Major collectors typically support moderate trip lengths, have lower speeds compared to arterials, serve schools, parks, and other civic uses, and are important multimodal connectors.

**Minor Collectors:** Minor collectors provide more localized circulation and distribute traffic from local streets to major collectors and arterials. Compared to major collectors, they typically serve smaller community areas, have shorter trip lengths, lower traffic volumes and speeds, and have a greater emphasis on connections to abutting land uses.

**Major Local:** Major local roads primarily provide direct access to adjacent land uses while also serving as key internal circulation routes within neighborhoods, activity centers, town centers, and downtowns. They typically have higher traffic volumes and minor local roadways and while they serve short trip lengths may provide connections or serve as neighborhood main streets, especially within residential subdivisions.

**Minor Local:** Typically the most common roadway type, minor local roadways are the most access oriented in that their primary purpose is to provide direct access to individual properties and to support low speed local traffic circulation. While they can serve commercial areas, these roadways are often associated with residential areas and have a strong emphasis on multimodal access and neighborhood livability.



# Context-Based Solutions Project Evaluation Checklist

## Context Classification

Context Classification helps to ensure that roadways are planned and designed to reflect the surrounding land use characteristics and the intended use of the roadway. Once defined, context classification is used to determine key design criteria and elements.

**C1 – Natural:** Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

**C2 – Rural:** Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

**C2T – Rural Towns:** Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

**C3R – Suburban Residential:** Mostly residential uses within large blocks and a disconnected/sparse roadway network.

**C3C – Suburban Commercial:** Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.

**C4 – Urban General:** Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

**C5 – Urban Center:** Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.



## AGENDA ITEM

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### TITLE

Review and Approval of the Annual Update of the Draft List of Priority Projects (LOPP)

### BRIEF OVERVIEW

Pursuant to Section 339.175(8), Florida Statutes, Florida MPOs are required to annually develop and submit a List of Priority Projects (LOPP) to the Florida Department of Transportation (FDOT). The LOPP is based upon the following:

- the approved Long-Range Transportation Plan (2050 LRTP for Hernando-Citrus MPO)
- the Strategic Intermodal System Plan
- the Transportation Regional Incentive Program (TRIP)
- transportation management systems, and
- the MPO's public involvement procedures.

The LOPP includes both Major Improvement/Congestion Management Projects and Transportation Alternative Projects (sidewalks, trails, etc.). Changes from the prior year's LOPP are reflected in redline/strikethrough text in the attached draft and also the items discussed at the April 23, 2026, meetings of the Committees. This year's draft reflects additional consideration factors in columns for the Transportation Alternative projects providing information to assist in the decision-making aspect of the prioritization process.

On May 28, 2026, the MPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) will review the draft LOPP and provide recommendations for approval. Any further recommendations from these committees will be incorporated and brought forward to the MPO Board on June 4, 2026. Appendix C of the FY2027-FY2031 Transportation Improvement Program (TIP) will subsequently be updated to reflect the LOPP version adopted by the MPO Board on June 4, 2026.

### FINANCIAL IMPACT

N/A

### LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the Hernando-Citrus MPO Board has the authority to take the recommended action.

### RECOMMENDATION

It is recommended the Hernando-Citrus MPO Board review and approve the annual update of the List of Priority Projects (LOPP) and include it as Appendix C of the Transportation Improvement Program for Fiscal Years 2027-Fiscal Year 2031.

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT**  
**MPO Board Adoption - June 4, 2026**

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
1	257165-6	FDOT	US 41 (SR 45)	Citrus	North of E Arlington St	E Louisiana Lane	Add 2 lanes (existing 2) and Reconstruct; <b>Includes bike lanes and sidewalks</b>	<del>Design 45% complete, ROW Deferred to FY2029</del>	\$4,621,000 (Right-of-Way)	2029	Per FDOT Tentative Work Program 11-6-25
	257165-7	FDOT	US 41 (SR 45)	Citrus	E Louisiana Lane	S of CR 486	Add 2 lanes (existing 2); <b>Includes bike lanes and sidewalks</b>	<del>Design 45% complete</del>	To Be Determined (TBD)	TBD	Requesting Estimated Project Costs from FDOT
	257165-8	FDOT	US 41 (SR 45)	Citrus	CR 486	N of SR 200	Add 2 lanes (existing 2); <b>Includes bike lanes and sidewalks</b>	<del>Design 45% complete</del>	To Be Determined (TBD)	TBD	Requesting Estimated Project Costs from FDOT
2	257298-7-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of Mariner Blvd	W of the Suncoast Parkway	Add 2 lanes (existing 2)	Right-of-Way	\$20,000,000	2029	\$10,000,000 FDOT, \$5,000,000 Each from Hernando and Pasco Co. Per FDOT TWP 11-6-25 and draft agreement.
	257298-3-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of East Rd	Spring Time St	Add 2 lanes (existing 2)	Right-of-Way	To Be Determined (TBD)	TBD	
3		FDOT	SR 200 (N Carl G. Rose Hwy)	Citrus	US 41	Marion County Line	Add 2 lanes (existing 2)	TBD	To Be Determined (TBD)	TBD	SR 200 is a FDOT District 5 Priority
	454454-1	FDOT	SR 200 (N Carl G. Rose Hwy) Replace Bridge	Citrus	US 41	Marion County Line	Replace Bridge w 4 Lanes	Bridge Replacement	\$15,879,000	2031	Moved to Production Category
4		FDOT/City of Brooksville	US 41/SR 50A One Way Pairs	Hern	Mildred Avenue	May Avenue	Revert One-Way Pairs Back to Two-Way Traffic in Downtown Brooksville.		To Be Determined (TBD)	2027	Agreement executed; approved by City Council via Resolution 2026-01
5		FDOT	US 41 at Lake Lindsey Rd	Hern			Roundabout	To Be Determined (TBD)	To Be Determined (TBD)	TBD	FDOT D7 Requested Project Included in LOPP
6		FDOT	<del>US 41/SR 45 (Broad Street) at CR 576 (Ayers Rd)</del>	Hern			<del>Intersection Improvement/add a turn lane</del>				Project being completed as part of the US41 improvements
7		FDOT-CITRUS	CR 491 (N. Lecanto Hwy.)	Citrus	W. Pine Ridge Blvd.	SR 200	Add 2 lanes (existing 2)	TBD	To Be Determined (TBD)		Citrus County working on segment from Pine Ridge to N of Hampshire
8	<del>429066-1</del>	HERN	<del>Barclay Avenue - Phase I</del>	Hern	SR 50	Lucky Lane	<del>Add 2 lanes (Construction) and Reconstruct</del>	<del>Construction Added to FY27</del>	<del>\$3,452,000</del>	<del>2027</del>	Segment moved to Production.
		HERN	Barclay Avenue - Phase II & III	Hern	Lucky Lane	Elgin Boulevard/ Powell Road	Road Design, Right-of-Way Acquisition, Utilities (Roadway approximately 2.9 miles)	To Be Determined (TBD)	To Be Determined (TBD)	TBD	Hernando County working on negotiations for Design.

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT**  
**MPO Board Adoption - June 4, 2026**

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
9		FDOT	US 41/SR 45 (Florida Avenue) at CR 491 (N Lecanto Highway)	Citrus	CR 491	Northbound US41 and Southbound US 41	Signal Improvement on Left Turn Lanes from CR491 to NB US41 & SB US41				Per FDOT only 2 phases warranted and completed. Moved off LOPP to Anticipated LOPP projects. Next warrant review is September 2028
<del>10</del> 8		FDOT-CITRUS	Cardinal St	Citrus	US 19	CR 491	Add 2 lanes (existing 2), approximately 6.9 miles.	TBD	To Be Determined (TBD)		Per TAC 4-23-26, Moved to Anticipated LOPP
11		FDOT	US 41 (SR 45)	Hern	Spring Hill Dr.	Powell Rd.	Add 2 lanes (existing 4)				Replaced with next Line
8	454840-1-52-01	FDOT	US 41 (SR 45)	Hern	County Line Road	Ayers Road	Add 2 Lanes (existing 2 lanes) - approximately 9.4 miles	Design	To Be Determined (TBD)		Per FDOT Project Description for Boundaries; Per FDOT-should be included in LOPP.
<del>11</del> 9	416735 1	FDOT	SR 50 Bypass	Hern	W. of Buck Hope Road	Jefferson Street (50A)	Add 2 lanes (existing 4)	CONST	<del>\$41,323,243</del> \$50,198,000		
12	405822-5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)				Per FDOT, Moved to Production
13	257299	FDOT	CR 485 (Cobb Rd)/SR 50 (Project is phased below in segments for funding.)	Hern	SR 50	N of Fort Dade	4 lane or 3 lane cross section				Study completed
	257299-3		CR 485 (Cobb Rd)	Hern	SR 50/50A/Cortez Blvd	Brooksville Water Reclamation Dr	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
			CR 485 (Cobb Rd)	Hern	Brooksville Water Reclamation Dr	Yontz Rd	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
			CR 485 (Cobb Rd)	Hern	Yontz Rd	US 98 (Ponce de Leon Blvd)	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
14 10		FDOT	US 41 @ North Citrus Springs Blvd. (South of Dunnellon)	Citrus			Roundabout	Design/Const	To Be Determined (TBD)		
15		FDOT	CR 490 (Homesassa Trail)	Citrus	US 19 (SR 55)/US 98	SR 44 (W. Gulf to Lake Hwy.)	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
16		FDOT	Rock Crusher Road	Citrus	CR 490	SR 44	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
17		FDOT	Venable St. / Crystal Oaks Dr.	Citrus	US 19	SR 44	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
18		FDOT	CR 490A (W. Grover Cleveland Blvd.)	Citrus	US 19 (SR 55)/US 98	CR 491 (S. Lecanto Hwy.)	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT**  
**MPO Board Adoption - June 4, 2026**

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
11		FDOT	SR50 @ Evergreen Woods	Hern	SR50	Evergreen Woods/ Highline Drive	Intersection Improvement				New Project
12		FDOT	Cobb Road at Ft. Dade Avenue	Hern	Cobb Road	Ft. Dade Avenue	Intersection Improvement				New Project
13		FDOT	SR 44	Citrus	SR 44	at S. Otis Avenue	Add Right turn lane on SR44 at S. Otis Ave		TBD	TBD	New Project
14		FDOT	US 41	Citrus	US 41	CR 491	Intersection Improvement		TBD	TBD	New Project

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT PROJECTS IN PRODUCTION**  
MPO Board - Adoption June 4, 2026

Line #	PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	COST	YEAR	DISPOSITION
1	Production	405822 3	FDOT	US 19 (SR 55) / US 98	Citrus	W. Jump Ct.	W. Fort Island Trail	Add 2 lanes (existing 4)	CONST	\$37,962,912		
2	Production	416733-2	FDOT	SR 50 Bypass	Hern	CR 485 (Cobb Rd.)	W. of Buck Hope Road	Design 45% complete, ROW underway	CONST	\$11,192,916	UNDERWAY	Completed
2	Production	442835 1	FDOT	SR 50 (Cortez Blvd.)	Hern	US 301 / SR 35 (Treiman Blvd.)	Hernando/Sumter Co. Line	Add 2 lanes (existing 2)	CONST	\$54,317,918	UNDERWAY	COMPLETED FOR HERNANDO COUNTY PORTION - CONFIRM WITH FDOT TO REMOVE FROM LIST
3	Production	448035-1	FDOT	SR 50 (Cortez Blvd.)	Hern	West of Buck Hope Road	West of E Jefferson Street	Resurfacing	CONST	To Be Determined	FY28	Per FDOT
	Production	257165-3	FDOT	US 41 (SR 45)	Citrus	SR 44	S of Withlacoochee Trail Bridge	Add 2 lanes (existing 2)	CONST	\$14,985,303	UNDERWAY	Per FDOT, can be removed.
4	Production	257165-4	FDOT	US 41 (SR 45)	Citrus	S. of Withlacoochee Trail Bridge	N of Sportsman Pt	Add 2 lanes (existing 2)	CONST	<del>\$21,511,308</del> \$34,700,000	Late 2027 2028	PER FDOT TENT WORK PROG 11-6-25
5	Production	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	CONST ROW	\$3,500,000	Late 2028 2027	PER FDOT TENT WORK PROG 11-6-25
6	Production	447536 3	FDOT	US 301	Hern	Pasco County Line	SR 50/Cortez Blvd	PE to Add 2 lanes (existing 2)	CONST		UNDERWAY	PER FDOT TENT WORK PROG 11-6-25
7	Production	452924-1	FDOT	US 41 at SR50A	Hern	North Broad Street	East Jefferson Street	Intersection Improvement	CONST	To Be Determined	Begin 2027	Per FDOT, being let with resurfacing project
8	Production	454454-1	FDOT	SR 200 (N Carl G. Rose Hwy) Replace Bridge	Citrus	US 41	Marion County Line	Replace Bridge w 4 Lanes	Bridge Replacement	\$15,879,000	2031	Per FDOT TWP 11-6-25; Move to Production Category
9	Production	429066-1	HERN	Barclay Avenue - Phase I	Hern	SR 50	Lucky Lane	Add 2 lanes (Construction) and Reconstruct	Construction Added to FY27	\$3,452,000	2027	Per FDOT Tentative Work Program 11-6-25; Segment moved to Production.
10	Production	457544-1	FDOT/HERN	Ayers Road/Hayman Rd at Culbreath Rd	Hern	Ayers at Culbreath		Roundabout	Construction Added to FY28	\$3,171,999		In Production
11	Production	405822 5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)	Design, Construction	To Be Determined		In Production

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factor(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
1 2 (Per 4-23-26 Committee s)		N Independence Hwy-PS/Sidewalk <b>(Design Only per Committee Recommendation 4-23-26)</b>	E Gulf to Lake Hwy (SR 44)	N Florida Ave (US 41)	Citrus County	Application Submitted 2025	No	Commercial at each end; no transit proximity	2.4 miles	\$5.29 Million	Transp Alt Funds		No
	<p><i>Excerpt from submitted application:</i> The sidewalk will connect to an existing pedestrian facility along SR44 and extend to US41 with an interconnection to a current and recently rehabilitated Rails to Trails facility. The surrounding neighborhood is currently growing and mostly residential in nature with Commercial establishments at the North and South ends (US41 &amp; SR44; respectively). Anticipated improvements include the construction of a five (5) to six (6)-foot-wide concrete sidewalk within the existing rural section right of way (ROW). Due to existing ROW limitations, the sidewalk may need to be constructed along alternating areas along the road; as such, closed drainage, lighting and ped-crossing improvements may be required. Maintenance would be responsibility of Citrus County and/or City of Inverness for respective jurisdictional areas. School bus stops exist along the Independence. Should homeowners be solicited for public support?</p>												
2 3 (Per 4-23-26 Committee s)		Sunshine Grove Rd. - Sidewalk	Ken Austin Pkwy.	Hexam Rd.	Hernando County	Application Submitted 2022	Yes	Yes	1.38 miles	\$1.07 Million	Transp Alt Funds		No
	<p><i>Excerpt from submitted application:</i> There is a school complex on Ken Austin Parkway which includes an Elementary, Middle and High School. There is a signalized intersection at Ken Austin Parkway and Sunshine Grove Road. A sidewalk has been constructed on the west side of Sunshine Grove Road from Cortez Blvd to Ken Austin Parkway, and a small piece on the west side from Ken Austin Parkway to Sun Road. This project would complete the sidewalk along the entirety of Sunshine Grove Road providing pedestrian access into the school complex. Ownership and maintenance of sidewalk is responsibility of Hernando County. On 4/23/26, Transit Administrator Darlene Lollie noted the implementation of a bus route on Sunshine Grove Road resulting in proximity to transit for a consideration factor.</p>												
3 4 (Per 4-23-26 Committee s)		Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive	CR 486	Citrus County (Crystal River)	No for Trans Alt Funding Application	No	No	2.4 Miles	\$2.67 Million plus PD&E (\$400,000), Right-of-Way, Trail Easements, Potential Wetland Mitigation	Transp Alt Funds		Yes (for Segment 2)
	<p><i>Excerpt from submitted application:</i> On May 9, 2017, the Citrus BOCC and City of Crystal River chose Alternative Route 1 for the route of the multi-use trail. Since there was not enough funding to move forward with the entire trail concept, the Board chose to move forward with a segment (Three Sisters to US 19 and/or Kings Bay to US 19 connecting to Jim Legrone Park). This project is listed on the Sun Coast Transportation Planning Alliance's Regional Multi-Use Trails Priority List of Projects (May 23, 2025 edition). Previous County Incentive Grant Funding (CIGP) application submitted; however, project did not receive award.</p>												

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factor(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
4 1 (Per 4-23-26 Committee s)	450592-1	California St. / Powell Rd. - Sidewalk	Spring Hill Dr. / California St.	Powell Rd./Rowan Rd.	Hernando County	Application Submitted 2022; Per FDOT PE funded last cycle for FY27	Yes	Yes	.95 mile	\$584,000	Transp Alt Funds	Yes	No
		<i>Excerpt from submitted application:</i> Along California Street between Spring Hill Drive and Powell Road, the Hernando County School system has a bus complex, high school and elementary school. There are residential areas located proximate to the complex and the added sidewalk will provide better/safer pedestrian access to the schools as well as some of the commercial businesses in the area. A sidewalk along California Street from Powell Road to Sandusky has been constructed, and from Spring Parkway to California Street along Powell Road. A sidewalk is also constructed along Spring Hill Drive.											
5		Cobblestone Dr. - Sidewalk	Pinehurst Dr.	County Line Rd.	Hernando County	Application Submitted 2022	No	Yes	.61 mile	\$511,744	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> The project improvements include design, construction and construction engineering inspection services/materials testing for a 5' wide concrete sidewalk along Cobblestone Drive from Spring Hill Drive north to Pinehurst Drive. The length of the sidewalk is approximately .61 miles. The construction of this sidewalk would provide safe pedestrian access to neighborhood amenities and commercial areas for the residents living in the surrounding areas. Ownership and maintenance of sidewalk is responsibility of Hernando County.											
6		Good Neighbor Trail (GNT) - Rehabilitation	Jefferson St.	Jasmine St.	Hernando County	No Application					Transp Alt Funds		
7		W. Linden Dr. - Sidewalk	Spring Hill Dr.	Mariner Blvd.	Hernando County	Application Submitted 2016			.74 mile	\$367,151	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> Construct a five-foot wide sidewalk along the north/east side of Linden Drive From Mariner Boulevard to Spring Hill Drive a distance of approximately .74 miles. This project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. This project will serve to provide pedestrian amenities in a residentially developed area. Maintenance of sidewalk is responsibility of Hernando County.											
8		Rock Crusher Sidewalk	W. Homosassa Trail (CR490)	W. Gulf to Bay Hwy (SR44)	Citrus County	No Application							
9		Amero Ln. - Sidewalk	Anderson Snow Road	Spring Hill Drive	Hernando County	Application Submitted 2016	No	No	1.5 Miles	\$454,061	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> The project was recently added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development to the west and Anderson Snow Park to the east. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization. The project is owned and will be maintained by Hernando County.													

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factors(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
10		E. Vine St.& E. Gospel Is. Rd.- Sidewalk	N. Apopka Ave.	W. Gulf to Lake Hwy (SR 44)	Citrus County	No Application							
11		Nightwalker Rd. - Sidewalk	Cortez Blvd. (SR 50)	Madrid Rd.	Hernando County	Application Submitted 2016	No	No	3,800 ft.	\$258,734	Transp Alt Funds		No
<p><i>Excerpt from submitted application:</i> The project involves construction of 5' sidewalk along County Right of Way. The project was added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization his project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. Maintenance of sidewalk is responsibility of Hernando County.</p>													
12		W. Cardinal St.	US 19 (S. Suncoast Blvd.)	S. Lecanto Hwy (CR 491)	Citrus County	No Application							
13		Sugarmill Woods - Multi-Use Trail along US 98	Oak Village Blvd.	Trailhead / Parking lot near the Suncoast Parkway II	Citrus County	No Application							
14		<del>US 19 Trailhead &amp; Crossing-Crosswalk</del>	Vicinity of Crosstown Trail at US 19 - (In City of Crystal		Citrus County (Crystal River)	No Application							
15		Withlacoochee State Trail (WST) – Reconstruction	Pasco/Hernando County Line	Citrus/Hernando County Line	Hernando County	No Application					Transp Alt Funds		
15a		Section a (3.15 Miles)	Pasco/Hernando Border	SR 50	Hernando County	No Application					Transp Alt Funds		
15b		Section b (5.15 Miles)	SR 50	Croom Rd.	Hernando County	No Application					Transp Alt Funds		
16		Section c (5.90 Miles)	Croom Rd.	Hernando/Citrus Border	Hernando County	No Application					Transp Alt Funds		
17		South Apopka Connector - Phase I	Dampier St.	Highland Blvd.	Citrus County (City of Inverness)	No Application							
18		W. Halls River Rd. (CR 490A) - Sidewalk	S. Riverview Circle	US 19 (S. Suncoast Blvd.)	Citrus County	No Application							
19		Spring Hill Dr. - Sidewalk	US 19	Ken Lake Ave.	Hernando County	No Application					Transp Alt Funds		
20		Eden Dr. Connector/Sidewalk	WST	Martinis Dr.	Citrus County (City of Inverness)	No Application							

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

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MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factors(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
21		Spring Hill Dr. - Sidewalk	Spring Park Way	US 41	Hernando County	Application Submitted					Transp Alt Funds		
22		Forest Dr. Sidewalk	W. Main St. (SR44)	Independence Hwy.	Citrus County	No Application - Per City of Inverness, Project Complete (Removed from List)							
23		Turner Camp Rd./Ella Ave. - PS/Sidewalk	US 41	Inverness MS	Citrus County	No Application							
24		Citrus Springs Blvd. - Bicycle Lane/PS	Dunklin Blvd.	W. Deltona Blvd.	Citrus County	No Application							
25		Suncoast Trail (SCT) – Rehabilitation	County Line Road	US 98	Hernando County	No Application					Transp Alt Funds		
25a		Section a	County Line Road	Spring Hill Drive	Hernando County						Transp Alt Funds		
25b		Section b	Spring Hill Drive	SR 50	Hernando County						Transp Alt Funds		
25c		Section c	SR 50	US 98	Hernando County						Transp Alt Funds		
25d		Section d	Centralia Rd.	US 98	Hernando County						Transp Alt Funds		
26		Elkcam Blvd. - Bicycle Lane/PS	Pine Ridge Blvd	N Citrus Springs Blvd.	Citrus County	No Application							
27		Pine Ridge Blvd. - Multiuse Trail	CR 486	CR 491	Citrus County	No Application							
28		South Apopka Connector - Phase II	Highland Blvd.	E Anna Jo Dr.	Citrus County (City of Inverness)	No Application							
29		Mossy Oak Sidewalk	US 41 and Eden Dr.	WST	Citrus County	No Application							
30		<del>Sugarmill Woods Bicycle Lane - along the following sections:</del>	-	-	Citrus County	No Application							

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factors(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
<del>30a</del>		<del>Section a. W. Oak Park Blvd.</del>	<del>Shoppes at Sugarmill Woods</del>	<del>Corkwood Blvd.</del>	<del>Citrus County</del>	<del>No Application</del>	<del>per Walt, no public support</del>						
<del>30b</del>		<del>Section b. Cypress Blvd. E</del>	<del>W. Oak Park Blvd.</del>	<del>Cypress Circle E</del>	<del>Citrus County</del>	<del>No Application</del>							
<del>31</del>		<del>W. Miss Maggie Dr. (CR 480) Sidewalk/PS</del>	<del>Chassahowitzka River Campground</del>	<del>US 19 (S. Suncoast Blvd.)</del>	<del>Citrus County</del>	<del>ROW issues, No Application Submitted</del>							
32		North Ave. - Sidewalk	Howell Ave.	Zoller St.	Hernando County (City of Brooksville)	ROW issues, No Application Submitted							
33		Kass Circle Improvements	Kass Circle		Hernando County	Under Review							
<del>34a</del>		<del>Shelter/Restroom Amenities</del>	<del>Cardinal Boulevard Trailhead</del>		<del>Citrus County</del>	<del>Removed; Jurisdictional Responsibility</del>							
<del>34b</del>		<del>Shelter/Restroom Amenities</del>	<del>SR 44 @ Suncoast Parkway</del>		<del>Citrus County</del>	<del>Removed; Jurisdictional Responsibility</del>							
35		Ft. Island Trail - Multi-Use Trail	Gulf of America	Three Sisters Trail	Citrus County (Crystal River)	Consultant Study Complete / ETDM							
36		West Inverness Trail Connector			Citrus County (City of Inverness)	No Application	.5 mile from Inverness Middle School, 1.5 miles from Citrus High School and Withlacochee Tech, 1.75 miles from Inverness Primary School	1.25 miles to grocery store; transit within 1-1.5 miles	1.5 Miles	\$3,000,000	\$1,000,000 from City of Inverness for Design/Const.		No

Note: Applications for projects are the responsibility of the jurisdictional entity.

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-26**  
**TRANSPORTATION ALTERNATIVE PROJECTS IN PRODUCTION**

**MPO Board - Adoption June 4, 2026**

Line #	Status	FPN / Resp. Agency	Project/Corridor	From	To	Area	Project Type	Project Phase/Year	Disposition
1	Production	437484 1/FDOT	W. Landover Blvd.	Northcliffe Blvd.	Elgin Blvd.	Hernando County	TA	Scheduled for Completion 2026	
2	Production	438651 1/FDOT	S Linden Dr. - Sidewalk	County Line Rd.	Spring Hill Dr.	Hernando County	TA	Scheduled for Completion 2026	
3	Production	441107 1/FDOT	Eastside Elementary – Sidewalk, Raley Rd	US 98/SR 50/Cortez Blvd	Roper Road	Hernando County	SRTS	Scheduled for Completion 2026	
4	Production	441103 1/FDOT	Freeport Dr	Deltona Blvd	Northcliffe Blvd	Hernando County	SRTS	Scheduled for Completion 2026	
5	Production	441105-1	Forest Ridge Elementary Ph 2 Sidewalk	W Lake Beverly Dr	W Colbert Ct	Citrus County	SRTS	Scheduled for Completion 2026	

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT**  
**MPO Board Adoption - June 4, 2026**

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
1	257165-6	FDOT	US 41 (SR 45)	Citrus	North of E Arlington St	E Louisiana Lane	Add 2 lanes (existing 2) and Reconstruct; Includes bike lanes and sidewalks	ROW Deferred to FY2029	\$4,621,000 (Right-of-Way)	2029	Per FDOT Tentative Work Program 11-6-25
	257165-7	FDOT	US 41 (SR 45)	Citrus	E Louisiana Lane	S of CR 486	Add 2 lanes (existing 2); Includes bike lanes and sidewalks	Design	To Be Determined (TBD)	TBD	
	257165-8	FDOT	US 41 (SR 45)	Citrus	CR 486	N of SR 200	Add 2 lanes (existing 2); Includes bike lanes and sidewalks	Design	To Be Determined (TBD)	TBD	
2	257298-7-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of Mariner Blvd	W of the Suncoast Parkway	Add 2 lanes (existing 2)	Right-of-Way	\$20,000,000	2029	\$10,000,000 FDOT, \$5,000,000 Each from Hernando and Pasco Co. Per FDOT TWP 11-6-25 and draft agreement.
	257298-3-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of East Rd	Spring Time St	Add 2 lanes (existing 2)	Right-of-Way	To Be Determined (TBD)	TBD	
3		FDOT	SR 200 (N Carl G. Rose Hwy)	Citrus	US 41	Marion County Line	Add 2 lanes (existing 2)	To Be Determined (TBD)	To Be Determined (TBD)	TBD	SR 200 is a FDOT District 5 Priority
4		FDOT/City of Brooksville	US 41/SR 50A One Way Pairs	Hern	Mildred Avenue	May Avenue	Revert One-Way Pairs Back to Two-Way Traffic in Downtown Brooksville.		To Be Determined (TBD)	2027	Agreement executed; approved by City Council via Resolution 2026-01
5		FDOT	US 41 at Lake Lindsey Rd	Hern			Roundabout	To Be Determined (TBD)	To Be Determined (TBD)	TBD	FDOT D7 Requested Project Included in LOPP
6		CITRUS	CR 491 (N. Lecanto Hwy.)	Citrus	W. Pine Ridge Blvd.	SR 200	Add 2 lanes (existing 2)	To Be Determined (TBD)	To Be Determined (TBD)		Citrus County working on segment from Pine Ridge to N of Hampshire
7		HERN	Barclay Avenue - Phase II & III	Hern	Lucky Lane	Elgin Boulevard/ Powell Road	Road Design, Right-of-Way Acquisition, Utilities (Roadway approximately 2.9 miles)	To Be Determined (TBD)	To Be Determined (TBD)	TBD	Hernando County working on negotiations for Design.
8	454840-1-52-01	FDOT	US 41 (SR 45)	Hern	County Line Road	Ayers Road	Add 2 Lanes (existing 2 lanes) - approximately 9.4 miles	Design	To Be Determined (TBD)		Per FDOT Project Description for Boundaries; Per FDOT-should be included in LOPP.
9	416735 1	FDOT	SR 50 Bypass	Hern	W. of Buck Hope Road	Jefferson Street (50A)	Add 2 lanes (existing 4)	CONST	\$50,198,000		
10		FDOT	US 41 @ North Citrus Springs Blvd. (South of Dunnellon)	Citrus			Roundabout	Design/Const	To Be Determined (TBD)		

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT**  
**MPO Board Adoption - June 4, 2026**

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
11		FDOT	SR50 @ Evergreen Woods	Hern	SR50	Evergreen Woods/ Highline Drive	Intersection Improvement				New Project
12		FDOT	Cobb Road at Ft. Dade Avenue	Hern	Cobb Road	Ft. Dade Avenue	Intersection Improvement				New Project
13		FDOT	SR 44	Citrus	SR 44	at S. Otis Avenue	Add Right turn lane on SR44 at S. Otis Ave	Construction	To Be Determined (TBD)	TBD	New Project
14		FDOT	US 41	Citrus	US 41	CR 491	Intersection Improvement		TBD	TBD	New Project

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 528-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT PROJECTS IN PRODUCTION**  
MPO Board - Adoption June 4, 2026

Line #	PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	COST	YEAR	DISPOSITION
1	Production	405822 3	FDOT	US 19 (SR 55) / US 98	Citrus	W. Jump Ct.	W. Fort Island Trail	Add 2 lanes (existing 4)	CONST	\$37,962,912		
2	Production	442835 1	FDOT	SR 50 (Cortez Blvd.)	Hern	US 301 / SR 35 (Treiman Blvd.)	Hernando/Sumter Co. Line	Add 2 lanes (existing 2)	CONST	\$54,317,918	UNDERWAY	
3	Production	448035-1	FDOT	SR 50 (Cortez Blvd.)	Hern	West of Buck Hope Road	West of E Jefferson Street	Resurfacing	CONST	To Be Determined	FY28	
4	Production	257165-4	FDOT	US 41 (SR 45)	Citrus	S. of Withlacoochee Trail Bridge	N of Sportsman Pt	Add 2 lanes (existing 2)	CONST	\$34,700,000	2028	
5	Production	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	ROW	\$3,500,000	2027	
6	Production	447536 3	FDOT	US 301	Hern	Pasco County Line	SR 50/Cortez Blvd	PE to Add 2 lanes (existing 2)	CONST		UNDERWAY	
7	Production	452924-1	FDOT	US 41 at SR50A	Hern	North Broad Street	East Jefferson Street	Intersection Improvement	CONST	To Be Determined	Begin 2027	Per FDOT, being let with resurfacing project
8	Production	454454-1	FDOT	SR 200 (N Carl G. Rose Hwy) Replace Bridge	Citrus	US 41	Marion County Line	Replace Bridge w 4 Lanes	Bridge Replacement	\$15,879,000	2031	
9	Production	429066-1	HERN	Barclay Avenue - Phase I	Hern	SR 50	Lucky Lane	Add 2 lanes (Construction) and Reconstruct	Construction Added to FY27	\$3,452,000	2027	
10	Production	457544-1	FDOT/ HERN	Ayers Road/Hayman Rd at Culbreath Rd	Hern	Ayers at Culbreath		Roundabout	Construction Added to FY28	\$3,171,999		
11	Production	405822 5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)	Design, Construction	To Be Determined		

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
1	450592-1	California St. / Powell Rd. - Sidewalk	Spring Hill Dr. / California St.	Powell Rd./Rowan Rd.	Hernando County	Application Submitted 2022; Per FDOT PE funded last cycle for FY27	Yes	Yes	.95 mile	\$584,000	Transp Alt Funds	Yes	No
		<i>Excerpt from submitted application:</i> Along California Street between Spring Hill Drive and Powell Road, the Hernando County School system has a bus complex, high school and elementary school. There are residential areas located proximate to the complex and the added sidewalk will provide better/safer pedestrian access to the schools as well as some of the commercial businesses in the area. A sidewalk along California Street from Powell Road to Sandusky has been constructed, and from Spring Parkway to California Street along Powell Road. A sidewalk is also constructed along Spring Hill Drive.											
2		N Independence Hwy-PS/Sidewalk ( <u>Design Only per Committee Recommendation 4-23-26</u> )	E Gulf to Lake Hwy (SR 44)	N Florida Ave (US 41)	Citrus County	Application Submitted 2025	No	Commercial at each end; no transit proximity	2.4 miles	\$5.29 Million	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> The sidewalk will connect to an existing pedestrian facility along SR44 and extend to US41 with an interconnection to a current and recently rehabilitated Rails to Trails facility. The surrounding neighborhood is currently growing and mostly residential in nature with Commercial establishments at the North and South ends (US41 & SR44; respectively). Anticipated improvements include the construction of a five (5) to six (6)-foot-wide concrete sidewalk within the existing rural section right of way (ROW). Due to existing ROW limitations, the sidewalk may need to be constructed along alternating areas along the road; as such, closed drainage, lighting and ped-crossing improvements may be required. Maintenance would be responsibility of Citrus County and/or City of Inverness for respective jurisdictional areas. School bus stops exist along the Independence. Should homeowners be solicited for public support?											
3		Sunshine Grove Rd. - Sidewalk	Ken Austin Pkwy.	Hexam Rd.	Hernando County	Application Submitted 2022	Yes	Yes (Transit)	1.38 miles	\$1.07 Million	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> There is a school complex on Ken Austin Parkway which includes an Elementary, Middle and High School. There is a signalized intersection at Ken Austin Parkway and Sunshine Grove Road. A sidewalk has been constructed on the west side of Sunshine Grove Road from Cortez Blvd to Ken Austin Parkway, and a small piece on the west side from Ken Austin Parkway to Sun Road. This project would complete the sidewalk along the entirety of Sunshine Grove Road providing pedestrian access into the school complex. Ownership and maintenance of sidewalk is responsibility of Hernando County. On 4/23/26, Transit Administrator Darlene Lollie noted the implementation of a bus route on Sunshine Grove Road resulting in proximity to transit for a consideration factor.											

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
4		Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive	CR 486	Citrus County (Crystal River)	No for Trans Alt Funding Application	No	No	2.4 Miles	\$2.67 Million plus PD&E (\$400,000), Right-of-Way, Trail Easements, Potential Wetland Mitigation	Transp Alt Funds		Yes (for Segment 2)
<p><i>Excerpt from submitted application:</i> On May 9, 2017, the Citrus BOCC and City of Crystal River chose Alternative Route 1 for the route of the multi-use trail. Since there was not enough funding to move forward with the entire trail concept, the Board chose to move forward with a segment (Three Sisters to US 19 and/or Kings Bay to US 19 connecting to Jim Legrone Park). This project is listed on the Sun Coast Transportation Planning Alliance's Regional Multi-Use Trails Priority List of Projects (May 23, 2025 edition). Previous County Incentive Grant Funding (CIGP) application submitted; however, project did not receive award.</p>													
5		Cobblestone Dr. - Sidewalk	Pinehurst Dr.	County Line Rd.	Hernando County	Application Submitted 2022	No	Yes	.61 mile	\$511,744	Transp Alt Funds		No
<p><i>Excerpt from submitted application:</i> The project improvements include design, construction and construction engineering inspection services/materials testing for a 5' wide concrete sidewalk along Cobblestone Drive from Spring Hill Drive north to Pinehurst Drive. The length of the sidewalk is approximately .61 miles. The construction of this sidewalk would provide safe pedestrian access to neighborhood amenities and commercial areas for the residents living in the surrounding areas. Ownership and maintenance of sidewalk is responsibility of Hernando County.</p>													
6		Good Neighbor Trail (GNT) - Rehabilitation	Jefferson St.	Jasmine St.	Hernando County	No Application					Transp Alt Funds		
7		W. Linden Dr. - Sidewalk	Spring Hill Dr.	Mariner Blvd.	Hernando County	Application Submitted 2016			.74 mile	\$367,151	Transp Alt Funds		No
<p><i>Excerpt from submitted application:</i> Construct a five-foot wide sidewalk along the north/east side of Linden Drive From Mariner Boulevard to Spring Hill Drive a distance of approximately .74 miles. This project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. This project will serve to provide pedestrian amenities in a residentially developed area. Maintenance of sidewalk is responsibility of Hernando County.</p>													
8		Rock Crusher Sidewalk	W. Homosassa Trail (CR490)	W. Gulf to Bay Hwy (SR44)	Citrus County	No Application							

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
9		Amero Ln. - Sidewalk	Anderson Snow Road	Spring Hill Drive	Hernando County	Application Submitted 2016	No	No	1.5 Miles	\$454,061	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> The project was recently added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development to the west and Anderson Snow Park to the east. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization. The project is owned and will be maintained by Hernando County.													
10		E. Vine St. & E. Gospel Is. Rd.- Sidewalk	N. Apopka Ave.	W. Gulf to Lake Hwy (SR 44)	Citrus County	No Application							
11		Nightwalker Rd. - Sidewalk	Cortez Blvd. (SR 50)	Madrid Rd.	Hernando County	Application Submitted 2016	No	No	3,800 ft.	\$258,734	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> The project involves construction of 5' sidewalk along County Right of Way. The project was added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization his project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. Maintenance of sidewalk is responsibility of Hernando County.													
12		W. Cardinal St.	US 19 (S. Suncoast Blvd.)	S. Lecanto Hwy (CR 491)	Citrus County	No Application							
13		Sugarmill Woods - Multi-Use Trail along US 98	Oak Village Blvd.	Trailhead / Parking lot near the Suncoast Parkway II	Citrus County	No Application							
14		US 19-Crosswalk	Vicinity of Crosstown Trail at US 19 - (In City of Crystal		Citrus County (Crystal River)	No Application							
15		Withlacoochee State Trail (WST) – Reconstruction	Pasco/Hernando County Line	Citrus/Hernando County Line	Hernando County	No Application					Transp Alt Funds		
15a		Section a (3.15 Miles)	Pasco/Hernando Border	SR 50	Hernando County	No Application					Transp Alt Funds		
15b		Section b (5.15 Miles)	SR 50	Croom Rd.	Hernando County	No Application					Transp Alt Funds		
16		Section c (5.90 Miles)	Croom Rd.	Hernando/Citrus Border	Hernando County	No Application					Transp Alt Funds		

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**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

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							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
17		South Apopka Connector - Phase I	Dampier St.	Highland Blvd.	Citrus County (City of Inverness)	No Application							
18		W. Halls River Rd. (CR 490A) - Sidewalk	S. Riverview Circle	US 19 (S. Suncoast Blvd.	Citrus County	No Application							
19		Spring Hill Dr. - Sidewalk	US 19	Ken Lake Ave.	Hernando County	No Application					Transp Alt Funds		
20		Eden Dr. Connector/Sidewalk	WST	Martinis Dr.	Citrus County (City of Inverness)	No Application							
21		Spring Hill Dr. - Sidewalk	Spring Park Way	US 41	Hernando County	Application Submitted					Transp Alt Funds		
22		Turner Camp Rd./Ella Ave. - PS/Sidewalk	US 41	Inverness MS	Citrus County	No Application							
23		Citrus Springs Blvd. - Bicycle Lane/PS	Dunklin Blvd.	W. Deltona Blvd.	Citrus County	No Application							
24		Suncoast Trail (SCT) – Rehabilitation	County Line Road	US 98	Hernando County	No Application					Transp Alt Funds		
24a		Section a	County Line Road	Spring Hill Drive	Hernando County						Transp Alt Funds		
24b		Section b	Spring Hill Drive	SR 50	Hernando County						Transp Alt Funds		
24c		Section c	SR 50	US 98	Hernando County						Transp Alt Funds		
24d		Section d	Centralia Rd.	US 98	Hernando County						Transp Alt Funds		
25		Elkcam Blvd. - Bicycle Lane/PS	Pine Ridge Blvd	N Citrus Springs Blvd.	Citrus County	No Application							
26		Pine Ridge Blvd. - Multiuse Trail	CR 486	CR 491	Citrus County	No Application							
27		South Apopka Connector - Phase II	Highland Blvd.	E Anna Jo Dr.	Citrus County (City of Inverness)	No Application							
28		Mossy Oak Sidewalk	US 41 and Eden Dr.	WST	Citrus County	No Application							

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

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							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
29		North Ave. - Sidewalk	Howell Ave.	Zoller St.	Hernando County (City of Brooksville)	ROW issues, No Application Submitted							
30		Kass Circle Improvements	Kass Circle		Hernando County	Under Review							
31		Ft. Island Trail - Multi-Use Trail	Gulf of America	Three Sisters Trail	Citrus County (Crystal River)	Consultant Study Complete / ETDM							
32		West Inverness Trail Connector			Citrus County (City of Inverness)	No Application	.5 mile from Inverness Middle School, 1.5 miles from Citrus High School and Withlacoochee Tech, 1.75 miles from Inverness Primary School	1.25 miles to grocery store; transit within 1-1.5 miles	1.5 Miles	\$3,000,000	\$1,000,000 from City of Inverness for Design/Const.		No

*Note: Applications for projects are the responsibility of the jurisdictional entity.*

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**TRANSPORTATION ALTERNATIVE PROJECTS IN PRODUCTION**

**MPO Board - Adoption June 4, 2026**

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1	Production	437484 1/FDOT	W. Landover Blvd.	Northcliffe Blvd.	Elgin Blvd.	Hernando County	TA	Scheduled for Completion 2026	
2	Production	438651 1/FDOT	S Linden Dr. - Sidewalk	County Line Rd.	Spring Hill Dr.	Hernando County	TA	Scheduled for Completion 2026	
3	Production	441107 1/FDOT	Eastside Elementary – Sidewalk, Raley Rd	US 98/SR 50/Cortez Blvd	Roper Road	Hernando County	SRTS	Scheduled for Completion 2026	
4	Production	441103 1/FDOT	Freeport Dr	Deltona Blvd	Northcliffe Blvd	Hernando County	SRTS	Scheduled for Completion 2026	
5	Production	441105-1	Forest Ridge Elementary Ph 2 Sidewalk	W Lake Beverly Dr	W Colbert Ct	Citrus County	SRTS	Scheduled for Completion 2026	



## AGENDA ITEM

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### TITLE

Review and Adoption, by Roll-Call Vote, of the Draft Transportation Improvement Program (TIP) FY2027-FY2031, as prepared by the General Planning Consultant, Benesch & Associates

### BRIEF OVERVIEW

The purpose of the Transportation Improvement Program (TIP) is to identify transportation needs and priorities of the metropolitan planning area including regionally significant projects regardless of their funding source (23 USC and 49 USC, Chapter 53).

The TIP for the Hernando/Citrus Metropolitan Planning Organization (MPO) contains the funded Florida Department of Transportation (FDOT) Five-Year Work Program and the submitted local jurisdiction Capital Improvement Program (CIP) projects for Hernando County, Citrus County, the jurisdictions of the City of Brooksville, and the City of Crystal River. The TIP reflects the projects contained in the 2050 Long-Range Transportation Plan (LRTP). Projects are required to be shown in the TIP for inclusion into the State Transportation Improvement Program (STIP) and receive subsequent funding.

A 30-day public comment period is required prior to the adoption of the TIP by the MPO Board. The public comment period began May 1, 2026, and continues through this public hearing. The draft is currently under review by the Florida Department of Transportation District 7 and the Federal Highway Administration. Once comments are received from these agencies, any adjustments will be made to the TIP as appropriate.

The Draft TIP was prepared by the MPO's consultant, Benesch and Associates. The Draft TIP contains a narrative discussion of the contents of the document including the five-year program of the Florida Department of Transportation for the MPO transportation planning area. It includes the following supporting appendices:

- **Appendix A:** An index for future modifications and amendments to the adopted TIP
- **Appendix B:** *Performance Measures* - identifies safety initiatives represented by the projects in the TIP
- **Appendix C:** *List of Priority Projects (LOPP)* - will be updated to include the version of the LOPP adopted by the MPO Board on June 4, 2026
- **Appendix D:** *Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms*
- **Appendix E:** *5-Year Funded Projects* - The work program furnished by the FDOT District 7. A notable change in the work program is the reflection of indirect costs in the project amounts
- **Appendix F:** *FDOT Annual List of Obligated Projects* - The FDOT's annual list of obligated projects for the MPO's planning area
- **Appendix G:** *Local Agency Capital Improvement Programs* - submitted lists of Local

Agency Capital Improvement Plans for Citrus County, Hernando County, and the cities of Brooksville and Crystal River. Capital improvements are subject to the approval of the jurisdictional entities through their respective budget processes.

- **Appendix H: 5-Year Schedule of Capital Improvements for Transit Systems in Citrus/Hernando County** - contains the transit system lists of capital and operating needs and associated revenue funding sources for Hernando's TheBus and the Citrus County Transit system.
- **Appendix I: Transportation Disadvantaged 5-Year Program** - contains the Transportation Disadvantaged 5-Year program lists submitted by Hernando County and Citrus County.

As noted above, the 5-Year Funded Projects List for the work program is provided by FDOT and is contained in Appendix E. The draft work program for FY2027-FY2031 total is \$1,162,189,100 which includes the amount of funding that has occurred on the projects prior to FY2027 and the estimated costs through FY2031. The amount is a decrease by \$68,251,130 from the FY2026-FY2030 TIP work program amount of \$1,230,440,230.

The 2050 LRTP reflects the Hernando/Citrus MPO's goal which is "to provide a safe and efficient transportation system that addresses the priorities of the community." The objectives of the 2050 LRTP goal are: Safety, Economy, Mobility, Intermodal, Livability, Preservation, and Implementation. The projects reflected in the TIP are consistent with the 2050 LRTP and, therefore, are in conformance with the state and federal requirements for the Transportation Improvement Program.

On May 28, 2026, the MPO Board's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) will have reviewed the FY2027-FY2031 Transportation Improvement Program (TIP). Due to the timing of the Board's packet distribution, the recommendations of the Committees will be provided to the MPO Board at the June 4, 2026, meeting.

## **STRATEGIC PLAN INITIATIVES**

The projects contained in the TIP are consistent with the strategic planning initiatives of Citrus and Hernando Counties by investing in its transportation facilities and safety-focused priorities.

## **FINANCIAL IMPACT**

No financial impact at this time.

## **LEGAL NOTE**

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to take the recommended action.

## **RECOMMENDATION**

It is recommended that the MPO Board review the draft Transportation Improvement Program for FY2027-FY2031, receive public comment, adopt it by a roll-call vote, authorizing the MPO Chair to execute the Endorsement Page, and for the MPO Staff to make any necessary edits

requested by the FDOT, and submitting it to FDOT in accordance with federal and state regulations.



# Transportation Improvement Program Fiscal Years 2027 – 2031 DRAFT



Adoption Date: June 4, 2026

*Hernando/Citrus Metropolitan Planning Organization  
789 Providence Boulevard, Brooksville, Florida 34601*

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TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2027 – 2031  
JULY 1, 2026 – JUNE 30, 2031

Adoption Date: June 4, 2026

**DRAFT for Public Review and Comment**

Hernando/Citrus Metropolitan Planning Organization

789 Providence Boulevard, Brooksville, Florida 34601

[www.hernandocitrusmpo.us](http://www.hernandocitrusmpo.us)

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The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Subpart C, Subsection 450.326 of Title 23, Code of Federal Regulations (CFR)].

The content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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## **HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO) BOARD and STAFF**

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# HERNANDO/CITRUS MPO ENDORSEMENT FOR ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM

(FISCAL YEARS 2027 – 2031)

## Endorsement

This document was prepared by the Hernando/Citrus Metropolitan Planning Organization (MPO) and is consistent with state and federal requirements, in cooperation with the Florida Department of Transportation (FDOT) District Seven Office, Hernando County Transportation Services, the Citrus County Engineering Division, the City of Brooksville, the City of Crystal River, and the City of Inverness.

The Hernando/Citrus MPO, at its regular meeting on June 4, 2026, endorsed the Fiscal Year 2027 - Fiscal Year 2031 Hernando/Citrus Transportation Improvement Program {TIP}.

Further, it is hereby certified that the planning process of the Hernando/Citrus Area Transportation Study is being carried on in conformance with the provisions of 23 CFR 450.326(n)(1), 23 CFR 450.332(b), 23 USC 134, and Chapter 339.175 F.S.

This certification determination is being made based on an in-depth review, utilizing a checklist provided by FDOT and covering all aspects of the transportation planning process in the Spring Hill Urbanized Area, the Homosassa Springs-Beverly Hills- Citrus Springs Urbanized Area, and the remainder of Hernando County and Citrus County.

Metropolitan Planning Organization Board, June 4, 2026

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John Allocco  
Chair

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY

BY \_\_\_\_\_

MPO Attorney

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## **Purpose Statement**

The purpose of the Transportation Improvement Program (TIP) is to identify transportation needs and priorities of the metropolitan planning area including regionally significant projects regardless of their funding source (23 USC and 49 USC, Chapter 53). The TIP demonstrates the process of prioritizing, selecting, and funding transportation projects in accordance with federal requirements of Title 23 CFR 450 and Title 49 CFR Chapter 53, as amended.

The Transportation Improvement Program (TIP) is a five-year (5-year) plan for the Hernando/Citrus Metropolitan area which encompasses Citrus and Hernando counties and the cities within their boundaries, i.e., City of Crystal River, City of Inverness, and the City of Brooksville, respectfully. The plan includes the multi-modal project improvements consistent with the Long-Range Transportation Plan (LRTP) and is updated annually.

The TIP is developed through a continuing, comprehensive, and coordinated effort with the Florida Department of Transportation (FDOT), Federal Transit Administration (FTA), Hernando/Citrus Metropolitan Planning Organization (MPO), and the public.

## **Public Participation Process in the 5-Year TIP**

The adoption of the Transportation Improvement Program (TIP) of the Hernando/Citrus Metropolitan Planning Organization (MPO) is conducted pursuant to the Public Participation Plan (PPP) process which was updated May 1, 2025. The process includes the review and recommendation of the TIP by the MPO's public committees, i.e., the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and the Bicycle/Pedestrian Advisory Committee (BPAC). The MPO Board will review and approve the TIP and provide it to the Florida Department of Transportation pursuant to law (Chapter 339.175 (8)). The MPO committees reviewed the Draft FY 2027 – FY 2031 TIP on May 28, 2026. The Draft TIP for FY 2027 – FY 2031 was posted on the MPO's website for a 30-day public review comment period ending June 4, 2026.

## **Project Selection Process**

The federally funded projects included within this TIP were selected in accordance with Title 23, CFR 450.332(b). The project selection process involves the FDOT, FHWA, FTA, the Hernando/Citrus MPO, the Local Public Transit Agencies, Community Transportation Coordinators (CTCs), and the municipalities within the MPO's urbanized area. Projects funded by Title 23 and Title 49 funds and all regionally significant projects in this TIP reflect Year of Expenditure (YOE) costs based on the year in which funding is anticipated to be available consistent with the requirements of 23 CFR Part 450.326(a) and Chapter 339.175(8), F.S.

The contents of this TIP were developed consistent with requirements from the most recent federal transportation authorizing legislation known as the Infrastructure Investment and Jobs Act (IIJA) also known as the "Bipartisan Infrastructure Law" (BIL) which was signed into law on November 15, 2021. This act was the successor to the "Fixing America's Surface Transportation Act" (FAST Act) passed in 2015. Based on the fact sheet produced by the Federal Highway Administration, the FAST Act added two planning factors which sought to improve the resiliency and reliability of the transportation system; (1) reduce or mitigate storm water impacts of surface transportation and (2) enhance travel and tourism. The BIL also retains many of the planning

requirements and programs from the already established FAST Act requirements for highway, transit, pedestrian, and bike programs and policies initially established in 1991 through the Intermodal Surface Transportation Efficiency Act (ISTEA).

## **Consistency with the 2050 LRTP and MPO Area Plans**

The adopted Hernando/Citrus TIP is consistent with the following Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) work program development requirements:

- Only major categories of federal and state funding are included within the TIP.
- The federally funded projects within the TIP have been reviewed and found to be consistent with the MPO priorities as determined through the project selection process.
- The projects selected for the Hernando/Citrus TIP are consistent with:
  - FDOT’s 5-Year Work Program and Strategic Intermodal System (SIS) Plan
  - The Brooksville-Tampa Bay Regional, Crystal River, and Inverness Airport Master Plans
  - Hernando/Citrus MPO 2050 Long-Range Transportation Plan
  - Hernando County Transit Development Plan
  - Citrus County Transit Development Plan
  - Transportation Disadvantaged Service Plans (TDSP) for both Hernando County and Citrus County
  - Hernando County Comprehensive Plan
  - Citrus County Comprehensive Plan
  - City of Brooksville Comprehensive Plan
  - City of Crystal River Comprehensive Plan
  - City of Inverness Comprehensive Plan

## **Amendments and Modifications to the 5-Year TIP**

### Amendments to the Transportation Improvement Program

An amendment is a revision to a TIP or STIP that involves a major change to a project in a TIP or STIP, including addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change in design concept or design scope (i.e., changing project termini or the number of through traffic lanes). [23 CFR 450.104] An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable. TIP Amendment requests are made by the District to the MPO and require MPO Board approval. TIP Amendments being brought before the MPO Board that affect projects in the first three years of the TIP must be approved by the MPO Board with a recorded roll call vote of a majority of the membership present. [Chapter 339.175, F.S.]. TIP modifications or amendments will be processed through the MPO Document Portal, which then notifies the appropriate agency contacts for review. Amendments to the TIP after adoption will be reflected in the index in Appendix A.

### Modifications to the Transportation Improvement Program

An administrative modification is a minor revision to a TIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination, if applicable. [23 CFR 450.104]. Modifications to the TIP after adoption will be reflected in the index in Appendix A.

## **Performance Management**

The TIP considers potential projects that fall into specific investment priorities established by the MPO in the Long-Range Transportation Plan (LRTP). For the Hernando/Citrus MPO this includes safety programs such as:

- Continued involvement and support on the Community Traffic Safety Team (CTST) and the Safe Routes to Schools (SRTS) program to address infrastructure or behavioral safety.
- Infrastructure improvement examples include installation of flashing signals or beacons, roadway lighting, traffic calming, and traffic signals.
- Behavioral safety examples include Safe Routes to School (SRTS) education/enforcement activities, and pedestrian/bicycle safety education.

The TIP includes specific investment priorities that support each of the MPO's goals including safety, using a prioritization and project selection process established in the LRTP. The TIP prioritization process continues to use a data-driven method and stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO's goal of reducing fatal and severe injury crashes is linked to this investment plan and the process used in prioritizing the project is consistent with federal requirements. The federally required performance measures were incorporated into the Hernando/Citrus MPO's Congestion Management Process initially in 2017 and have been updated as required by law. The specific performance measures address the following:

- Safety (Fatalities and Severe Injuries)
- System Performance (Reliable Travel Time)
- Goods/Freight Movement (Reliable Travel Time for Trucks)
- System Preservation (Pavement and Bridge Condition)
- Transit Asset Management
- Public Transit Agency Safety Plan

State DOTs are required to establish statewide targets for the required performance measures and MPOs have the option to support the statewide targets or adopt their own. Currently, the Hernando/Citrus MPO has adopted the FDOT performance targets to be in compliance as shown in Performance Management Requirements for *Hernando/Citrus Metropolitan Planning Organization Transportation Improvement Programs*. These performance measures and targets only apply to the National Highway System (NHS) which includes the Interstate Highway System and typically the Principal Arterials. NHS roadways in

Citrus and Hernando Counties include the following: Interstate 75 (I-75), US 19, US 301, US 41, US 98, SR 44, SR 200, SR 50, and SR 589 (Suncoast Parkway).

The TIP is implementing transit safety investments by including the purchase of capital to meet transit needs is anticipated to achieve the targets for reducing system failures. The projects contained in the TIP are consistent with the Public Transportation Agency Safety Plans for Hernando and Citrus counties and service to align the schedule of needs in the TIP with the goals, objectives, strategies, and investment priorities from their safety plans consistent with the 2050 LRTP.

## **List of Priority Projects (LOPP) for Major Improvement & Congestion Management and List of Priority Projects for Transportation Alternatives**

The Hernando/Citrus MPO is responsible for annually developing a List of Priority Projects (LOPP) for Transportation Priority for Major Improvement & Congestion Management and a List of Priority Projects for Transportation Alternatives and submitting the list to the Florida Department of Transportation (FDOT) for consideration during the development of the 5-Year Work program for the MPO area. The MPO, working through its Technical Advisory, Bicycle/Pedestrian Advisory, and Citizens Advisory committees (a part of the public participation process), prioritizes projects based upon projects identified through the Cost-Feasible Plan of the 2050 Long-Range Transportation Plan (LRTP).

This prioritization will also incorporate Complete Streets elements that rely on FDOT's Context Classification process. This will allow FDOT to review projects on the state system with the goal of applying Complete Street features wherever possible. On local facilities, it would also allow the MPO to suggest Complete Street features to the extent possible.

The LOPP includes a list of projects involving major improvement and congestion management and a separate list of transportation alternatives projects. These lists contain projects that are considered of highest priority for improvement by the MPO and its advisory committees. The criteria for the prioritization of transportation projects include existing and projected facilities levels of service, safety considerations, anticipated funding levels, ability to complete the project, and overall modal performance and system connectivity.

Consistent with federal requirements and the 2050 Long-Range Transportation Plan (LRTP), the prioritization process considers the recommendations of the MPO Board's advisory committees (Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee). Also consistent with the adopted Public Participation Plan (PPP), the MPO Board conducts a public hearing to adopt the Transportation Improvement Program (TIP). The MPO List of Priority Projects (LOPP) approved by the MPO Board on June 4, 2026, can be found in Appendix C.

## **Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms**

The 5-Year Transportation Improvement Program (TIP) incorporates terms, abbreviations, funding types and codes and acronyms that are common in the day-to-day activities of those individuals/agencies involved in transportation planning. For the

clarification of any of these items used within the TIP, Appendix D is a useful illustration of what terms mean or represent. Funding types/codes can also be found in Appendix D.

## **FDOT's Tentative 5-Year Work Program Public Hearing**

The FDOT conducted an on-line Public Hearing through the use of an interactive website from October 20, 2025 through November 3, 2025 to solicit public comment on the 5-Year Tentative Work Program. This website featured various links relating to the Tentative Work Program including a Virtual Public Hearing link and an interactive GIS MAP containing all the projects within the five-year work program. An in-person open house was conducted on Wednesday, October 22, 2025, from 3:00 p.m. to 7:00 p.m. at the Temple Terrace Public Library, 202 Bullard Parkway, Temple Terrace, Florida.

On October 23, 2025, the District 7 team provided highlights from the Tentative 5-Year Work Program at the public meetings of the Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. On November 6, 2025, the District 7 team presented highlights of the Tentative 5-Year Work Program to the public meeting of the MPO Board. The public was encouraged to provide comments through the District 7 Work Program website or by submitting comments in writing. The public comments were due by November 3, 2025, to become part of the official record.

## **Regional Coordination Efforts**

The Hernando/Citrus MPO is a member partner in the Suncoast Transportation Planning Alliance (SCTPA) formerly known as the MPO Chairs Coordinating Committee (CCC) of West Central Florida. It is comprised of Hernando/Citrus, Hillsborough, Pasco, Pinellas, Polk, and Sarasota/Manatee Metropolitan Planning Organizations (MPOs) and Transportation Planning Organizations (TPOs). The SCTPA provides for a coordinated working forum and process to allow for comprehensive planning with District partners/agencies.

The SCTPA works as a region to prepare plans, studies, and priorities for regionally significant projects, review the impact of significant land-use decisions, share current travel data and trends, and adopt regional transportation plans and priorities for highway, public transportation, and multi-use trail improvements. As the region stands to see continued growth in population, economy, and travel, the SCTPA will provide sound, forward-thinking transit and transportation options to support this growth and a sustainable future for our region. The SCTPA conduct monthly meetings of its partner directors to allow for networking and collaboration on projects and processes. On a quarterly/semi-annual basis, meetings with member MPO/TPO Board members and directors occur allowing for engagement of leaders in the process of establishing priorities and understanding the needs of the communities involved. Regional transportation priorities of the SCTPA include:

**Roadways:**

- I-75 Interchange at Gibsonton Dr
- I-275 Express Lanes from I-375 to Gandy Blvd.
- SR 54/US 41 Intersection
- US 41 from SR 44 to SR 200
- Desoto Bridge Replacement
- Bradenton-Palmetto Connector
- I-4 and the SR 33 Interchange Design and Construction (Exit 38)
- Downtown Lakeland Intermodal Transit Center
- Regional Rapid Transit in the I-275 Corridor
- Regional passenger rail transit connection between Tampa and Orlando
- HART Heavy Maintenance Facility (Hillsborough)
- Florida/Tampa Bus Rapid Transit Project (downtown Tampa to USF)
- Pasco/Hernando County Line Road
- SR 60 from CR 630 to US 441

**Trails:**

- Three Sisters Springs Connector Multi-Use Trail (Citrus County)
- Orange Belt - Caliente and Orange Belt-Pompano (Pasco County)
- Tampa Bypass Canal Trail (Hillsborough County)
- South Coast Greenway/Mariella Johns Smith Trail (Hillsborough County)
- Upper Tampa Bay Trail IV Suncoast Trail Connection (Hillsborough)
- Joe's Creek Trail (Pinellas County)
- Pinellas Trail Loop/126<sup>th</sup> Ave (Pinellas County)
- Palma Sola Causeway to Green Bridge (Manatee, Sarasota)
- 17<sup>th</sup> St Multi Modal Trail Connection (Manatee, Sarasota)
- Old Dixie Trail – Auburndale to Lake Alfred (Polk)
- Ingraham Avenue Trail – Lakeland (Polk)
- Legacy Trail Overpasses (Sarasota, Manatee Counties)

**Summary of TIP Projects for Fiscal Year 2027 through Fiscal Year 2031**

The 5-Year Transportation Improvement Program (FY 2027 - FY 2031) is based on input from the FDOT. It incorporates the major bridge, highway, rail, intersection, maintenance, repair, reconstruction, replacement, transit, and new construction projects currently programmed for accomplishment by federal, state, and/or local funds in the Hernando/Citrus MPO planning area. Also included in this listing of project costs is the calculated indirect cost by project phase in order to comply with the requirement that the TIP show total project costs. This summary is found in Appendix E.

The primary purpose of this section is to provide details of area priorities, funding, phasing, cost estimates, and the timings of the Hernando/Citrus MPO improvements projected for implementation.

### **Projects on the Strategic Intermodal System (SIS)**

Project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase, and a Construction (CST) phase. Some projects may not have a ROW phase if land is not needed to complete the project. SIS projects will have historical costs, five years of the current TIP and five years beyond the current TIP. If there is no construction phase on the TIP page, then the entry may not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

The SIS is a network of high priority transportation facilities which includes the State's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. All projects on the SIS will have a SIS identifier on the TIP page. The LRTP reference on the project detail page provides the information necessary to locate the full costs and/or additional details in the 2050 LRTP.

### **Non-Strategic Intermodal System (SIS) Projects**

The project production sequence contains a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase, and a Construction (CST) phase. Some projects may not have a ROW phase if land is not needed to complete the Project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP. If there is no construction phase on the TIP page, then the entry may not be reflective of the total Project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

For costs beyond the five-year cycle, access to the LRTP is provided. The LRTP reference on the TIP page provides the information necessary to locate the full Project costs and/or additional details regarding the Project in the 2050 LRTP. If there is no LRTP reference in the TIP, full Project costs are provided in the TIP.

## **Annual Listing of Obligated Projects**

Pursuant to the provisions of 23 CFR 134 (j)(7)(B) and 49 USC 5303(c)(5)(B), and Subsection 339.175 (8) (h), F.S., the MPO has published or otherwise makes available an annual listing of projects for which federal funds have been obligated in the preceding year. These projects are summarized in Appendix F and can be found on the FDOT website as follows:

[www.fdot.gov/workprogram/Federal/fa-MPO-ObligDet.shtm](http://www.fdot.gov/workprogram/Federal/fa-MPO-ObligDet.shtm)

## **FDOT/MPO Certification**

The Hernando/Citrus MPO participated in an annual joint certification process with FDOT District 7 which concluded on February 10, 2026. The MPO was found in compliance with federal and state guidelines for metropolitan transportation planning. The Hernando/Citrus MPO continues regular meetings with its partner agencies and with neighboring MPOs and TPOs that share similar demographics and those in District 7 for regional coordination.

## **Congestion Management**

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. The Congestion Management Process (CMP) is an effective management process that provides for new and existing facilities using travel demand reduction and operational management strategies per Florida Statutes, Chapter 399.175(6)(c)(1).

Although the Hernando/Citrus MPO is not in a Transportation Management Area (TMA), both counties have developed and implemented congestion management processes to provide the information needed to make informed decisions regarding the proper allocation of transportation resources as required per 23 CFR 460.332(c).

## **Local Capital Improvement Programs (CIP)**

Appendix G reflects the 5-year schedule of Capital Improvement Projects (CIP) for the local government agencies. Local government agencies providing their CIPs include Hernando County and Citrus County. These projects are consistent with the local government Comprehensive Plans and the 2050 Long-Range Transportation Plan.

## **5-Year Schedule of Capital Needs for Transit Systems**

The 5-Year Schedule of Capital Needs for Transit Systems are provided by Citrus County and Hernando County in Appendix H in conformance with estimates of available Federal and State funds to develop the financial plan (Chapter 339.175(8), F.S.) and (23 CFR 450.326(a)).

## **Transportation Disadvantaged Services**

As the Designated Official Planning Agency (DOPA) for the Transportation Disadvantaged Program in Hernando County and Citrus County, the MPO Board provides support for each Local Coordinating Board (LCB). Both LCBs are comprised of representatives of social service agencies, transportation providers, FDOT, and citizen representatives.

Transportation Disadvantaged Services are provided by the Community Transportation Coordinator (CTC). Mid Florida Community Services DBA You Thrive Florida is the CTC for Hernando County, and the Citrus County Board of County Commissioners is the CTC for Citrus County.

The Transportation Disadvantaged Service Plan (TDSP) is developed by the Community Transportation Coordinator (CTC) and the DOPA under the guidance of the Commission for the Transportation Disadvantaged and coordination of the Local Coordinating Board. The plan is updated annually for development, service, and quality assurance. Through the Local Coordinating Board's involvement in the review and approval of the Transportation Disadvantaged Service Plan (TDSP), the Local Coordinating Board can guide and support the CTC in implementing coordination efforts and locally developed service standards that are consistent with the needs and resources of the community. The Capital Improvement Program (CIP) for the Transportation Disadvantaged Programs are in Appendix I.

## Appendix A: Index of TIP Amendments and Modifications Post Adoption

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## Appendix B: Performance Measures

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**Performance Management  
MPO Transportation Improvement Program (TIP)  
Hernando/Citrus MPO  
FY 2027-FY2031**

*Based on FDOT March 2026 Template*

**Systems Forecasting  
& Trends Office**



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## Background

Transportation Performance Management (TPM) links transportation investments to policy goals by using performance measures and targets to evaluate progress. Federal law mandates state Departments of Transportation (DOTs), metropolitan planning organizations (MPOs), and transit providers to track performance and set data-driven targets ([23 CFR 490](#)).

[Section 339.175\(10\)\(b\)](#), Florida Statutes, also requires Florida DOT (FDOT) to establish quality performance metrics in collaboration with the MPOs. These metrics mirror the federal performance measure topics. Therefore, only one set of targets will be needed to meet both federal and state requirements.

This document provides language that Florida's MPOs may adapt as needed when updating their Transportation Improvement Programs (TIPs) to meet federal TPM requirements.

Every section outlines the timeline, reporting options, and information to include when reporting performance measures in the TIP.

## Statewide Targets

The tables below present the statewide targets for the federal performance measures.

<b>Safety Performance Measures (PM1)</b>	<b>Calendar Year 2026 Target</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

### NHS Bridge and Pavement Performance Measures (PM2)

<b>Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of NHS bridges (by deck area) in good condition	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	≤10.0%	≤5.0%
Percent of Interstate pavements in good condition	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	≤5.0%	≤5.0%

### System Performance and Freight Measures (PMs)

<b>Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles traveled on the Interstate system that are reliable	≥75.0%	≥75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.75	2.00

## 1.0 Investments in the TIP

The Transportation Improvement Program (TIP) advances the investment priorities established in the 2050 LRTP, including safety, system preservation, system performance, freight movement, and transit asset management and safety.

The Hernando/Citrus MPO's Transportation Improvement Program for FY2027-FY2031 (TIP) addresses its safety investments in the road capacity projects reflected for both Hernando and Citrus Counties. Improvements and enhancements in the roadways help to alleviate lane changing and passing-zone efforts by the public by adding additional lanes, reduced speeding as traffic flow improves, and promotion of safe and alternative roadway use by bicycles and pedestrians via implementation of safe streets concepts. The MPO participates in the Community Traffic Safety Team (CTST) local forum and the Safe Routes to School processes. These reoccurring meetings bring the local community together to solve issues. The List of Priority Projects (LOPP) in Appendix C provides support to the TIP in addressing priorities to assist with congestion management.

The TIP includes projects that fall into specific investment priorities established by the MPO in the LRTP. This includes safety projects such as: bike lanes, sidewalks, intersection improvements, and routine maintenance. Additionally, resurfacing and rigid pavement construction projects in the program serve as investments for safety as the road surface is important to all travelers and modes of travel.

Safety investments in the TIP include infrastructure improvements such as roundabout and median modifications projects as well as multimodal infrastructure including sidewalks and bike lanes. Because safety is inherent in so many FDOT and Hernando/Citrus MPO programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the projects in this TIP are anticipated to support progress towards achieving the safety targets.

The TIP also supports system preservation through bridge and pavement projects on the Interstate and non-Interstate NHS, including bridge replacements, pavement reconstruction, resiliency upgrades such as culvert improvements, and capacity-related resurfacing. The TIP allocates \$19 million for bridge improvements, \$116 million for resurfacing, and \$76 million for capacity expansion, aligning with FDOT's Five-Year Work Program and supporting statewide pavement and bridge condition goals.

To improve mobility, reliability, and freight movement, the TIP funds corridor and intersection improvements, CMP-identified projects, managed lanes, transit, and active transportation investments that support mode shift, freight reliability enhancements, TSMO/ITS initiatives, and travel demand management programs such as park-and-ride facilities. The TIP dedicates \$5 million to intersection improvements and \$2 million to TSMO, supporting statewide system performance and freight reliability targets.

Developed in cooperation with Citrus County Transit and Hernando Transit, the TIP includes FTA-funded projects that maintain transit assets in a state of good repair. Investments include vehicle replacements, equipment upgrades, facility rehabilitation, and infrastructure repairs. Project selection follows LRTP criteria that incorporate TAM performance measures. The TIP allocates \$8 million for vehicle acquisitions and \$25

million for facility upgrades. These investments are expected to support progress toward TAM targets. See Appendix H and Appendix I for details.

FDOT's Group TAM Plan prioritizes the replacement or rehabilitation of vehicles, equipment, and facilities based on condition and safety risk.

The TIP also includes projects that support transit safety, consistent with the PTASP and LRTP priorities. These may include safety equipment, facility improvements, and reliability enhancements. Project selection incorporates criteria aligned with transit safety performance measures. The TIP allocates \$2 million for transit safety improvements, including driver training and transit stop amenities. These investments are expected to support progress toward transit safety performance targets. See Appendix H for more information.

The projects included in the TIP are consistent with FDOT's Five Year Work Program. Therefore, they reflect FDOT's approach of prioritizing funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

## 2.0 Highway Safety Measures (PM1)

### State Timeline and Reporting

Safety performance measure targets must be adopted annually. In August of each calendar year (CY), FDOT reports targets to FHWA for the following calendar year. On August 31, 2025, FDOT established statewide safety performance targets for CY2026.

### MPO Timeline and Reporting

MPOs must establish safety targets annually within 180 days of FDOT's establishment of statewide targets.

The Hernando/Citrus MPO acknowledges FDOT statewide 2025 safety targets, which are set at "0" for each performance measure to reflect FDOT's goal of zero fatalities and serious injuries. However, the MPO established its own safety performance targets. On February 5, 2026, the Hernando/Citrus MPO established the safety targets for calendar year 2026, as shown in the following table.

#### MPO Safety Targets

Performance Measure	Calendar Year 2026 MPO Target
Number of fatalities	67.12
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.76
Number of serious injuries	499.08
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	13.11
Number of non-motorized fatalities and serious injuries	48.8

While the Hernando/Citrus Metropolitan Planning Organization supports FDOT's long-term "Vision Zero" target for eliminating traffic related fatalities and serious injuries, and bicycle/pedestrian fatalities and serious injuries in the State of Florida, the MPO had previously established annual targets of a five percent reduction per year based upon a five-year rolling average. However, given the performance statistics of the planning area, the increased volumes of traffic being generated, and the focus on safety, it was determined to set a target based upon a 1% reduction of the prior 5-year annual rolling average to be more appropriate and measurable.

## 3.0 Bridge & Pavement Condition Measures (PM2)

### State Timeline and Reporting

State DOTs must establish two-year and four-year targets for bridge and pavement condition measures. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide bridge and pavement targets, and in September 2024, adjusted the 2025 target for the percentage of NHS bridges (by deck area) in poor condition.

### MPO Timeline and Reporting

MPOs must establish four-year targets for the bridge and pavement condition measures within 180 days of FDOT's establishment of the statewide targets.

On February 6, 2025, the Hernando/Citrus MPO agreed to support FDOT's 2023 and revised 2025 statewide bridge and pavement performance targets, thereby agreeing to plan and program projects in the TIP that, once implemented, are expected to contribute to the achievement of the statewide targets.

## 4.0 System Performance & Air Quality Improvement Program Measures (PM3)

### State Timeline and Reporting

State DOTs must establish two-year and four-year targets for system performance and freight. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide targets, and in September 2024, adjusted the 2025 targets for the percentage of person-miles traveled on the Interstate and on the non-Interstate NHS that are reliable.

### MPO Timeline and Reporting

MPOs must establish four-year targets for the two system reliability and one freight reliability measure within 180 days of FDOT's establishment of targets.

On February 6, 2025, the Hernando/Citrus MPO agreed to support FDOT's 2023 and revised 2025 statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets.

## 5.0 Transit Asset Management Measures

### State Timeline and Reporting

State DOTs can sponsor a Group Plan that Tier II providers may choose to participate in. Targets are set for each applicable asset class and reported annually to FTA's National Transit Database.

There are 19 public transit providers that coordinate with FDOT to report targets for fiscal years 2022-2026 in [FDOT's Group TAM Plan](#), adopted in September 2022. Targets for 2023 were submitted in September 2023. MPOs may include the full or partial provider table shown in the plan, especially if transit providers in their area participate.

### Transit Timeline and Reporting

Public transportation providers must set and report TAM targets each year for the upcoming fiscal year. Each provider or its sponsors must share these targets with every MPO where the provider's projects and services are included in the MPO's TIP.

### Transit Asset Management Targets for Citrus County Transit

The Citrus County Board of County Commissioners established TAM targets for each relevant asset categories in November 2025 as shown in the table below.

Citrus County			
Asset Category - Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2027 Target
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway Bus	68%	10%
	Mini-Van	0%	N/A
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Generator	0%	0%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	Good	0%

### Transit Asset Management Targets for Hernando County Transit (TheBus)

The Hernando County Board of County Commissioners (TheBus) originally adopted Transit Asset Management targets on August 28, 2018. The targets listed below reflect the most recent TAM Plan, updated on August 2, 2022

Hernando County Asset Category - Performance Measure	Asset Class	FY 2022 Asset Condition	FY 2026 Target
<b>Rolling Stock</b> Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	8%	15%
	Cutaway Bus	83%	0%
	Minivan	0%	0%
<b>Equipment</b> Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Generator	0%	0%
<b>Facilities</b> Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	N/A	0%

The transit provider's TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent available data on the number, age, and condition of transit assets, as well as capital investment plans to improve them. The table summarizes both the existing conditions for the most recent available year and the current targets.

### MPO Timeline and Reporting

MPOs are **not** required to establish TAM targets annually, as transit providers do. Instead, MPOs **must** revisit their targets each time they update the LRTP.

On June 6, 2024, the Hernando/Citrus MPO agreed to support the Citrus County and Hernando County TAM targets through the adoption of the previous Transportation Improvement Program, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the provider's targets.

## 6.0 Transit Safety Performance Measures

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all public transportation operators receiving FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 or operating a rail transit system subject to FTA's State Safety Oversight Program. They do not apply to transit modes regulated by other agencies, such as passenger ferries overseen by the Coast Guard or commuter rail regulated by the Federal Railroad Administration.

Each public transportation provider in Florida that operates under Section 5307 or 5311 must create a System Safety Program Plan (SSPP) in accordance with Chapter 14-90 of the Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies update their current SSPPs to align with the FTA PTASP requirements.

Each public transportation provider subject to the PTASP regulations must certify that its SSPP meets the requirements of a PTASP, including annual transit safety targets for the federally required measures. Once the public transportation provider establishes safety targets, it must make them available to MPOs to aid in planning.

The following public transportation providers operate within the Hernando/Citrus MPO planning area: Citrus County Transit (Citrus County Board of County Commissioners), TheBus (Hernando County Board of County Commissioners), and Mid Florida Community Services doing business as You Thrive FL. Of these Citrus County Transit and TheBus are responsible for developing a PTASP and establishing transit safety performance targets annually.

### Transit Agency Timeline and Reporting

Public transportation providers must set and report safety targets each year for the upcoming fiscal year. Each provider or its sponsors must share these targets with every MPO where the provider's projects and services are included in the MPO's TIP.

The Citrus County Board of County Commissioners established transit safety targets on September 8, 2020 and adopted revised targets on August 12, 2025. The Hernando County Board of County Commissioners established the transit safety targets listed below on May 13, 2025.

### Transit Safety Targets

Transit Provider	Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Citrus Transit	Fixed Route Bus	0	0	0	0	0	0	21,302
	ADA/Paratransit	0	0	0	0	0	0	13,542
TheBus	Fixed Route Bus	0	0	1	0.14 (per 100,000 VRM)	1	0.14 (per 100,000 VRM)	59,262
	Demand Response	0	0	0	0.0 (per 100,000 VRM)	0	0.0 (per 100,000 VRM)	>=77,510*

\* No mechanical failures were reported on TheBus Demand Response vehicles during the reporting period.

### MPO Transit Safety Timeline and Reporting

MPOs must revisit their targets each time they update the LRTP. They are not required to establish transit safety targets annually, as transit providers do. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area.

On June 4, 2026, the Hernando/Citrus MPO agrees to support the transit safety targets provided by the Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners, It reflects the investment priorities established in the 2050 Long Range Transportation Plan.

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## Appendix C: List of Priority Projects (LOPP)

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**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT**  
**MPO Board Adoption - June 4, 2026**

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
1	257165-6	FDOT	US 41 (SR 45)	Citrus	North of E Arlington St	E Louisiana Lane	Add 2 lanes (existing 2) and Reconstruct; Includes bike lanes and sidewalks	ROW Deferred to FY2029	\$4,621,000 (Right-of-Way)	2029	Per FDOT Tentative Work Program 11-6-25
	257165-7	FDOT	US 41 (SR 45)	Citrus	E Louisiana Lane	S of CR 486	Add 2 lanes (existing 2); Includes bike lanes and sidewalks	Design	To Be Determined (TBD)	TBD	
	257165-8	FDOT	US 41 (SR 45)	Citrus	CR 486	N of SR 200	Add 2 lanes (existing 2); Includes bike lanes and sidewalks	Design	To Be Determined (TBD)	TBD	
2	257298-7-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of Mariner Blvd	W of the Suncoast Parkway	Add 2 lanes (existing 2)	Right-of-Way	\$20,000,000	2029	\$10,000,000 FDOT, \$5,000,000 Each from Hernando and Pasco Co. Per FDOT TWP 11-6-25 and draft agreement.
	257298-3-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of East Rd	Spring Time St	Add 2 lanes (existing 2)	Right-of-Way	To Be Determined (TBD)	TBD	
3		FDOT	SR 200 (N Carl G. Rose Hwy)	Citrus	US 41	Marion County Line	Add 2 lanes (existing 2)	To Be Determined (TBD)	To Be Determined (TBD)	TBD	SR 200 is a FDOT District 5 Priority
4		FDOT/City of Brooksville	US 41/SR 50A One Way Pairs	Hern	Mildred Avenue	May Avenue	Revert One-Way Pairs Back to Two-Way Traffic in Downtown Brooksville.		To Be Determined (TBD)	2027	Agreement executed; approved by City Council via Resolution 2026-01
5		FDOT	US 41 at Lake Lindsey Rd	Hern			Roundabout	To Be Determined (TBD)	To Be Determined (TBD)	TBD	FDOT D7 Requested Project Included in LOPP
6		CITRUS	CR 491 (N. Lecanto Hwy.)	Citrus	W. Pine Ridge Blvd.	SR 200	Add 2 lanes (existing 2)	To Be Determined (TBD)	To Be Determined (TBD)		Citrus County working on segment from Pine Ridge to N of Hampshire
7		HERN	Barclay Avenue - Phase II & III	Hern	Lucky Lane	Elgin Boulevard/ Powell Road	Road Design, Right-of-Way Acquisition, Utilities (Roadway approximately 2.9 miles)	To Be Determined (TBD)	To Be Determined (TBD)	TBD	Hernando County working on negotiations for Design.
8	454840-1-52-01	FDOT	US 41 (SR 45)	Hern	County Line Road	Ayers Road	Add 2 Lanes (existing 2 lanes) - approximately 9.4 miles	Design	To Be Determined (TBD)		Per FDOT Project Description for Boundaries; Per FDOT-should be included in LOPP.
9	416735 1	FDOT	SR 50 Bypass	Hern	W. of Buck Hope Road	Jefferson Street (50A)	Add 2 lanes (existing 4)	CONST	\$50,198,000		
10		FDOT	US 41 @ North Citrus Springs Blvd. (South of Dunnellon)	Citrus			Roundabout	Design/Const	To Be Determined (TBD)		
11		FDOT	SR50 @ Evergreen Woods	Hern	SR50	Evergreen Woods/ Highline Drive	Intersection Improvement				New Project
12		FDOT	Cobb Road at Ft. Dade Avenue	Hern	Cobb Road	Ft. Dade Avenue	Intersection Improvement				New Project

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026**  
**MAJOR IMPROVEMENT & CONGESTION MANAGEMENT PROJECTS IN PRODUCTION**  
MPO Board - Adoption June 4, 2026

Line #	PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	COST	YEAR	DISPOSITION
1	Production	405822 3	FDOT	US 19 (SR 55) / US 98	Citrus	W. Jump Ct.	W. Fort Island Trail	Add 2 lanes (existing 4)	CONST	\$37,962,912		
2	Production	442835 1	FDOT	SR 50 (Cortez Blvd.)	Hern	US 301 / SR 35 (Treiman Blvd.)	Hernando/Sumter Co. Line	Add 2 lanes (existing 2)	CONST	\$54,317,918	UNDERWAY	
3	Production	448035-1	FDOT	SR 50 (Cortez Blvd.)	Hern	West of Buck Hope Road	West of E Jefferson Street	Resurfacing	CONST	To Be Determined	FY28	
4	Production	257165-4	FDOT	US 41 (SR 45)	Citrus	S. of Withlacoochee Trail Bridge	N of Sportsman Pt	Add 2 lanes (existing 2)	CONST	\$34,700,000	2028	
5	Production	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	ROW	\$3,500,000	<del>2027</del>	
6	Production	447536 3	FDOT	US 301	Hern	Pasco County Line	SR 50/Cortez Blvd	PE to Add 2 lanes (existing 2)	CONST		UNDERWAY	
7	Production	452924-1	FDOT	US 41 at SR50A	Hern	North Broad Street	East Jefferson Street	Intersection Improvement	CONST	To Be Determined	Begin 2027	Per FDOT, being let with resurfacing project
8	Production	454454-1	FDOT	SR 200 (N Carl G. Rose Hwy) Replace Bridge	Citrus	US 41	Marion County Line	Replace Bridge w 4 Lanes	Bridge Replacement	\$15,879,000	2031	
9	Production	429066-1	HERN	Barclay Avenue - Phase I	Hern	SR 50	Lucky Lane	Add 2 lanes (Construction) and Reconstruct	Construction Added to FY27	\$3,452,000	2027	
10	Production	457544-1	FDOT/ HERN	Ayers Road/Hayman Rd at Culbreath Rd	Hern	Ayers at Culbreath		Roundabout	Construction Added to FY28	\$3,171,999		
11	Production	405822 5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)	Design, Construction	To Be Determined		

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
1	450592-1	California St. / Powell Rd. - Sidewalk	Spring Hill Dr. / California St.	Powell Rd./Rowan Rd.	Hernando County	Application Submitted 2022; Per FDOT PE funded last cycle for FY27	Yes	Yes	.95 mile	\$584,000	Transp Alt Funds	Yes	No
		<i>Excerpt from submitted application:</i> Along California Street between Spring Hill Drive and Powell Road, the Hernando County School system has a bus complex, high school and elementary school. There are residential areas located proximate to the complex and the added sidewalk will provide better/safer pedestrian access to the schools as well as some of the commercial businesses in the area. A sidewalk along California Street from Powell Road to Sandusky has been constructed, and from Spring Parkway to California Street along Powell Road. A sidewalk is also constructed along Spring Hill Drive.											
2		N Independence Hwy-PS/Sidewalk (Design Only per Committee Recommendation 4-23-26)	E Gulf to Lake Hwy (SR 44)	N Florida Ave (US 41)	Citrus County	Application Submitted 2025	No	Commercial at each end; no transit proximity	2.4 miles	\$5.29 Million	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> The sidewalk will connect to an existing pedestrian facility along SR44 and extend to US41 with an interconnection to a current and recently rehabilitated Rails to Trails facility. The surrounding neighborhood is currently growing and mostly residential in nature with Commercial establishments at the North and South ends (US41 & SR44; respectively). Anticipated improvements include the construction of a five (5) to six (6)-foot-wide concrete sidewalk within the existing rural section right of way (ROW). Due to existing ROW limitations, the sidewalk may need to be constructed along alternating areas along the road; as such, closed drainage, lighting and ped-crossing improvements may be required. Maintenance would be responsibility of Citrus County and/or City of Inverness for respective jurisdictional areas. School bus stops exist along the Independence. Should homeowners be solicited for public support?											
3		Sunshine Grove Rd. - Sidewalk	Ken Austin Pkwy.	Hexam Rd.	Hernando County	Application Submitted 2022	Yes	No	1.38 miles	\$1.07 Million	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> There is a school complex on Ken Austin Parkway which includes an Elementary, Middle and High School. There is a signalized intersection at Ken Austin Parkway and Sunshine Grove Road. A sidewalk has been constructed on the west side of Sunshine Grove Road from Cortez Blvd to Ken Austin Parkway, and a small piece on the west side from Ken Austin Parkway to Sun Road. This project would complete the sidewalk along the entirety of Sunshine Grove Road providing pedestrian access into the school complex. Ownership and maintenance of sidewalk is responsibility of Hernando County.											
4		Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive	CR 486	Citrus County (Crystal River)	No for Trans Alt Funding Application	No	No	2.4 Miles	\$2.67 Million plus PD&E (\$400,000), Right-of-Way, Trail Easements, Potential Wetland Mitigation	Transp Alt Funds		Yes (for Segment 2)
		<i>Excerpt from submitted application:</i> On May 9, 2017, the Citrus BOCC and City of Crystal River chose Alternative Route 1 for the route of the multi-use trail. Since there was not enough funding to move forward with the entire trail concept, the Board chose to move forward with a segment (Three Sisters to US 19 and/or Kings Bay to US 19 connecting to Jim Legrone Park). This project is listed on the Sun Coast Transportation Planning Alliance's Regional Multi-Use Trails Priority List of Projects (May 23, 2025 edition). Previous County Incentive Grant Funding (CIGP) application submitted; however, project did not receive award.											

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
5		Cobblestone Dr. - Sidewalk	Pinehurst Dr.	County Line Rd.	Hernando County	Application Submitted 2022	No	Yes	.61 mile	\$511,744	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> The project improvements include design, construction and construction engineering inspection services/materials testing for a 5' wide concrete sidewalk along Cobblestone Drive from Spring Hill Drive north to Pinehurst Drive. The length of the sidewalk is approximately .61 miles. The construction of this sidewalk would provide safe pedestrian access to neighborhood amenities and commercial areas for the residents living in the surrounding areas. Ownership and maintenance of sidewalk is responsibility of Hernando County.													
6		Good Neighbor Trail (GNT) - Rehabilitation	Jefferson St.	Jasmine St.	Hernando County	No Application					Transp Alt Funds		
7		W. Linden Dr. - Sidewalk	Spring Hill Dr.	Mariner Blvd.	Hernando County	Application Submitted 2016			.74 mile	\$367,151	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> Construct a five-foot wide sidewalk along the north/east side of Linden Drive From Mariner Boulevard to Spring Hill Drive a distance of approximately .74 miles. This project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. This project will serve to provide pedestrian amenities in a residentially developed area. Maintenance of sidewalk is responsibility of Hernando County.													
8		Rock Crusher Sidewalk	W. Homosassa Trail (CR490)	W. Gulf to Bay Hwy (SR44)	Citrus County	No Application							
9		Amero Ln. - Sidewalk	Anderson Snow Road	Spring Hill Drive	Hernando County	Application Submitted 2016	No	No	1.5 Miles	\$454,061	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> The project was recently added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development to the west and Anderson Snow Park to the east. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization. The project is owned and will be maintained by Hernando County.													
10		E. Vine St.& E. Gospel Is. Rd.- Sidewalk	N. Apopka Ave.	W. Gulf to Lake Hwy (SR 44)	Citrus County	No Application							

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
11		Nightwalker Rd. - Sidewalk	Cortez Blvd. (SR 50)	Madrid Rd.	Hernando County	Application Submitted 2016	No	No	3,800 ft.	\$258,734	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> The project involves construction of 5' sidewalk along County Right of Way. The project was added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization his project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. Maintenance of sidewalk is responsibility of Hernando County.													
12		W. Cardinal St.	US 19 (S. Suncoast Blvd.)	S. Lecanto Hwy (CR 491)	Citrus County	No Application							
13		Sugarmill Woods - Multi-Use Trail along US 98	Oak Village Blvd.	Trailhead / Parking lot near the Suncoast Parkway II	Citrus County	No Application							
14		US 19-Crosswalk	Vicinity of Crosstown Trail at US 19 - (In City of Crystal		Citrus County (Crystal River)	No Application							
15		Withlacoochee State Trail (WST) – Reconstruction	Pasco/Hernando County Line	Citrus/Hernando County Line	Hernando County	No Application					Transp Alt Funds		
15a		Section a (3.15 Miles)	Pasco/Hernando Border	SR 50	Hernando County	No Application					Transp Alt Funds		
15b		Section b (5.15 Miles)	SR 50	Croom Rd.	Hernando County	No Application					Transp Alt Funds		
16		Section c (5.90 Miles)	Croom Rd.	Hernando/Citrus Border	Hernando County	No Application					Transp Alt Funds		
17		South Apopka Connector - Phase I	Dampier St.	Highland Blvd.	Citrus County (City of Inverness)	No Application							
18		W. Halls River Rd. (CR 490A) - Sidewalk	S. Riverview Circle	US 19 (S. Suncoast Blvd.)	Citrus County	No Application							
19		Spring Hill Dr. - Sidewalk	US 19	Ken Lake Ave.	Hernando County	No Application					Transp Alt Funds		
20		Eden Dr. Connector/Sidewalk	WST	Martinis Dr.	Citrus County (City of Inverness)	No Application							
21		Spring Hill Dr. - Sidewalk	Spring Park Way	US 41	Hernando County	Application Submitted					Transp Alt Funds		

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factor(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
22		Turner Camp Rd./Ella Ave. - PS/Sidewalk	US 41	Inverness MS	Citrus County	No Application							
23		Citrus Springs Blvd. - Bicycle Lane/PS	Dunklin Blvd.	W. Deltona Blvd.	Citrus County	No Application							
24		Suncoast Trail (SCT) – Rehabilitation	County Line Road	US 98	Hernando County	No Application					Transp Alt Funds		
24a		Section a	County Line Road	Spring Hill Drive	Hernando County						Transp Alt Funds		
24b		Section b	Spring Hill Drive	SR 50	Hernando County						Transp Alt Funds		
24c		Section c	SR 50	US 98	Hernando County						Transp Alt Funds		
24d		Section d	Centralia Rd.	US 98	Hernando County						Transp Alt Funds		
25		Elkcam Blvd. - Bicycle Lane/PS	Pine Ridge Blvd	N Citrus Springs Blvd.	Citrus County	No Application							
26		Pine Ridge Blvd. - Multiuse Trail	CR 486	CR 491	Citrus County	No Application							
27		South Apopka Connector - Phase II	Highland Blvd.	E Anna Jo Dr.	Citrus County (City of Inverness)	No Application							
28		Mossy Oak Sidewalk	US 41 and Eden Dr.	WST	Citrus County	No Application							
29		North Ave. - Sidewalk	Howell Ave.	Zoller St.	Hernando County (City of Brooksville)	ROW issues, No Application Submitted							
30		Kass Circle Improvements	Kass Circle		Hernando County	Under Review							
31		Ft. Island Trail - Multi-Use Trail	Gulf of America	Three Sisters Trail	Citrus County (Crystal River)	Consultant Study Complete / ETDM							

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026**

**TRANSPORTATION ALTERNATIVES (TA)**

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
32		West Inverness Trail Connector			Citrus County (City of Inverness)	No Application	.5 mile from Inverness Middle School, 1.5 miles from Citrus High School and Withlacoochee Tech, 1.75 miles from Inverness Primary School	1.25 miles to grocery store; transit within 1-1.5 miles	1.5 Miles	\$3,000,000	\$1,000,000 from City of Inverness for Design/Const.		No

*Note: Applications for projects are the responsibility of the jurisdictional entity.*

**Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-26**  
**TRANSPORTATION ALTERNATIVE PROJECTS IN PRODUCTION**

**MPO Board - Adoption June 4, 2026**

Line #	Status	FPN / Resp. Agency	Project/Corridor	From	To	Area	Project Type	Project Phase/Year	Disposition
1	Production	437484 1/FDOT	W. Landover Blvd.	Northcliffe Blvd.	Elgin Blvd.	Hernando County	TA	Scheduled for Completion 2026	
2	Production	438651 1/FDOT	S Linden Dr. - Sidewalk	County Line Rd.	Spring Hill Dr.	Hernando County	TA	Scheduled for Completion 2026	
3	Production	441107 1/FDOT	Eastside Elementary – Sidewalk, Raley Rd	US 98/SR 50/Cortez Blvd	Roper Road	Hernando County	SRTS	Scheduled for Completion 2026	
4	Production	441103 1/FDOT	Freeport Dr	Deltona Blvd	Northcliffe Blvd	Hernando County	SRTS	Scheduled for Completion 2026	
5	Production	441105-1	Forest Ridge Elementary Ph 2 Sidewalk	W Lake Beverly Dr	W Colbert Ct	Citrus County	SRTS	Scheduled for Completion 2026	

## Appendix D: Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms

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<b>APPENDIX D</b>		<b>TIP FISCAL YEARS 2027 – 2031</b>
<b>GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS</b>		<b>HERNANDO/CITRUS MPO</b>
<b>Code</b>	<b>Description</b>	
ACCM	Advance Construction <sup>1</sup> (CM) (See CM below)	
ACNP	Advanced Construction (NHPP) (See NHPP below)	
ACNR	Advanced Construction (NHRE)	
ACSA	Advanced Construction (SA)	
ACSM	Advanced Construction (SM)	
ACSN	Advanced Construction (SN)	
ACSS	Advanced Construction (SS, SHSP)	
ADA	The Americans with Disabilities Act of 1990 is a Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.	
BA	Donor Bonus, Any Area	
BOCC	Board of County Commissioners is the chief legislative body in a County. Five county commissioners are elected to four-year terms by the voters at large and represent the geographical district in which they reside. The Board approves the budget, adopts local ordinances and resolutions, and establishes policies which govern the County and ensure the health, safety, and welfare of the citizens.	
BPAC	The Bicycle/Pedestrian Advisory Committee was established to provide a continuing forum with which to analyze and promote bicycle and pedestrian issues and Project as an integral part of a multi-modal transportation planning process. The Committee initiates updates on the prioritization of transportation enhancement Project and meets on a quarterly basis.	
BRRP	State Bridge Repair & Rehabilitation funds.	
CAC	The Citizens Advisory Committee provides a formal framework for continuing public input on the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP), as well as other elements of the transportation planning process. The Committee meets on a quarterly basis to provide public input at all stages of the planning process.	
CARN	Federal Carbon Reduction Grant Program funds for rural areas less than 5,000 population.	
CEI	Construction Engineering Inspection phase of a project.	
CIP	The Capital Improvement Program is a multi-year schedule of capital improvement Project, including priorities and cost estimates, budgeted to fit the financial resources of the community. This plan is updated annually and is part of the County's Comprehensive Plan.	
CM	Congestion Mitigation – Air Quality Funds used to improve traffic operations and safety by either strategies that reduce travel demand or implement operational improvements.	
CMAQ	Congestion Mitigation and Air Quality Improvement Program. The FAST Act continued this program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.	
CMP	The Congestion Management Process is a management system and process conducted by the Hernando/Citrus MPO to improve traffic operations and safety by either strategies that reduce travel demand or the implementation of operational improvements.	

<sup>1</sup> Advanced Construction is used to program project phases that will eventually be reimbursed with federal funds. These are state funds used to finance projects in anticipation of future federal funds. AC funds are authorized with Federal Highway Administration (FHWA) approval in the same manner as ordinary federal funds, thus allowing the Florida Department of Transportation to convert the AC funds to federal funds for reimbursement of accumulated costs.

APPENDIX D GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		TIP FISCAL YEARS 2027 – 2031 HERNANDO/CITRUS MPO
Code	Description	
COOP	The Continuity of Operations Plan establishes policy and guidance to ensure the execution of mission essential functions for the Hernando/Citrus MPO if an emergency in Hernando County threatens or incapacitates operations, and to direct the relocation of selected personnel and resources to an alternate facility capable of supporting operations.	
CPG	The Consolidated Planning Grant Agreement enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida’s FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division.	
CST	Construction phase of a project.	
CTC	The Community Transportation Coordinator is the agency or organization in each county responsible for ensuring that coordinated transportation services are provided to serve the transportation disadvantaged.	
CTD	The Commission for Transportation Disadvantaged is the State-level policy board for the coordination of transportation services for persons who, because of disability, age or income, are unable to transport themselves. The Commission adheres to the policies and procedures as set out in Chapter 427 Florida Statutes and Rule 41-2, Florida Administrative Code.	
CTST	The Community Traffic Safety Team is a locally based group of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state, private industry, and citizens. The common goal of each Team is tasked with reducing the number and severity of traffic crashes within their community.	
D	Unrestricted Primary State Funds	
DBE	Disadvantaged Business Enterprise.	
DDR	District Dedicated Revenue. These state revenues, which are collected pursuant to Section 206.608, Florida Statutes, are allocated directly to FDOT Districts, and to the maximum extent feasible, in the county where the proceeds were collected, without being reduced by any other requirements. The transportation funds, statutorily known as the "State Comprehensive Enhanced Transportation Systems Tax", in addition to highway uses, may also be used for District public transportation projects to meet the required statewide minimum distribution of 15% of state funds for public transportation.	
DIH	State In-House Product Support	
DOPA	The Designated Official Planning Agency is the entity responsible for transportation disadvantaged planning in a given area. In the urbanized areas of the state, the planning agencies are Metropolitan Planning Organizations.	
DPTO	State Public Transportation Office funds	
DS	State Primary Highways and Public Transportation Office funds	
DSB	Design-Build phase of a project	
DU	DU State Primary / Federal Reimbursement	
EPA	Environmental Protection Agency	
ETDM	Florida’s Efficient Transportation Decision Making process defines the procedures for planning transportation projects, conducting environmental reviews, and developing and permitting.	
FAA	Federal Aviation Administration.	
FAST Act	Fixing America’s Surface Transportation Act was signed into law in December of 2015 by President Obama that provided long-term funding for surface transportation and infrastructure, planning and investment. In 2021, this transportation legislation was replaced by IIJA (see below).	
FC5	State Open Grade Friction Course funds	
FDOT	Florida Department of Transportation is the State of Florida’s multi-modal transportation agency. Organizationally, it is composed of one central office in Tallahassee, seven district offices, and Florida’s Turnpike Enterprise. The Hernando/Citrus MPO is within FDOT District 7.	

<b>APPENDIX D</b>		<b>TIP FISCAL YEARS 2027 – 2031</b>
<b>GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS</b>		<b>HERNANDO/CITRUS MPO</b>
<b>Code</b>	<b>Description</b>	
FHWA	The Federal Highway Administration is the Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs under Title 23 and Title 49 of the United States Code.	
FLAP	The Federal Lands Access Program was established in 23 US Code Section 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.	
FLP	FDOT's Freight, Logistics and Passenger operations program.	
FTA	The Federal Transit Administration is the Division of the U.S. Department of Transportation responsible for administering federal transit programs under Title 49 of the United States Code.	
FTE	Florida's Turnpike Enterprise: Florida's Turnpike Enterprise manages Florida's Turnpike System. The Enterprise is responsible for all operations on State owned and operated toll road and bridge.	
FTP	The Florida Transportation Plan is the state's long-range plan guiding Florida's transportation future.	
FY	A Fiscal Year is used in government accounting, which varies between entities and for budget purposes. It is also used for financial reporting by businesses and other organizations.	
GIS	Geographic Information System is a framework for gathering, managing, and analyzing data. Rooted in the science of geography, GIS integrates many types of data. It analyzes spatial location and organizes layers of information into visualizations using maps and 3D scenes.	
GMR	State Growth Management funds for use on the Strategic Intermodal System.	
GRSC	State Growth Management funds used for the Small County Outreach Program.	
HPMS	The Highway Performance Monitoring System is a national level highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways.	
HSP	Highway Safety Program	
ICAR	Intergovernmental Coordination and Review and Public Transportation Collaborative Agreement.	
IJA	The IJA Infrastructure Investment and Jobs Act also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021 as the Nation's Transportation Program which is set to be renewed in September 2026.	
ITS	Intelligent Transportation System is the use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as "freeway management systems," "automated fare collection," and "transit information kiosks."	
JPA	The Joint Participation Transportation Agreement is a contract between FDOT and a public transportation agency for either operations or capital assistance needed for implementation of a service project or projects. Each agreement shall include, but not be limited to, a project budget, method of payment, and period of performance	
LCB	A Local Coordinating Board provides advice and direction to the Community Transportation Coordinator concerning the coordination of transportation services.	
LEP	Limited English Proficient refers to individuals who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English	
LF	Local Funds	
LFP	Local Funds for Participating	
LOPP	The List of Priority Projects is Project developed in coordination with the MPO Board and committees to reflect funding priority needs.	
LOS	Level of Service is a qualitative assessment of a road's operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).	

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<b>Code</b>	<b>Description</b>	
L RTP	The Long-Range Transportation Plan, developed in accordance with 49 USC 5304(f), provides for the development and implementation of the multimodal transportation system, including transit, highway, bicycle, pedestrian, and accessible transportation. This plan must identify how the transportation system will meet the economic, transportation, development, and sustainability goals – among others – for a 20-year planning horizon.	
L TTR	Level of Travel Time Reliability is the percent of person-miles on the Interstate system that are reliable, also referred to as the percent of person-miles on the non-Interstate NHS that are reliable.	
MPO	The Metropolitan Planning Organization is the forum for cooperative transportation decision-making, required for urbanized areas with populations over 50,000.	
MPOAC	The Metropolitan Planning Organization Advisory Council is a statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes, to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.	
NHFP	The National Highway Freight Program is to improve efficient movement of freight on the National Highway Freight Network.	
NHPP	National Highway Performance Program Federal funding.	
NHS	The National Highway System is designated for specific major roads and consists of approximately 155,000 miles of road and represents one category of roads eligible for Federal funds	
NTD	In 1974, Congress established the National Transit Database program to collect financial, operating, and asset information on transit agencies. Congress based the Transit Database program on the Uniform Financial Accounting and Reporting Elements (FARE), a project initiated by the transit industry and funded by the UMTA. The Transit Database has become the Nation’s primary source of information on transit agencies.	
PD&E	The Project Development and Environment phase of a project includes development of conceptual design for a roadway and to determine its compliance with Federal, State, and local environmental permits, as required.	
PE	Preliminary Engineering includes preliminary and final design, both defined in 23 CFR 636.103, and other project-related work leading to physical construction. This includes costs to perform studies needed to address requirements of the National Environmental Policy Act (NEPA) and other environmental laws. It may include advertising and other pre-award work such as bid analysis, although it is also acceptable to include this work as construction engineering costs.	
PHED	Peak Hour Excessive Delay is a term for traffic congestion measured by the annual hours of delay per capita on the NHS. Excessive delay is based on travel time at 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater, during in 15-minute intervals per vehicle.	
PKBD	Parkway Master Bond Fund	
PKED	Parkway - Feeder Rd Fund	
PKLF	Local Funds to support Turnpike projects.	
PKYI	Parkway Turnpike Improvement Fund	
PKYR	Parkway Renewal and Replacement Fund	
PL	Federal Highway Planning Funds used for carrying out requirements of the Metropolitan Planning Process.	
PPP	A Public Participation Plan is a document developed in consultation with all interested parties and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.	
PSR	Present Serviceability Rating is a quality rating applicable only to certain lower speed roads.	
PTGA	The Public Transportation Grant Agreement is an agreement between an agency and FDOT that establishes a public transportation project and related responsibilities. This Grant Agreement defines the scope, budget, funding source, and any legal provision necessary for the project.	

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<b>Code</b>	<b>Description</b>	
ROW	Right-of-Way is the phase of a project for the acquisition of real property. This phase defines the extent of the corridor that can be used for the road and associated drainage.	
ROWR	Right-of-Way funding is used for the lease of real property.	
RTA	The Regional Transportation Analysis promotes transportation planning both within and among the counties that make up the Tampa Bay Region by providing a forum for the coordination of proposed transportation improvements that span multiple jurisdictions.	
SA	Federal Surface Transportation Block Grant Funding for transportation projects in any area.	
SCED	Small County Economic Development Funds enacted by SB 1998 in 2012	
SCHR	Small County Outreach Program Funds for repair of transportation facilities damaged by hurricanes.	
SCOP	State Small County Outreach Program Funds.	
SCTPA	The Sun Coast Transportation Alliance - formerly known as the West Central Florida Chairs Coordinating Committee - is an effort to address the transportation challenge on a regional, long – range basis. Issues such as personal mobility, access to jobs, goods movement, emergency evacuation, and growth management are some of the concerns addressed by the Alliance, which is made up of the chairpersons from Metropolitan Planning Organizations and Transportation Planning Organizations (MPOs and TPOs) and their affiliated, transportation-related organizations. It serves eight counties: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota.	
SCWR	State Funds under the Small County Outreach Program for Water Resources.	
SHSP	Florida’s Strategic Highway Safety Plan is the statewide plan focusing on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads. The Safety Plan is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners. The Safety Plan is focused on the roadway component of transportation safety. Safety on other modes of transportation is covered by other plans.	
SIB1	State Infrastructure Bank loans are provided to local agencies for advancing transportation projects at a low interest rate.	
SIS	The Strategic Intermodal System is a Florida network of high-priority transportation facilities, including the State’s largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways.	
SL	Federal Surface Transportation Block Grant Funding for transportation projects in urban areas with a population of fewer than 200,000.	
SM	Federal Surface Transportation Block Grant Funding for transportation projects in urban areas with between 5,000 and 50,000 population.	
SN	Federal Surface Transportation Block Grant Funding for transportation projects in non-urban areas (less than 5,000 population).	
STIP	Statewide Transportation Improvement Program	
TA	The Transportation Alternatives Program is defined under 23 US Code Section 101(a)(29) to include specific activities which can be funded with Surface Transportation Program funds. Activities include pedestrian/bicycle facilities, recreational trails program, Safe Routes to School activities, railway corridor preservation, construction of turnouts, overlooks and viewing areas, control/removal of outdoor advertising, historic preservation and rehabilitation of historic transportation facilities, invasive species control, archeological activities relating to impacts from eligible transportation Project, mitigation of highway storm water runoff water pollution, and reduce vehicle-caused wildlife mortality, planning, designing and construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	
TAC	The Technical Advisory Committee is a standing committee of the MPO and functions to provide advice on plans or actions of the MPO from planners, engineers, and other staff members.	
TAM	Transit Asset Management is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties and keep transit networks in a State of Good Repair.	
TBRPC	The Tampa Bay Regional Planning Council was established as Florida’s first regional planning council in 1962 when representatives from St. Petersburg, Clearwater, and Tampa recognized the need for regional coordination. TBRPC is one of ten regional planning councils in Florida.	

APPENDIX D GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		TIP FISCAL YEARS 2027 – 2031 HERNANDO/CITRUS MPO
Code	Description	
TD	Transportation Disadvantaged refers to those persons, who because of physical or mental disability, income, status, or age, are unable to transport themselves or purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are disabled or high-risk or at-risk as defined in Section 411.202, Florida Statutes.	
TDLCB	A Transportation Disadvantaged Local Coordinating Board provides the technical level review established, consistent with Florida Statute, Chapter 427. The respective Boards oversee the activities of the Community Transportation Coordinator (CTC) and the overall Transportation Disadvantaged (TD) service program. The MPO serves as the Designated Official Planning Agency (DOPA) for the transportation disadvantaged program for both Hernando and Citrus County and functions as the appointing authority for both Boards, the TDLCBs meet on a quarterly basis.	
TDM	Transportation Demand Management is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. In transportation, as in any network, managing demand can be a cost-effective alternative to increasing capacity.	
TDP	Transit Development Plan: The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a 10-Year Transit Development Plan (TDP). Under legislation that became effective February 20, 2007, the TDP must undergo a Major Update every five years. In the interim years, an update is to be submitted in the form of a progress report on the 10-year implementation program of the TDP.	
TDSP	The Transportation Disadvantaged Service Plan is a tactical plan with components of development, service, and quality assurance. It outlines and evaluates the services provided to the Transportation Disadvantaged population by the CTC. Every five years a new TDSP is developed and updated annually by the CTC, the planning agency and the LCB. Thus, the LCB can guide and support the CTC in implementing coordination efforts or locally developed service standards that are consistent with the needs and resources of the community.	
TIP	The Transportation Improvement Program includes a list of priority projects developed by the MPO that is to be carried out within the four-year period following its adoption; must include documentation of Federal and State funding sources for each Project and be consistent with adopted MPO Long Range Transportation Plan and local government comprehensive plans.	
TMA	A Transportation Management Area is designated by the U.S. Secretary of Transportation for an urbanized area with a population of at least 200,000. Congress provided for this greater role by MPOs through a certification review aimed at formalizing the continuing oversight and day-to-day evaluation of the planning process. MPOs attaining certification enjoy certain benefits, but they also incur additional requirements beyond those of smaller urbanized areas for congestion management, project selection, and certification.	
TRIP	The Transportation Regional Incentive Program was created in 2005 to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed Project that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay up to 50 percent of the non-federal share of Project costs for public transportation facility Project.	
TRT	Technical Review Team	
TTR	Truck Travel Time Reliability is the consistency or dependability in travel times for trucks, as measured from day-to-day and/or across different times of the day.	
UPWP	The Unified Planning Work Program is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.	
USDOT	The United States Department of Transportation is the Federal agency that oversees the administration of federal programs for managing highways, air travel, railroads, maritime activity and other transportation modes.	
ZDATA	Zonal Data includes information needed to describe the traveling public and includes household, person, vehicle, and travel related characteristics.	

## Appendix E: 5-Year Funded Projects

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**HIGHWAYS**

**Item Number:** 257165 1 **Project Description:** US41 (SR45) FROM SR44 TO N OF SR200  
**District:** 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 6.578MI  
**Extra Description:** 2 TO 4 LANES  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4); Page 4-8

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACSN-ADVANCE CONSTRUCTION (SN)					\$2,100,000			\$2,100,000
BA-DONOR BONUS, ANY AREA	\$740,031							\$740,031
DDR-DISTRICT DEDICATED REVENUE	\$7,938,172							\$7,938,172
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$420,456							\$420,456
DS-STATE PRIMARY HIGHWAYS & PTO	\$801,944							\$801,944
SA-STP, ANY AREA	\$1,293,980							\$1,293,980
SN-STP, MANDATORY NON-URBAN <= 5K	\$1,761,050							\$1,761,050
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$12,955,633</b>				<b>\$2,100,000</b>			<b>\$15,055,633</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$1,308,651				\$156,450			\$1,465,101
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$93,583							\$93,583
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$43,971							\$43,971
DS-STATE PRIMARY HIGHWAYS & PTO	\$389,409							\$389,409
<b>Phase: RIGHT OF WAY Totals</b>	<b>\$526,963</b>							<b>\$526,963</b>
<b>RIGHT OF WAY - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$36,608							\$36,608
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DS-STATE PRIMARY HIGHWAYS & PTO	\$62,715							\$62,715
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,686							\$2,686
<b>Item: 257165 1 Totals</b>	<b>\$14,893,256</b>				<b>\$2,256,450</b>			<b>\$17,149,706</b>

**HIGHWAYS**

**Item Number:** 257165 4 **Project Description:** US41 (SR45) FROM S OF WITHLACOOCHEE TRAIL BR TO N OF N SPORTSMAN PT  
**District:** 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 1.194MI  
**Extra Description:** 2 TO 4 LANES  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4); Page 4-8

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACCM-ADVANCE CONSTRUCTION (CM)	\$1,609,235							\$1,609,235
	ACSA-ADVANCE CONSTRUCTION (SA)	\$538,170							\$538,170
	ACSM-STBG AREA POP. W/ 5K TO 49,999	\$890,300							\$890,300
	ACSN-ADVANCE CONSTRUCTION (SN)	\$1,902,431							\$1,902,431
	CM-CONGESTION MITIGATION - AQ	\$911,596							\$911,596
	DDR-DISTRICT DEDICATED REVENUE	\$9,120							\$9,120
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$674,183							\$674,183
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,354,159							\$1,354,159
	SM-STBG AREA POP. W/ 5K TO 49,999	\$1,809,770							\$1,809,770
	SN-STP, MANDATORY NON-URBAN <= 5K	\$2,449,911							\$2,449,911
<b>Phase: RIGHT OF WAY Totals</b>		<b>\$12,148,875</b>							<b>\$12,148,875</b>
<b>RIGHT OF WAY - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$930,509							\$930,509
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSA-ADVANCE CONSTRUCTION (SA)			\$2,608,825					\$2,608,825
	ACSN-ADVANCE CONSTRUCTION (SN)			\$913,925					\$913,925
	BRRP-STATE BRIDGE REPAIR & REHAB	\$914							\$914
	DDR-DISTRICT DEDICATED REVENUE	\$28,285		\$10,078,309					\$10,106,594
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$482,970					\$482,970
	DS-STATE PRIMARY HIGHWAYS & PTO	\$61,265		\$11,790,104					\$11,851,369
<b>Phase: CONSTRUCTION Totals</b>		<b>\$90,464</b>		<b>\$25,874,133</b>					<b>\$25,964,597</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$737,501					\$737,501
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$4,901		\$144,290					\$149,191

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO	\$6,350							\$6,350
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$844							\$844
<b>Item: 257165 4 Totals</b>	<b>\$13,181,943</b>		<b>\$26,755,924</b>					<b>\$39,937,867</b>

**Item Number:** 257165 5 **Project Description:** US41(SR45) FROM N OF SPORTSMAN POINT TO N OF E ARLINGTON ST  
**District:** 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 0.804MI  
**Extra Description:** RECONSTRUCT FROM 2 TO 4 LANES WITH BIKE LANES & SIDEWALK  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,2,3,5,6,7; (Pages 2-3, 2-4); Page 4-8

Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
Fund Code: ACCM-ADVANCE CONSTRUCTION (CM)	\$214,964							\$214,964
ACSM-STBG AREA POP. W/ 5K TO 49,999	\$759,815	\$107,841						\$867,656
ACSN-ADVANCE CONSTRUCTION (SN)	\$1,640,799	\$209,202						\$1,850,001
CARN-CARB FOR RURAL AREAS < 5K	\$67							\$67
DDR-DISTRICT DEDICATED REVENUE	\$1,083,241	\$222,607						\$1,305,848
DS-STATE PRIMARY HIGHWAYS & PTO	\$161,888							\$161,888
ROWR-ROW LEASE REVENUES	\$8,178	\$11,836						\$20,014
SN-STP, MANDATORY NON-URBAN <= 5K	\$2,187,754							\$2,187,754
<b>Phase: RIGHT OF WAY Totals</b>	<b>\$6,056,706</b>	<b>\$551,486</b>						<b>\$6,608,192</b>

<b>RIGHT OF WAY - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$448,128	\$33,916						\$482,044

<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)				\$7,382,872				\$7,382,872
ACSN-ADVANCE CONSTRUCTION (SN)				\$2,622,761				\$2,622,761
BRRP-STATE BRIDGE REPAIR & REHAB	\$107							\$107
DDR-DISTRICT DEDICATED REVENUE				\$4,416,440				\$4,416,440
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$199,280				\$199,280
DS-STATE PRIMARY HIGHWAYS & PTO	\$12,838			\$578,600				\$591,438
<b>Phase: CONSTRUCTION Totals</b>	<b>\$12,945</b>			<b>\$15,199,953</b>				<b>\$15,212,898</b>

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				\$423,802				\$423,802
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$470			\$89,024				\$89,494
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$67,891							\$67,891
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$7,512							\$7,512
<b>Item: 257165 5 Totals</b>	<b>\$6,593,652</b>	<b>\$585,402</b>		<b>\$15,712,779</b>				<b>\$22,891,833</b>

<b>Item Number: 257165 6 Project Description: US41(SR45) FROM N OF E ARLINGTON STREET TO N OF E LOUISIANA LANE</b> <b>District: 07 County: CITRUS Type of Work: ADD LANES &amp; RECONSTRUCT Project Length: 0.694MI</b> <b>Extra Description: RECONSTRUCT FROM 2 TO 4 LANES WITH BIKE LANES &amp; SIDEWALK</b> <b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,5,6,7; (Pages 2-3, 2-4); Page 4-8</b>								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$862,952		\$1,764,716	\$1,313,700			\$3,941,368
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$219,178				\$219,178
DS-STATE PRIMARY HIGHWAYS & PTO				\$1,543,937				\$1,543,937
<b>Phase: RIGHT OF WAY Totals</b>		<b>\$862,952</b>		<b>\$3,527,831</b>	<b>\$1,313,700</b>			<b>\$5,704,483</b>
<b>RIGHT OF WAY - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		\$53,072		\$231,120	\$80,793			\$364,985
<b>Item: 257165 6 Totals</b>		<b>\$916,024</b>		<b>\$3,758,951</b>	<b>\$1,394,493</b>			<b>\$6,069,468</b>
<b>Project Totals</b>	<b>\$34,668,851</b>	<b>\$1,501,426</b>	<b>\$26,755,924</b>	<b>\$19,471,730</b>	<b>\$3,650,943</b>			<b>\$86,048,874</b>

**HIGHWAYS**

**Item Number:** 405298 1 **Project Description:** CITRUS CO (02) ASSET MANAGEMENT CONTRACT  
**District:** 07 **County:** CITRUS **Type of Work:** ROUTINE MAINTENANCE **Project Length:** 0.000  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$21,746							\$21,746
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$4,762							\$4,762
<b>Phase: CONSTRUCTION Totals</b>	<b>\$26,508</b>							<b>\$26,508</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$694							\$694
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$590							\$590
<b>Item: 405298 1 Totals</b>	<b>\$27,792</b>							<b>\$27,792</b>
<b>Project Totals</b>	<b>\$27,792</b>							<b>\$27,792</b>

**Item Number:** 405822 5 **Project Description:** US 19 FROM W CARDINAL ST TO W GREEN ACRES ST **\*SIS\***  
**District:** 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 2.045MI  
**Extra Description:** 4 TO 6 LANES  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,2,3,5,6,7; (Pages 2-3, 2-4); Page 4-8

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$77,499							\$77,499
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$16,707							\$16,707
DS-STATE PRIMARY HIGHWAYS & PTO	\$60,947							\$60,947
SA-STP, ANY AREA	\$1,134,315							\$1,134,315
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$1,289,468</b>							<b>\$1,289,468</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$219,565							\$219,565
<b>Item: 405822 5 Totals</b>	<b>\$1,509,033</b>							<b>\$1,509,033</b>
<b>Project Totals</b>	<b>\$1,509,033</b>							<b>\$1,509,033</b>

**HIGHWAYS**

**Item Number:** 447926 1 **Project Description:** US41/SR45 FROM E WINDMILL DR TO N OF E APEX LN  
**District:** 07 **County:** CITRUS **Type of Work:** RESURFACING **Project Length:** 2.382MI  
**Extra Description:** 2 LANES  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE		\$1,665,395						\$1,665,395
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$1,000	\$1,000						\$2,000
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$1,000</b>	<b>\$1,666,395</b>						<b>\$1,667,395</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$136	\$124,207						\$124,343
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE				\$5,238,545				\$5,238,545
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$81,244				\$81,244
<b>Phase: CONSTRUCTION Totals</b>				<b>\$5,319,789</b>				<b>\$5,319,789</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD				\$151,560				\$151,560
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD				\$27,753				\$27,753
<b>Item: 447926 1 Totals</b>	<b>\$1,136</b>	<b>\$1,790,602</b>		<b>\$5,499,102</b>				<b>\$7,290,840</b>
<b>Project Totals</b>	<b>\$1,136</b>	<b>\$1,790,602</b>		<b>\$5,499,102</b>				<b>\$7,290,840</b>

**HIIGHWAYS**

**Item Number:** 447927 1 **Project Description:** US 19/SR 55 FROM W FORT ISLAND TRAIL TO S OF NE 1ST TERRACE **\*SIS\***  
**District:** 07 **County:** CITRUS **Type of Work:** RESURFACING **Project Length:** 0.824MI  
**Extra Description:** 4-6 LANES  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE		\$952,801						\$952,801
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$1,000						\$1,000
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>\$953,801</b>						<b>\$953,801</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD		\$71,120						\$71,120
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE				\$3,016,797				\$3,016,797
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$46,787				\$46,787
<b>Phase: CONSTRUCTION Totals</b>				<b>\$3,063,584</b>				<b>\$3,063,584</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD				\$87,281				\$87,281
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD				\$15,982				\$15,982
<b>Item: 447927 1 Totals</b>		<b>\$1,024,921</b>		<b>\$3,166,847</b>				<b>\$4,191,768</b>
<b>Project Totals</b>		<b>\$1,024,921</b>		<b>\$3,166,847</b>				<b>\$4,191,768</b>

**Item Number:** 447928 1 **Project Description:** US19/SR55 FROM N OF NW 7TH AVE TO S OF WITHLACOOCHEE RIVER BRIDGE **Project Length:** 9.479MI  
**District:** 07 **County:** CITRUS **Type of Work:** RESURFACING  
**Extra Description:** 4 LANES  
**2050 LRTP Reference:** LRT Goal, Objectives 1,4,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$2,709,331							\$2,709,331
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$54,310							\$54,310
DS-STATE PRIMARY HIGHWAYS & PTO	\$32,673							\$32,673
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$2,796,314</b>							<b>\$2,796,314</b>

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$372,311							\$372,311
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$30,000							\$30,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code: ACNR-AC NAT HWY PERFORM RESURFACING		\$13,450,020						\$13,450,020
ACSA-ADVANCE CONSTRUCTION (SA)		\$198,447						\$198,447
ACSN-ADVANCE CONSTRUCTION (SN)		\$2,633,237						\$2,633,237
DDR-DISTRICT DEDICATED REVENUE		\$6,905,804						\$6,905,804
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$102,900						\$102,900
DS-STATE PRIMARY HIGHWAYS & PTO	\$62,667							\$62,667
<b>Phase: CONSTRUCTION Totals</b>	<b>\$62,667</b>	<b>\$23,290,408</b>						<b>\$23,353,075</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$957	\$667,701						\$668,658
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,137	\$112,012						\$114,149
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO	\$45,341							\$45,341
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$3,378							\$3,378
<b>Item: 447928 1 Totals</b>	<b>\$3,313,105</b>	<b>\$24,070,121</b>						<b>\$27,383,226</b>
<b>Project Totals</b>	<b>\$3,313,105</b>	<b>\$24,070,121</b>						<b>\$27,383,226</b>

**HIGHWAYS**

**Item Number:** 450545 1 **Project Description:** US41/SR45 FROM SOUTH OF SR44 TO NORTH OF SR44  
**District:** 07 **County:** CITRUS **Type of Work:** RIGID PAVEMENT RECONSTRUCTION **Project Length:** 0.190MI  
**Extra Description:** REPLACE ASPHALT WITH CONCRETE AT INTERSECTION-6 LANES  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$1,034,473							\$1,034,473
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$12,485							\$12,485
DS-STATE PRIMARY HIGHWAYS & PTO	\$4,013							\$4,013
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$1,050,971</b>							<b>\$1,050,971</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$79,030							\$79,030
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACNP-ADVANCE CONSTRUCTION NHPP			\$7,319,588					\$7,319,588
ACSN-ADVANCE CONSTRUCTION (SN)			\$1,764,818					\$1,764,818
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$121,125					\$121,125
DS-STATE PRIMARY HIGHWAYS & PTO	\$4,551							\$4,551
<b>Phase: CONSTRUCTION Totals</b>	<b>\$4,551</b>		<b>\$9,205,531</b>					<b>\$9,210,082</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD			\$257,594	\$19,140				\$276,734
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$165		\$51,635					\$51,800
<b>CONTRACT INCENTIVES / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE				\$600,000				\$600,000
<b>Item: 450545 1 Totals</b>	<b>\$1,134,717</b>		<b>\$9,514,760</b>	<b>\$619,140</b>				<b>\$11,268,617</b>
<b>Project Totals</b>	<b>\$1,134,717</b>		<b>\$9,514,760</b>	<b>\$619,140</b>				<b>\$11,268,617</b>

**HIGHWAYS**

**Item Number:** 450593 1 **Project Description:** CR470 FROM N AOPKA AVE TO SR44  
**District:** 07 **County:** CITRUS **Type of Work:** RESURFACING **Project Length:** 4.925MI  
**Extra Description:** MILLING AND RESURFACING  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years	
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	GRSC-GROWTH MANAGEMENT FOR SCOP		\$991,447					\$991,447	
	LFP-LOCAL FUNDS FOR PARTICIPATING		\$2,333,332					\$2,333,332	
	SCED-2012 SB1998-SMALL CO OUTREACH		\$256,410					\$256,410	
	SCOP-SMALL COUNTY OUTREACH PROGRAM		\$230,989					\$230,989	
	SCWR-2015 SB2514A-SMALL CO OUTREACH		\$330,769					\$330,769	
	<b>Phase: CONSTRUCTION Totals</b>		<b>\$4,142,947</b>					<b>\$4,142,947</b>	
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$57,727					\$57,727	
	<b>Item: 450593 1 Totals</b>		<b>\$4,200,674</b>					<b>\$4,200,674</b>	
	<b>Project Totals</b>		<b>\$4,200,674</b>					<b>\$4,200,674</b>	

**Item Number:** 450972 1 **Project Description:** US41/SR45/S.FLORIDA AVE FR CR 480 TO E TOWER TRAIL  
**District:** 07 **County:** CITRUS **Type of Work:** SIDEWALK **Project Length:** 0.819MI  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10

		Fiscal Year							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years	
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSL-ADVANCE CONSTRUCTION (SL)		\$83,961					\$83,961	
	BRRP-STATE BRIDGE REPAIR & REHAB	\$2,176						\$2,176	
	DDR-DISTRICT DEDICATED REVENUE	\$1,762						\$1,762	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$321,217					\$321,217	
	DS-STATE PRIMARY HIGHWAYS & PTO	\$640						\$640	
	TALM-TAP AREA POP. 5K TO 50,000		\$129,072					\$129,072	
	TALN-TRANSPORTATION ALTS- < 5K		\$810,312					\$810,312	
	<b>Phase: CONSTRUCTION Totals</b>	<b>\$4,578</b>	<b>\$1,344,562</b>					<b>\$1,349,140</b>	
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$29,966					\$29,966	

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$234	\$42,815						\$43,049
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$76,583							\$76,583
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$5,705							\$5,705
<b>Item: 450972 1 Totals</b>	<b>\$87,100</b>	<b>\$1,417,343</b>						<b>\$1,504,443</b>

<b>Item Number: 450972 2 Project Description: US19/N. SUNCOAST BLVD FR W. ASHBURN LN TO N. CHAMPION POINT</b>								
<b>District: 07 County: CITRUS</b>			<b>Type of Work: SIDEWALK</b>			<b>Project Length: 0.370MI</b>		
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10</b>								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code: ACSN-ADVANCE CONSTRUCTION (SN)			\$171,618					\$171,618
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$2,559					\$2,559
<b>Phase: CONSTRUCTION Totals</b>			<b>\$174,177</b>					<b>\$174,177</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$4,866					\$4,866
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$1,009					\$1,009
<b>Item: 450972 2 Totals</b>			<b>\$180,052</b>					<b>\$180,052</b>

**HIGHWAYS**

<b>Item Number: 450972 3 Project Description: SR 44/GULF TO LAKE HWY FR E OF S. EDEN GARDENS AVE TO E OF REDBUD TERR.</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: SIDEWALK</b>			<b>Project Length: 1.639MI</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE				\$781,085				\$781,085
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$11,691				\$11,691
<b>Phase: CONSTRUCTION Totals</b>					<b>\$792,776</b>				<b>\$792,776</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$21,809				\$21,809
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$4,983				\$4,983
<b>Item: 450972 3 Totals</b>					<b>\$819,568</b>				<b>\$819,568</b>

<b>Item Number: 450972 4 Project Description: SR 44/GULF TO LAKE HWY FR S REDBUD TERRACE TO RIVERSIDE LODGE</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: SIDEWALK</b>			<b>Project Length: 0.341MI</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSA-ADVANCE CONSTRUCTION (SA)					\$248,605			\$248,605
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$3,315			\$3,315
<b>Phase: CONSTRUCTION Totals</b>						<b>\$251,920</b>			<b>\$251,920</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$7,049			\$7,049
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$1,413			\$1,413
<b>Item: 450972 4 Totals</b>						<b>\$260,382</b>			<b>\$260,382</b>
<b>Project Totals</b>		<b>\$87,100</b>	<b>\$1,417,343</b>	<b>\$180,052</b>	<b>\$819,568</b>	<b>\$260,382</b>			<b>\$2,764,445</b>

**HIGHWAYS**

<b>Item Number: 453057 1 Project Description: W DUNKLIN ST FROM CR495 TO N CITRUS SPRINGS BLVD</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: RESURFACING</b>			<b>Project Length: 4.089MI</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	GRSC-GROWTH MANAGEMENT FOR SCOP			\$991,447					\$991,447
	LF-LOCAL FUNDS			\$2,600,000					\$2,600,000
	SCED-2012 SB1998-SMALL CO OUTREACH			\$256,410					\$256,410
	SCOP-SMALL COUNTY OUTREACH PROGRAM			\$232,528					\$232,528
	SCWR-2015 SB2514A-SMALL CO OUTREACH			\$326,282					\$326,282
<b>Phase: CONSTRUCTION Totals</b>				<b>\$4,406,667</b>					<b>\$4,406,667</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$57,632					\$57,632
<b>Item: 453057 1 Totals</b>				<b>\$4,464,299</b>					<b>\$4,464,299</b>
<b>Project Totals</b>				<b>\$4,464,299</b>					<b>\$4,464,299</b>

<b>Item Number: 454454 1 Project Description: SR200 BRIDGE REPLACEMENT FR E SPRUCE DR S OF SW 137CT</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: BRIDGE-REPLACE AND ADD LANES</b>			<b>Project Length: 0.147MI</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4); Page 4-27</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$10,000	\$1,000						\$11,000
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,379							\$1,379
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>\$11,379</b>	<b>\$1,000</b>						<b>\$12,379</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$1,464	\$136						\$1,600
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$80,000				\$80,000
	DS-STATE PRIMARY HIGHWAYS & PTO				\$2,182,468				\$2,182,468
<b>Phase: RIGHT OF WAY Totals</b>					<b>\$2,262,468</b>				<b>\$2,262,468</b>
<b>RIGHT OF WAY - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$144,310				\$144,310

HIGHWAYS									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT						\$211,731		\$211,731
	DS-STATE PRIMARY HIGHWAYS & PTO						\$15,879,790		\$15,879,790
Phase: CONSTRUCTION Totals							\$16,091,521		\$16,091,521
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD						\$450,280		\$450,280
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD						\$90,261		\$90,261
Item: 454454 1 Totals		\$12,843	\$1,136		\$2,406,778		\$16,632,062		\$19,052,819
Project Totals		\$12,843	\$1,136		\$2,406,778		\$16,632,062		\$19,052,819

<b>Item Number:</b> 454558 1 <b>Project Description:</b> KENSINGTON AVE/REEHILL ST FROM SR44 TO CITRUS HILLS BLVD <b>District:</b> 07 <b>County:</b> CITRUS <b>Type of Work:</b> RESURFACING <b>Project Length:</b> 1.800MI <b>2050 LRTP Reference:</b> LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
Fund Code:	GRSC-GROWTH MANAGEMENT FOR SCOP				\$991,447				\$991,447
	LF-LOCAL FUNDS				\$609,960				\$609,960
	SCED-2012 SB1998-SMALL CO OUTREACH				\$256,410				\$256,410
	SCOP-SMALL COUNTY OUTREACH PROGRAM				\$233,553				\$233,553
	SCWR-2015 SB2514A-SMALL CO OUTREACH				\$319,744				\$319,744
Phase: CONSTRUCTION Totals					\$2,411,114				\$2,411,114
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$76,914				\$76,914
Item: 454558 1 Totals					\$2,488,028				\$2,488,028
Project Totals					\$2,488,028				\$2,488,028

**HIGHWAYS**

<b>Item Number: 456546 1 Project Description: E CITRUS SPRINGS BLVD FROM US41 TO CR39</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: RESURFACING</b>			<b>Project Length: 2.395MI</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	GRSC-GROWTH MANAGEMENT FOR SCOP					\$995,011			\$995,011
	LF-LOCAL FUNDS					\$591,872			\$591,872
	SCED-2012 SB1998-SMALL CO OUTREACH					\$263,158			\$263,158
	SCOP-SMALL COUNTY OUTREACH PROGRAM					\$203,237			\$203,237
	SCWR-2015 SB2514A-SMALL CO OUTREACH					\$314,211			\$314,211
<b>Phase: CONSTRUCTION Totals</b>						<b>\$2,367,489</b>			<b>\$2,367,489</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$56,642			\$56,642
<b>Item: 456546 1 Totals</b>						<b>\$2,424,131</b>			<b>\$2,424,131</b>
<b>Project Totals</b>						<b>\$2,424,131</b>			<b>\$2,424,131</b>

<b>Item Number: 456556 1 Project Description: US19 AND US98 REPLACEMENT MAST ARM</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: MISCELLANEOUS STRUCTURE</b>			<b>Project Length: 0.027MI</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	BRAS-ANCILLARY STRUCTURES		\$294,168						\$294,168
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$1,000						\$1,000
<b>Phase: PRELIMINARY ENGINEERING Totals</b>			<b>\$295,168</b>						<b>\$295,168</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$22,052						\$22,052
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	BRAS-ANCILLARY STRUCTURES			\$1,258,661					\$1,258,661
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$5,300					\$5,300
<b>Phase: CONSTRUCTION Totals</b>				<b>\$1,263,961</b>					<b>\$1,263,961</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$36,136					\$36,136

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$5,225					\$5,225
Item: 456556 1 Totals		\$317,220	\$1,305,322					\$1,622,542
Project Totals		\$317,220	\$1,305,322					\$1,622,542

<b>Item Number: 457613 1 Project Description: SR44 FROM MP 4.71 TO 15.20</b>								
District: 07	County: CITRUS	Type of Work: RESURFACING					Project Length: 10.490MI	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)</b>								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$42,268						\$42,268
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$6,658						\$6,658
<b>DESIGN BUILD / MANAGED BY FDOT</b>								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$1,000						\$1,000
	FC5-OPEN GRADE FRICTION COURSE FC5	\$1,505,000						\$1,505,000
Phase: DESIGN BUILD Totals		\$1,506,000						\$1,506,000
Item: 457613 1 Totals		\$1,554,926						\$1,554,926
Project Totals		\$1,554,926						\$1,554,926

<b>Item Number: 458205 1 Project Description: US19/US98/SR55 FROM CR490 (YULEE DR) TO W. ELKHORN DR</b>								
District: 07	County: CITRUS	Type of Work: LIGHTING					Project Length: 0.692MI	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)</b>								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$5,000						\$5,000
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$681						\$681
Item: 458205 1 Totals		\$5,681						\$5,681
Project Totals		\$5,681						\$5,681

**HIGHWAYS**

<b>Item Number: 429066 1 Project Description: BARCLAY AVE FROM LUCKY LANE TO SR50/CORTEZ BLVD</b>								
<b>District: 07</b>	<b>County: HERNANDO</b>	<b>Type of Work: ADD LANES &amp; RECONSTRUCT</b>					<b>Project Length: 0.279MI</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 2,3,6,7: (Pages 2-3, 2-4); Page 4-24</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	LFP-LOCAL FUNDS FOR PARTICIPATING		\$1,725,990					\$1,725,990
	TRIP-TRANS REGIONAL INCENTIVE PROGM		\$56,539					\$56,539
	TRWR-2015 SB2514A-TRAN REG INCT PRG		\$1,669,451					\$1,669,451
	<b>Phase: CONSTRUCTION Totals</b>		<b>\$3,451,980</b>					<b>\$3,451,980</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$55,059					\$55,059
	<b>Item: 429066 1 Totals</b>		<b>\$3,507,039</b>					<b>\$3,507,039</b>
	<b>Project Totals</b>		<b>\$3,507,039</b>					<b>\$3,507,039</b>

<b>Item Number: 441935 1 Project Description: US19/SR55 FROM PASCO COUNTY LINE TO CITRUS COUNTY LINE</b>								
<b>District: 07</b>	<b>County: HERNANDO</b>	<b>Type of Work: ATMS - ARTERIAL TRAFFIC MGMT</b>					<b>Project Length: 19.514MI</b>	
<b>Extra Description: ADD CAMERAS, TRAVEL TIME READERS, FIBER, DETECTORS SIGNAL CONTROLLER UPGRADES ALONG ENTIRE CORRIDOR</b>								
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,6,7: (Pages 2-3, 2-4); Page 4-8</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			\$244,847				\$244,847
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$1,000				\$1,000
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>			<b>\$245,847</b>				<b>\$245,847</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$18,377				\$18,377
	<b>Item: 441935 1 Totals</b>			<b>\$264,224</b>				<b>\$264,224</b>
	<b>Project Totals</b>			<b>\$264,224</b>				<b>\$264,224</b>

**HIGHWAYS**

**Item Number:** 447935 1 **Project Description:** US41/SR45 FROM SOUTH OF COUNTY LINE ROAD TO SOUTH OF POWELL ROAD  
**District:** 07 **County:** HERNANDO **Type of Work:** RESURFACING **Project Length:** 4.414MI  
**Extra Description:** 4 LANES  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACSA-ADVANCE CONSTRUCTION (SA)	\$48,793							\$48,793
ACSL-ADVANCE CONSTRUCTION (SL)	\$9,728							\$9,728
DDR-DISTRICT DEDICATED REVENUE	\$65,772							\$65,772
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$66,324							\$66,324
DS-STATE PRIMARY HIGHWAYS & PTO	\$18,820							\$18,820
SA-STP, ANY AREA	\$946,410							\$946,410
SL-STP, AREAS <= 200K	\$490,875							\$490,875
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$1,646,722</b>							<b>\$1,646,722</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$226,791							\$226,791
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$88,819							\$88,819
DS-STATE PRIMARY HIGHWAYS & PTO	\$15,907							\$15,907
<b>Phase: RAILROAD &amp; UTILITIES Totals</b>	<b>\$104,726</b>							<b>\$104,726</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACSA-ADVANCE CONSTRUCTION (SA)		\$10,417,680						\$10,417,680
ACSL-ADVANCE CONSTRUCTION (SL)		\$871,981						\$871,981
BRRP-STATE BRIDGE REPAIR & REHAB	\$2,859							\$2,859
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$190,487						\$190,487
DS-STATE PRIMARY HIGHWAYS & PTO	\$59,521							\$59,521
<b>Phase: CONSTRUCTION Totals</b>	<b>\$62,380</b>	<b>\$11,480,148</b>						<b>\$11,542,528</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$3,769	\$319,022						\$322,791
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,106	\$70,371						\$72,477

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)	\$116,375							\$116,375
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$8,670							\$8,670
Item: 447935 1 Totals	\$2,171,539	\$11,869,541						\$14,041,080
Project Totals	\$2,171,539	\$11,869,541						\$14,041,080

<b>Item Number: 448035 1 Project Description: SR 50 FROM W OF BUCK HOPE RD TO W OF E JEFFERSON ST</b> <b>District: 07 County: HERNANDO Type of Work: RESURFACING Project Length: 2.534MI</b> <b>Extra Description: 4 LANES</b> <b>2050 LRTP Reference: LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)</b>								
Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$6,406,414					\$6,406,414
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$96,343					\$96,343
Phase: CONSTRUCTION Totals			\$6,502,757					\$6,502,757
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$187,973					\$187,973
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$30,579					\$30,579
Item: 448035 1 Totals			\$6,721,309					\$6,721,309
Project Totals			\$6,721,309					\$6,721,309

**HIGHWAYS**

**Item Number:** 449157 1 **Project Description:** US41/SR45/BROAD ST FROM N OF JEFFERSON ST TO S OF TURKEY TROT LN  
**District:** 07 **County:** HERNANDO **Type of Work:** RESURFACING **Project Length:** 3.998MI  
**Extra Description:** MILLING AND RESURFACING  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$1,234,614							\$1,234,614
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$40,744							\$40,744
DS-STATE PRIMARY HIGHWAYS & PTO	\$59,806							\$59,806
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$1,335,164</b>							<b>\$1,335,164</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$148,839							\$148,839
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACNR-AC NAT HWY PERFORM RESURFACING		\$6,073,347						\$6,073,347
BRRP-STATE BRIDGE REPAIR & REHAB	\$6							\$6
DDR-DISTRICT DEDICATED REVENUE		\$670,833						\$670,833
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$599,022						\$599,022
DS-STATE PRIMARY HIGHWAYS & PTO	\$309							\$309
<b>Phase: CONSTRUCTION Totals</b>	<b>\$315</b>	<b>\$7,343,202</b>						<b>\$7,343,517</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD		\$193,740						\$193,740
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$12	\$98,510						\$98,522
<b>Item: 449157 1 Totals</b>	<b>\$1,484,330</b>	<b>\$7,635,452</b>						<b>\$9,119,782</b>

**HIGHWAYS**

**Item Number:** 450592 1 **Project Description:** CALIFORNIA ST SIDEWALK FROM SPRING HILL DR. TO E OF ROWAN RD  
**District:** 07 **County:** HERNANDO **Type of Work:** BIKE LANE/SIDEWALK **Project Length:** 1.041MI  
**Extra Description:** DESIGN AND CONSTRUCTION OF 5' WIDE SIDEWALK  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	TALL-TRANSPORTATION ALTS- <200K	\$171,000						\$171,000
	TALT-TRANSPORTATION ALTS- ANY AREA	\$24,000						\$24,000
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$195,000</b>						<b>\$195,000</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$14,589						\$14,589
	<b>Item: 450592 1 Totals</b>	<b>\$209,589</b>						<b>\$209,589</b>
	<b>Project Totals</b>	<b>\$209,589</b>						<b>\$209,589</b>

**Item Number:** 451056 1 **Project Description:** US98/SR50A/E JEFFERSON ST FM W OF CORTEZ BLVD TO PONCE DE LEON BLVD  
**District:** 07 **County:** HERNANDO **Type of Work:** RESURFACING **Project Length:** 2.465MI  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	\$997,670						\$997,670
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$52,398						\$52,398
	DS-STATE PRIMARY HIGHWAYS & PTO	\$24,397						\$24,397
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$1,074,465</b>						<b>\$1,074,465</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$135,527						\$135,527
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	\$80,000						\$80,000

HIGHWAYS								
		Fiscal Year						
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	BRRP-STATE BRIDGE REPAIR & REHAB	\$1,288						\$1,288
	DDR-DISTRICT DEDICATED REVENUE		\$6,122,497					\$6,122,497
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$87,109					\$87,109
	DS-STATE PRIMARY HIGHWAYS & PTO	\$23,993						\$23,993
<b>Phase: CONSTRUCTION Totals</b>		<b>\$25,281</b>	<b>\$6,209,606</b>					<b>\$6,234,887</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$4,227	\$172,151					\$176,378
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$910	\$37,135					\$38,045
<b>Item: 451056 1 Totals</b>		<b>\$1,320,410</b>	<b>\$6,418,892</b>					<b>\$7,739,302</b>

<b>Item Number: 452924 1 Project Description: US98/US41/SR700/SR50A FROM NORTH BROAD ST TO EAST JEFFERSON ST</b>									
<b>District: 07</b>		<b>County: HERNANDO</b>			<b>Type of Work: INTERSECTION IMPROVEMENT</b>			<b>Project Length: 0.132MI</b>	
<b>Extra Description: INTERSECTION IMPROVEMENTS</b>									
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4); Page 4-8</b>									
		Fiscal Year							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	\$165,428						\$165,428	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$19,233						\$19,233	
	DS-STATE PRIMARY HIGHWAYS & PTO	\$227,422						\$227,422	
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>\$412,083</b>						<b>\$412,083</b>	
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$37,370						\$37,370	
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	\$984,291						\$984,291	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$20,000						\$20,000	
	DS-STATE PRIMARY HIGHWAYS & PTO	\$10,007						\$10,007	
<b>Phase: RIGHT OF WAY Totals</b>		<b>\$1,014,298</b>						<b>\$1,014,298</b>	
<b>RIGHT OF WAY - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$68,930						\$68,930	

HIGHWAYS									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSA-ADVANCE CONSTRUCTION (SA)		\$821,294						\$821,294
	ACSM-STBG AREA POP. W/ 5K TO 49,999		\$763,564						\$763,564
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$21,132						\$21,132
	DS-STATE PRIMARY HIGHWAYS & PTO	\$6,633							\$6,633
<b>Phase: CONSTRUCTION Totals</b>		<b>\$6,633</b>	<b>\$1,605,990</b>						<b>\$1,612,623</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$44,940						\$44,940
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$235	\$9,008						\$9,243
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DS-STATE PRIMARY HIGHWAYS & PTO	\$18,164							\$18,164
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,414							\$2,414
<b>Item: 452924 1 Totals</b>		<b>\$1,560,127</b>	<b>\$1,659,938</b>						<b>\$3,220,065</b>
<b>Project Totals</b>		<b>\$4,364,867</b>	<b>\$15,714,282</b>						<b>\$20,079,149</b>

**HIGHWAYS**

**Item Number:** 450971 1 **Project Description:** US19/SR55/COMMERCIAL WAY FR APPLGATE DR TO E. TRENTON AVE **\*SIS\***  
**District:** 07 **County:** HERNANDO **Type of Work:** SIDEWALK **Project Length:** 0.970MI  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSA-ADVANCE CONSTRUCTION (SA)		\$1,117,380						\$1,117,380
	BRRP-STATE BRIDGE REPAIR & REHAB	\$121							\$121
	DDR-DISTRICT DEDICATED REVENUE	\$1,374							\$1,374
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$9,557						\$9,557
	DS-STATE PRIMARY HIGHWAYS & PTO	\$3,075							\$3,075
<b>Phase: CONSTRUCTION Totals</b>		<b>\$4,570</b>	<b>\$1,126,937</b>						<b>\$1,131,507</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$33,104						\$33,104
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$218	\$4,074						\$4,292
<b>Item: 450971 1 Totals</b>		<b>\$4,788</b>	<b>\$1,164,115</b>						<b>\$1,168,903</b>

**Item Number:** 450971 2 **Project Description:** US19 FROM AMITY AVENUE TO CENTRALIA ROAD **\*SIS\***  
**District:** 07 **County:** HERNANDO **Type of Work:** SIDEWALK **Project Length:** 0.581MI  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	ACSL-ADVANCE CONSTRUCTION (SL)			\$304,644					\$304,644
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$4,062					\$4,062
<b>Phase: CONSTRUCTION Totals</b>				<b>\$308,706</b>					<b>\$308,706</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$8,638					\$8,638
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$1,732					\$1,732
<b>Item: 450971 2 Totals</b>				<b>\$319,076</b>					<b>\$319,076</b>

**HIGHWAYS**

<b>Item Number: 450971 3 Project Description: US98/SR700 FROM PAULLETTE BLVD TO PORTAGE PATH</b>									
<b>District: 07 County: HERNANDO</b>			<b>Type of Work: SIDEWALK</b>			<b>Project Length: 1.230MI</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>		DDR-DISTRICT DEDICATED REVENUE			\$646,769				\$646,769
		DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$4,831				\$4,831
		<b>Phase: CONSTRUCTION Totals</b>			<b>\$651,600</b>				<b>\$651,600</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>		DIOH-STATE 100% - INDIRECT/OVERHEAD			\$18,059				\$18,059
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>		DIOH-STATE 100% - INDIRECT/OVERHEAD			\$3,526				\$3,526
		<b>Item: 450971 3 Totals</b>			<b>\$673,185</b>				<b>\$673,185</b>

<b>Item Number: 450971 4 Project Description: US19 FROM PINE FORREST DRIVE TO NORTH OF SEALAWN DRIVE</b>									
<b>District: 07 County: HERNANDO</b>			<b>Type of Work: SIDEWALK</b>			<b>*SIS*</b>			<b>Project Length: 0.378MI</b>
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4)</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>		ACSA-ADVANCE CONSTRUCTION (SA)				\$217,220			\$217,220
		DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$2,897			\$2,897
		<b>Phase: CONSTRUCTION Totals</b>				<b>\$220,117</b>			<b>\$220,117</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>		DIOH-STATE 100% - INDIRECT/OVERHEAD				\$6,159			\$6,159
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>		DIOH-STATE 100% - INDIRECT/OVERHEAD				\$1,235			\$1,235
		<b>Item: 450971 4 Totals</b>				<b>\$227,511</b>			<b>\$227,511</b>
		<b>Project Totals</b>		<b>\$4,788</b>	<b>\$1,164,115</b>	<b>\$319,076</b>	<b>\$673,185</b>	<b>\$227,511</b>	<b>\$2,388,675</b>

**HIGHWAYS**

**Item Number:** 451046 1 **Project Description:** SR50/CORTEZ BLVD FROM WISCON RD TO COBB RD  
**District:** 07 **County:** HERNANDO **Type of Work:** RESURFACING **Project Length:** 3.783MI  
**Extra Description:** MILLING AND RESURFACING C(7/2025)  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$297,751							\$297,751
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$131,832							\$131,832
DS-STATE PRIMARY HIGHWAYS & PTO	\$31,009							\$31,009
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$460,592</b>							<b>\$460,592</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$42,202							\$42,202
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACNR-AC NAT HWY PERFORM RESURFACING	\$2,973,153							\$2,973,153
ACSA-ADVANCE CONSTRUCTION (SA)	\$4,645,448							\$4,645,448
DDR-DISTRICT DEDICATED REVENUE	\$4,017,224							\$4,017,224
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$155,230							\$155,230
<b>Phase: CONSTRUCTION Totals</b>	<b>\$11,791,055</b>							<b>\$11,791,055</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$338,358							\$338,358
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$56,570							\$56,570
<b>Item: 451046 1 Totals</b>	<b>\$502,794</b>	<b>\$12,185,983</b>						<b>\$12,688,777</b>
<b>Project Totals</b>	<b>\$502,794</b>	<b>\$12,185,983</b>						<b>\$12,688,777</b>

**HIGHWAYS**

**Item Number:** 455344 1 **Project Description:** US19/SR55 FROM COUNTY LINE RD TO S OF TOUCAN TRAIL **\*SIS\***  
**District:** 07 **County:** HERNANDO **Type of Work:** RESURFACING **Project Length:** 3.707MI  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE	\$397,341							\$397,341
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$50,000							\$50,000
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$447,341</b>							<b>\$447,341</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$36,406							\$36,406
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE				\$19,471,451				\$19,471,451
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$329,224				\$329,224
<b>Phase: CONSTRUCTION Totals</b>				<b>\$19,800,675</b>				<b>\$19,800,675</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD				\$614,166				\$614,166
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD				\$48,693				\$48,693
<b>Item: 455344 1 Totals</b>	<b>\$483,747</b>			<b>\$20,463,534</b>				<b>\$20,947,281</b>
<b>Project Totals</b>	<b>\$483,747</b>			<b>\$20,463,534</b>				<b>\$20,947,281</b>

**Item Number:** 457544 1 **Project Description:** AYERS RD/HAYMAN RD AT CULBREATH ROAD **Project Length:** 0.349MI  
**District:** 07 **County:** HERNANDO **Type of Work:** ROUNDABOUT  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-24

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACSS-ADVANCE CONSTRUCTION (SS,HSP)			\$1,174,508					\$1,174,508
LF-LOCAL FUNDS			\$1,999,303					\$1,999,303
<b>Phase: CONSTRUCTION Totals</b>			<b>\$3,173,811</b>					<b>\$3,173,811</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD			\$89,143					\$89,143

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$13,956					\$13,956
Item: 457544 1 Totals			\$3,276,910					\$3,276,910
Project Totals			\$3,276,910					\$3,276,910

<b>Item Number: 457545 1 Project Description: MARINER BLVD FR LANDOVER BLVD TO ELGIN BLVD</b> <b>District: 07 County: HERNANDO Type of Work: MEDIAN MODIFICATION Project Length: 2.322MI</b> <b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4)</b>								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code: ACSS-ADVANCE CONSTRUCTION (SS,HSP)				\$853,310				\$853,310
LF-LOCAL FUNDS				\$818,929				\$818,929
Phase: CONSTRUCTION Totals				\$1,672,239				\$1,672,239
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				\$46,842				\$46,842
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				\$7,878				\$7,878
Item: 457545 1 Totals				\$1,726,959				\$1,726,959
Project Totals				\$1,726,959				\$1,726,959

**TURNPIKE**

**Item Number:** 442764 2 **Project Description:** SUNCOAST II-PHASE 3A (SR589)-CR 486 TO CR 495  
**District:** 07 **County:** CITRUS **Type of Work:** NEW ROAD CONSTRUCTION **Project Length:** 5.515MI  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> PKED-2012 SB1998-TURNPIKE FEEDER RD	\$9,839,081							\$9,839,081
PKYI-TURNPIKE IMPROVEMENT	\$4,524,593							\$4,524,593
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$14,363,674</b>							<b>\$14,363,674</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$389,160							\$389,160
PKOH-TURNPIKE INDIRECT COSTS	\$163,800							\$163,800
<b>Phase: PRELIM ENG - IND SUPP Totals</b>	<b>\$552,960</b>							<b>\$552,960</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
<b>Fund Code:</b> D-UNRESTRICTED STATE PRIMARY	\$115,646							\$115,646
PKED-2012 SB1998-TURNPIKE FEEDER RD	\$411,669							\$411,669
PKYI-TURNPIKE IMPROVEMENT	\$101,750,546							\$101,750,546
<b>Phase: RIGHT OF WAY Totals</b>	<b>\$102,277,861</b>							<b>\$102,277,861</b>
<b>RIGHT OF WAY - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$7,012							\$7,012
PKOH-TURNPIKE INDIRECT COSTS	\$2,707,069							\$2,707,069
<b>Phase: RIGHT OF WAY - IND SUPP Totals</b>	<b>\$2,714,081</b>							<b>\$2,714,081</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
<b>Fund Code:</b> PKLF-LOCAL SUPPORT FOR TURNPIKE	\$998,828							\$998,828
PKYI-TURNPIKE IMPROVEMENT	\$3,478,939							\$3,478,939
<b>Phase: RAILROAD &amp; UTILITIES Totals</b>	<b>\$4,477,767</b>							<b>\$4,477,767</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
<b>Fund Code:</b> PKBD-TURNPIKE MASTER BOND FUND	\$111,097,111							\$111,097,111
PKYI-TURNPIKE IMPROVEMENT	\$105,421,548		\$4,761,200					\$110,182,748
<b>Phase: CONSTRUCTION Totals</b>	<b>\$216,518,659</b>		<b>\$4,761,200</b>					<b>\$221,279,859</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> PKOH-TURNPIKE INDIRECT COSTS	\$10,094,936		\$51,513					\$10,146,449
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>								

<b>Fund Code:</b>	PKOH-TURNPIKE INDIRECT COSTS	\$1,243,460		\$64,660					<b>\$1,308,120</b>
<b>TURNPIKE</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	PKYI-TURNPIKE IMPROVEMENT	\$6,179,140							<b>\$6,179,140</b>
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	PKOH-TURNPIKE INDIRECT COSTS	\$179,836							<b>\$179,836</b>
<b>Item: 442764 2 Totals</b>		<b>\$358,602,374</b>		<b>\$4,877,373</b>					<b>\$363,479,747</b>

<b>Item Number:</b> 442764 3	<b>Project Description:</b> SUNCOAST II-PHASE 3B (SR589)-CR 495 TO US 19								
<b>District:</b> 07	<b>County:</b> CITRUS	<b>Type of Work:</b> NEW ROAD CONSTRUCTION					<b>Project Length:</b> 4.496MI		
<b>2050 LRTP Reference:</b>	<b>LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)</b>								
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	PKED-2012 SB1998-TURNPIKE FEEDER RD	\$9,365,325							<b>\$9,365,325</b>
	PKYI-TURNPIKE IMPROVEMENT	\$4,760,330							<b>\$4,760,330</b>
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>\$14,125,655</b>							<b>\$14,125,655</b>
<b>PRELIM ENG - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$418,471							<b>\$418,471</b>
	PKOH-TURNPIKE INDIRECT COSTS	\$234,506							<b>\$234,506</b>
<b>Phase: PRELIM ENG - IND SUPP Totals</b>		<b>\$652,977</b>							<b>\$652,977</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	D-UNRESTRICTED STATE PRIMARY	\$187,295							<b>\$187,295</b>
	PKED-2012 SB1998-TURNPIKE FEEDER RD	\$150,305							<b>\$150,305</b>
	PKYI-TURNPIKE IMPROVEMENT	\$55,186,986							<b>\$55,186,986</b>
<b>Phase: RIGHT OF WAY Totals</b>		<b>\$55,524,586</b>							<b>\$55,524,586</b>
<b>RIGHT OF WAY - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$203							<b>\$203</b>
	PKOH-TURNPIKE INDIRECT COSTS	\$1,437,997							<b>\$1,437,997</b>
<b>Phase: RIGHT OF WAY - IND SUPP Totals</b>		<b>\$1,438,200</b>							<b>\$1,438,200</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	PKYI-TURNPIKE IMPROVEMENT	\$3,602,256							<b>\$3,602,256</b>

TURNPIKE									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
Fund Code:	PKBD-TURNPIKE MASTER BOND FUND	\$141,547,081		\$10,600,000	\$2,186,000				\$154,333,081
	PKYI-TURNPIKE IMPROVEMENT	\$59,074,559	\$1,029		\$2,772,790				\$61,848,378
<b>Phase: CONSTRUCTION Totals</b>		<b>\$200,621,640</b>	<b>\$1,029</b>	<b>\$10,600,000</b>	<b>\$4,958,790</b>				<b>\$216,181,459</b>
<b>CONSTRUCTION - IND SUPP / MANAGED BY FDOT</b>									
Fund Code:	PKOH-TURNPIKE INDIRECT COSTS	\$4,666,628			\$67,656				\$4,734,284
<b>CONST SUPPORT - IND SUPP / MANAGED BY FDOT</b>									
Fund Code:	PKOH-TURNPIKE INDIRECT COSTS	\$301,519	\$60	\$258,640	\$53,338				\$613,557
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	\$5,231,561							\$5,231,561
<b>ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT</b>									
Fund Code:	PKOH-TURNPIKE INDIRECT COSTS	\$127,650							\$127,650
<b>Item: 442764 3 Totals</b>		<b>\$286,292,672</b>	<b>\$1,089</b>	<b>\$10,858,640</b>	<b>\$5,079,784</b>				<b>\$302,232,185</b>
<b>Project Totals</b>		<b>\$644,895,046</b>	<b>\$1,089</b>	<b>\$15,736,013</b>	<b>\$5,079,784</b>				<b>\$665,711,932</b>

**TRANSPORTATION PLANNING**

<b>Item Number: 439335 6 Project Description: HERNANDO/CITRUS FY 2026/2027-2027/2028 UPWP</b>								
<b>District: 07</b>	<b>County: HERNANDO</b>	<b>Type of Work: TRANSPORTATION PLANNING</b>					<b>Project Length: 0.000</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	ACPL-ADVANCE CONSTRUCTION PLANNING	\$825,748	\$825,748					\$1,651,496
<b>PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$117,752	\$117,752					\$235,504
<b>Item: 439335 6 Totals</b>		<b>\$943,500</b>	<b>\$943,500</b>					<b>\$1,887,000</b>

<b>Item Number: 439335 7 Project Description: HERNANDO /CITRUS FY 2028/2029-2029/2030 UPWP</b>								
<b>District: 07</b>	<b>County: HERNANDO</b>	<b>Type of Work: TRANSPORTATION PLANNING</b>					<b>Project Length: 0.000</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	ACPL-ADVANCE CONSTRUCTION PLANNING			\$825,748	\$825,748			\$1,651,496
<b>PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$117,752	\$117,752			\$235,504
<b>Item: 439335 7 Totals</b>				<b>\$943,500</b>	<b>\$943,500</b>			<b>\$1,887,000</b>

<b>Item Number: 439335 8 Project Description: HERNANDO/CITRUS FY 2030/2031-2031/2032 UPWP</b>								
<b>District: 07</b>	<b>County: HERNANDO</b>	<b>Type of Work: TRANSPORTATION PLANNING</b>					<b>Project Length: 0.000</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	ACPL-ADVANCE CONSTRUCTION PLANNING					\$825,748		\$825,748
<b>PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$117,752		\$117,752
<b>Item: 439335 8 Totals</b>						<b>\$943,500</b>		<b>\$943,500</b>
<b>Project Totals</b>			<b>\$943,500</b>	<b>\$943,500</b>	<b>\$943,500</b>	<b>\$943,500</b>	<b>\$943,500</b>	<b>\$4,717,500</b>

**MAINTENANCE**

<b>Item Number: 259756 1 Project Description: CITRUS CO (02)</b>								
<b>District: 07</b>	<b>County: CITRUS</b>	<b>Type of Work: ROUTINE MAINTENANCE</b>					<b>Project Length: 0.000</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>								
<b>Fund Code:</b> D-UNRESTRICTED STATE PRIMARY	\$4,038,172	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000		\$4,388,172
<b>MAINTENANCE - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$397,641	\$8,666	\$8,666	\$8,666	\$8,666	\$8,666		\$440,971
<b>Item: 259756 1 Totals</b>	<b>\$4,435,813</b>	<b>\$78,666</b>	<b>\$78,666</b>	<b>\$78,666</b>	<b>\$78,666</b>	<b>\$78,666</b>		<b>\$4,829,143</b>
<b>Project Totals</b>	<b>\$4,435,813</b>	<b>\$78,666</b>	<b>\$78,666</b>	<b>\$78,666</b>	<b>\$78,666</b>	<b>\$78,666</b>		<b>\$4,829,143</b>

<b>Item Number: 405298 1 Project Description: CITRUS CO (02) ASSET MANAGEMENT CONTRACT</b>								
<b>District: 07</b>	<b>County: CITRUS</b>	<b>Type of Work: ROUTINE MAINTENANCE</b>					<b>Project Length: 0.000</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>								
<b>Fund Code:</b> D-UNRESTRICTED STATE PRIMARY	\$22,928,980	\$1,348,656	\$1,348,656	\$1,399,905	\$728,275			\$27,754,472
<b>MAINTENANCE - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,535,332	\$79,031	\$79,031	\$82,034	\$42,677			\$2,818,105
<b>Item: 405298 1 Totals</b>	<b>\$25,464,312</b>	<b>\$1,427,687</b>	<b>\$1,427,687</b>	<b>\$1,481,939</b>	<b>\$770,952</b>			<b>\$30,572,577</b>
<b>Project Totals</b>	<b>\$25,464,312</b>	<b>\$1,427,687</b>	<b>\$1,427,687</b>	<b>\$1,481,939</b>	<b>\$770,952</b>			<b>\$30,572,577</b>

<b>Item Number: 400490 1 Project Description: HERNANDO CO (08)</b>								
<b>District: 07</b>	<b>County: HERNANDO</b>	<b>Type of Work: ROUTINE MAINTENANCE</b>					<b>Project Length: 0.000</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>								
<b>Fund Code:</b> D-UNRESTRICTED STATE PRIMARY	\$50,791,878	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000		\$62,291,878
<b>MAINTENANCE - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$4,075,529	\$284,740	\$284,740	\$284,740	\$284,740	\$284,740		\$5,499,229
<b>Item: 400490 1 Totals</b>	<b>\$54,867,407</b>	<b>\$2,584,740</b>	<b>\$2,584,740</b>	<b>\$2,584,740</b>	<b>\$2,584,740</b>	<b>\$2,584,740</b>		<b>\$67,791,107</b>
<b>Project Totals</b>	<b>\$54,867,407</b>	<b>\$2,584,740</b>	<b>\$2,584,740</b>	<b>\$2,584,740</b>	<b>\$2,584,740</b>	<b>\$2,584,740</b>		<b>\$67,791,107</b>

**MAINTENANCE**

<b>Item Number: 401185 1 Project Description: HERNANDO CO (08)</b>								
<b>District: 07</b>	<b>County: HERNANDO</b>	<b>Type of Work: ROUTINE MAINTENANCE</b>					<b>Project Length: 0.000</b>	
<b>Extra Description: NONE</b>								
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT</b>								
<b>Fund Code:</b> D-UNRESTRICTED STATE PRIMARY	\$200,688	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000		<b>\$275,688</b>
<b>MAINTENANCE - IND SUPP / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$20,742	\$1,857	\$1,857	\$1,857	\$1,857	\$1,857		<b>\$30,027</b>
<b>Item: 401185 1 Totals</b>	<b>\$221,430</b>	<b>\$16,857</b>	<b>\$16,857</b>	<b>\$16,857</b>	<b>\$16,857</b>	<b>\$16,857</b>		<b>\$305,715</b>
<b>Project Totals</b>	<b>\$221,430</b>	<b>\$16,857</b>	<b>\$16,857</b>	<b>\$16,857</b>	<b>\$16,857</b>	<b>\$16,857</b>		<b>\$305,715</b>

**FLP: AVIATION**

<b>Item Number: 452372 1 Project Description: CRYSTAL RIVER AIRPORT - TAXIWAY A REHAB CONSTRUCTION</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: AVIATION PRESERVATION PROJECT</b>			<b>Project Length: 0.000</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE					\$86,400			\$86,400
	FAA-FEDERAL AVIATION ADMIN					\$972,000			\$972,000
	LF-LOCAL FUNDS					\$21,600			\$21,600
<b>Phase: CAPITAL Totals</b>						<b>\$1,080,000</b>			<b>\$1,080,000</b>
<b>CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$2,117			\$2,117
<b>Item: 452372 1 Totals</b>						<b>\$1,082,117</b>			<b>\$1,082,117</b>
<b>Project Totals</b>						<b>\$1,082,117</b>			<b>\$1,082,117</b>

<b>Item Number: 452373 1 Project Description: INVERNESS AIRPORT - REPLACE FUEL TANKS</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: AVIATION REVENUE/OPERATIONAL</b>			<b>Project Length: 0.000</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE		\$360,000						\$360,000
	LF-LOCAL FUNDS		\$90,000						\$90,000
<b>Phase: CAPITAL Totals</b>			<b>\$450,000</b>						<b>\$450,000</b>
<b>CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$8,820						\$8,820
<b>Item: 452373 1 Totals</b>			<b>\$458,820</b>						<b>\$458,820</b>
<b>Project Totals</b>			<b>\$458,820</b>						<b>\$458,820</b>

**FLP: AVIATION**

<b>Item Number: 452374 1 Project Description: CRYSTAL RIVER AIRPORT - TAXIWAY A REHAB DESIGN</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: AVIATION PRESERVATION PROJECT</b>			<b>Project Length: 0.000</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE					\$9,600			\$9,600
	FAA-FEDERAL AVIATION ADMIN					\$108,000			\$108,000
	LF-LOCAL FUNDS					\$2,400			\$2,400
<b>Phase: CAPITAL Totals</b>						<b>\$120,000</b>			<b>\$120,000</b>
<b>CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$235			\$235
<b>Item: 452374 1 Totals</b>						<b>\$120,235</b>			<b>\$120,235</b>
<b>Project Totals</b>						<b>\$120,235</b>			<b>\$120,235</b>

<b>Item Number: 455947 1 Project Description: INVERNESS AIRPORT - DESIGN AND CONSTRUCT TAXIWAY TO T-HANGARS</b>									
<b>District: 07 County: CITRUS</b>			<b>Type of Work: AVIATION CAPACITY PROJECT</b>			<b>Project Length: 0.000</b>			
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)</b>									
		<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE		\$252,000						\$252,000
	LF-LOCAL FUNDS		\$63,000						\$63,000
<b>Phase: CAPITAL Totals</b>			<b>\$315,000</b>						<b>\$315,000</b>
<b>CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$6,174						\$6,174
<b>Item: 455947 1 Totals</b>			<b>\$321,174</b>						<b>\$321,174</b>
<b>Project Totals</b>			<b>\$321,174</b>						<b>\$321,174</b>

**FLP: AVIATION**

**Item Number:** 455948 1 **Project Description:** CRYSTAL RIVER AIRPORT - ACQUIRE PARCELS FOR NORTH OF RUNWAY 18  
**District:** 07 **County:** CITRUS **Type of Work:** AVIATION SAFETY PROJECT **Project Length:** 0.000  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE		\$1,179,200						\$1,179,200
	LF-LOCAL FUNDS		\$294,800						\$294,800
<b>Phase: CAPITAL Totals</b>			<b>\$1,474,000</b>						<b>\$1,474,000</b>
<b>CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$28,890						\$28,890
<b>Item: 455948 1 Totals</b>			<b>\$1,502,890</b>						<b>\$1,502,890</b>
<b>Project Totals</b>			<b>\$1,502,890</b>						<b>\$1,502,890</b>

**Item Number:** 456120 1 **Project Description:** DESIGN AND CONSTRUCTION OF CORPORATE HANGAR - CRYTSAL RIVER AIRPORT  
**District:** 07 **County:** CITRUS **Type of Work:** AVIATION REVENUE/OPERATIONAL **Project Length:** 0.000  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE			\$678,000					\$678,000
	LF-LOCAL FUNDS			\$678,000					\$678,000
<b>Phase: CAPITAL Totals</b>				<b>\$1,356,000</b>					<b>\$1,356,000</b>
<b>CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$16,611					\$16,611
<b>Item: 456120 1 Totals</b>				<b>\$1,372,611</b>					<b>\$1,372,611</b>
<b>Project Totals</b>				<b>\$1,372,611</b>					<b>\$1,372,611</b>

**FLP: AVIATION**

<b>Item Number: 456121 1 Project Description: DESIGN AND CONSTRUCT T-HANGARS - INVERNESS AIRPORT</b>								
<b>District: 07</b>	<b>County: CITRUS</b>	<b>Type of Work: AVIATION REVENUE/OPERATIONAL</b>					<b>Project Length: 0.000</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE		\$1,500,000					\$1,500,000
	LF-LOCAL FUNDS		\$1,500,000					\$1,500,000
	<b>Phase: CAPITAL Totals</b>		<b>\$3,000,000</b>					<b>\$3,000,000</b>
<b>CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$36,750					\$36,750
	<b>Item: 456121 1 Totals</b>		<b>\$3,036,750</b>					<b>\$3,036,750</b>
	<b>Project Totals</b>		<b>\$3,036,750</b>					<b>\$3,036,750</b>

<b>Item Number: 447532 1 Project Description: BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT-T HANGER AND TAXI LANE CONST</b>								
<b>District: 07</b>	<b>County: HERNANDO</b>	<b>Type of Work: AVIATION REVENUE/OPERATIONAL</b>					<b>Project Length: 0.000</b>	
<b>2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)</b>								
	<b>Fiscal Year</b>							
<b>Phase / Responsible Agency</b>	<b>&lt;2027</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>&gt;2031</b>	<b>All Years</b>
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	DPTO-STATE - PTO		\$2,022,825					\$2,022,825
	LF-LOCAL FUNDS		\$2,022,825					\$2,022,825
	<b>Phase: CAPITAL Totals</b>		<b>\$4,045,650</b>					<b>\$4,045,650</b>
<b>CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$49,559					\$49,559
	<b>Item: 447532 1 Totals</b>		<b>\$4,095,209</b>					<b>\$4,095,209</b>
	<b>Project Totals</b>		<b>\$4,095,209</b>					<b>\$4,095,209</b>

**FLP: TRANSIT**

**Item Number:** 402628 1 **Project Description:** FTA SECTION 5311 OPERATING  
**District:** 07 **County:** CITRUS **Type of Work:** CAPITAL FOR FIXED ROUTE **Project Length:** 0.000  
**Extra Description:** CITRUS COUNTY BOCC  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years	
<b>OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	\$31,314						\$31,314	
	DU-STATE PRIMARY/FEDERAL REIMB	\$5,808,932	\$451,750	\$469,157	\$487,086	\$505,552	\$524,573	\$8,247,050	
	LF-LOCAL FUNDS	\$5,934,182	\$451,750	\$469,157	\$487,086	\$505,552	\$524,573	\$8,372,300	
	<b>Phase: OPERATIONS Totals</b>	<b>\$11,774,428</b>	<b>\$903,500</b>	<b>\$938,314</b>	<b>\$974,172</b>	<b>\$1,011,104</b>	<b>\$1,049,146</b>	<b>\$16,650,664</b>	
<b>OPERATIONS - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$212,985	\$11,068	\$11,494	\$11,934	\$12,386	\$12,852	\$272,719	
	<b>Item: 402628 1 Totals</b>	<b>\$11,987,413</b>	<b>\$914,568</b>	<b>\$949,808</b>	<b>\$986,106</b>	<b>\$1,023,490</b>	<b>\$1,061,998</b>	<b>\$16,923,383</b>	

**Item Number:** 402628 2 **Project Description:** FTA SECTION 5311  
**District:** 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000  
**Extra Description:** CITRUS COUNTY BOCC - FTA SECTION 5311  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years	
<b>OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO</b>									
<b>Fund Code:</b>	DU-STATE PRIMARY/FEDERAL REIMB	\$660,514	\$128,471	\$128,471	\$128,471	\$128,471	\$128,471	\$1,302,869	
	LF-LOCAL FUNDS	\$660,514	\$128,471	\$128,471	\$128,471	\$128,471	\$128,471	\$1,302,869	
	<b>Phase: OPERATIONS Totals</b>	<b>\$1,321,028</b>	<b>\$256,942</b>	<b>\$256,942</b>	<b>\$256,942</b>	<b>\$256,942</b>	<b>\$256,942</b>	<b>\$2,605,738</b>	
<b>OPERATIONS - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$26,479	\$3,148	\$3,148	\$3,148	\$3,148	\$3,148	\$42,219	
<b>CAPITAL / MANAGED BY BOARD CO COMMISSNRS CITRUS CO</b>									
<b>Fund Code:</b>	DU-STATE PRIMARY/FEDERAL REIMB	\$3,624,500						\$3,624,500	
	LF-LOCAL FUNDS	\$596,494						\$596,494	
	<b>Phase: CAPITAL Totals</b>	<b>\$4,220,994</b>						<b>\$4,220,994</b>	
<b>CAPITAL - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$133,785						\$133,785	
	<b>Item: 402628 2 Totals</b>	<b>\$5,702,286</b>	<b>\$260,090</b>	<b>\$260,090</b>	<b>\$260,090</b>	<b>\$260,090</b>	<b>\$260,090</b>	<b>\$7,002,736</b>	

**FLP: TRANSIT**

**Item Number:** 402628 4 **Project Description:** CITRUS COUNTY BOCC - FTA SECTION 5307  
**District:** 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000  
**Extra Description:** SMALL URBANIZED AREA GOVERNOR'S APPORTIONMENT  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT</b>									
<b>Fund Code:</b>	FTA-FEDERAL TRANSIT ADMINISTRATION	\$5,000,000	\$1,250,000	\$1,250,000	\$1,250,000				\$8,750,000
	LF-LOCAL FUNDS	\$1,400,000	\$350,000	\$350,000	\$350,000				\$2,450,000
	<b>Phase: OPERATIONS Totals</b>	<b>\$6,400,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>				<b>\$11,200,000</b>
<b>CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT</b>									
<b>Fund Code:</b>	FTA-FEDERAL TRANSIT ADMINISTRATION	\$6,145,165							\$6,145,165
	LF-LOCAL FUNDS	\$6,145,165							\$6,145,165
	<b>Phase: CAPITAL Totals</b>	<b>\$12,290,330</b>							<b>\$12,290,330</b>
	<b>Item: 402628 4 Totals</b>	<b>\$18,690,330</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>				<b>\$23,490,330</b>
	<b>Project Totals</b>	<b>\$36,380,029</b>	<b>\$2,774,658</b>	<b>\$2,809,898</b>	<b>\$2,846,196</b>	<b>\$1,283,580</b>	<b>\$1,322,088</b>		<b>\$47,416,449</b>

**Item Number:** 438845 1 **Project Description:** CITRUS COUNTY BOCC - STATE TRANSIT BLOCK GRANT  
**District:** 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000  
**Extra Description:** HOMOSSASSA SPRINGS  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	\$1,077,239	\$399,320	\$411,300	\$224,823	\$436,348	\$223,174		\$2,772,204
	DPTO-STATE - PTO	\$1,617,283			\$198,816		\$223,174		\$2,039,273
	LF-LOCAL FUNDS	\$2,805,892	\$399,320	\$411,300	\$423,639	\$436,348	\$446,348		\$4,922,847
	<b>Phase: OPERATIONS Totals</b>	<b>\$5,500,414</b>	<b>\$798,640</b>	<b>\$822,600</b>	<b>\$847,278</b>	<b>\$872,696</b>	<b>\$892,696</b>		<b>\$9,734,324</b>
<b>OPERATIONS - IND SUPP / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$149,652	\$9,783	\$10,077	\$10,379	\$10,691	\$10,936		\$201,518
	<b>Item: 438845 1 Totals</b>	<b>\$5,650,066</b>	<b>\$808,423</b>	<b>\$832,677</b>	<b>\$857,657</b>	<b>\$883,387</b>	<b>\$903,632</b>		<b>\$9,935,842</b>
	<b>Project Totals</b>	<b>\$5,650,066</b>	<b>\$808,423</b>	<b>\$832,677</b>	<b>\$857,657</b>	<b>\$883,387</b>	<b>\$903,632</b>		<b>\$9,935,842</b>

**FLP: TRANSIT**

**Item Number:** 401982 1 **Project Description:** HERNANDO COUNTY SECTION 5311  
**District:** 07 **County:** HERNANDO **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000  
**Extra Description:** FTA SECTION 5311  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>OPERATIONS / MANAGED BY HERNANDO</b>								
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB	\$3,431,883	\$459,124	\$476,800	\$495,007	\$513,759	\$533,074		\$5,909,647
LF-LOCAL FUNDS	\$3,461,334	\$459,124	\$476,800	\$495,007	\$513,759	\$533,074		\$5,939,098
<b>Phase: OPERATIONS Totals</b>	<b>\$6,893,217</b>	<b>\$918,248</b>	<b>\$953,600</b>	<b>\$990,014</b>	<b>\$1,027,518</b>	<b>\$1,066,148</b>		<b>\$11,848,745</b>
<b>OPERATIONS - IND SUPP / MANAGED BY HERNANDO</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$128,363	\$11,249	\$11,682	\$12,128	\$12,587	\$13,060		\$189,069
<b>CAPITAL / MANAGED BY HERNANDO</b>								
<b>Fund Code:</b> LF-LOCAL FUNDS	\$22,000							\$22,000
<b>Item: 401982 1 Totals</b>	<b>\$7,043,580</b>	<b>\$929,497</b>	<b>\$965,282</b>	<b>\$1,002,142</b>	<b>\$1,040,105</b>	<b>\$1,079,208</b>		<b>\$12,059,814</b>

**Item Number:** 401982 2 **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5311  
**District:** 07 **County:** HERNANDO **Type of Work:** CAPITAL FOR FIXED ROUTE **Project Length:** 0.000  
**Extra Description:** THE BUS  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
<b>OPERATIONS / MANAGED BY HERNANDO COUNTY MPO</b>								
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB	\$290,059	\$130,083	\$130,083	\$130,083	\$130,083	\$130,083		\$940,474
LF-LOCAL FUNDS	\$290,059	\$130,083	\$130,083	\$130,083	\$130,083	\$130,083		\$940,474
<b>Phase: OPERATIONS Totals</b>	<b>\$580,118</b>	<b>\$260,166</b>	<b>\$260,166</b>	<b>\$260,166</b>	<b>\$260,166</b>	<b>\$260,166</b>		<b>\$1,880,948</b>
<b>OPERATIONS - IND SUPP / MANAGED BY HERNANDO COUNTY MPO</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$21,396	\$3,187	\$3,187	\$3,187	\$3,187	\$3,187		\$37,331
<b>CAPITAL / MANAGED BY HERNANDO COUNTY MPO</b>								
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB	\$100,000							\$100,000
<b>CAPITAL - IND SUPP / MANAGED BY HERNANDO COUNTY MPO</b>								
<b>Fund Code:</b> DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,450							\$2,450
<b>Item: 401982 2 Totals</b>	<b>\$703,964</b>	<b>\$263,353</b>	<b>\$263,353</b>	<b>\$263,353</b>	<b>\$263,353</b>	<b>\$263,353</b>		<b>\$2,020,729</b>
<b>Project Totals</b>	<b>\$7,747,544</b>	<b>\$1,192,850</b>	<b>\$1,228,635</b>	<b>\$1,265,495</b>	<b>\$1,303,458</b>	<b>\$1,342,561</b>		<b>\$14,080,543</b>

**FLP: TRANSIT**

**Item Number:** 408104 1 **Project Description:** HERNANDO COUNTY BLOCK GRANT  
**District:** 07 **County:** HERNANDO **Type of Work:** OPERATING FOR FIXED ROUTE **Project Length:** 0.000  
**Extra Description:** HERNANDO COUNTY BOCC - STATE TRANSIT BLOCK GRANT - THE BUS  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>OPERATIONS / MANAGED BY HERNANDO COUNTY MPO</b>									
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	\$2,866,047	\$440,689	\$542,228		\$575,250	\$585,250		\$5,009,464
	DPTO-STATE - PTO	\$3,118,720	\$85,746		\$558,495				\$3,762,961
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,397,737							\$1,397,737
	LF-LOCAL FUNDS	\$7,713,213	\$526,435	\$542,228	\$558,495	\$575,250	\$585,250		\$10,500,871
	<b>Phase: OPERATIONS Totals</b>	<b>\$15,095,717</b>	<b>\$1,052,870</b>	<b>\$1,084,456</b>	<b>\$1,116,990</b>	<b>\$1,150,500</b>	<b>\$1,170,500</b>		<b>\$20,671,033</b>
<b>OPERATIONS - IND SUPP / MANAGED BY HERNANDO COUNTY MPO</b>									
<b>Fund Code:</b>	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$351,846	\$12,898	\$13,285	\$13,683	\$14,094	\$14,339		\$420,145
	<b>Item: 408104 1 Totals</b>	<b>\$15,447,563</b>	<b>\$1,065,768</b>	<b>\$1,097,741</b>	<b>\$1,130,673</b>	<b>\$1,164,594</b>	<b>\$1,184,839</b>		<b>\$21,091,178</b>
	<b>Project Totals</b>	<b>\$15,447,563</b>	<b>\$1,065,768</b>	<b>\$1,097,741</b>	<b>\$1,130,673</b>	<b>\$1,164,594</b>	<b>\$1,184,839</b>		<b>\$21,091,178</b>

**Item Number:** 408715 1 **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5307  
**District:** 07 **County:** HERNANDO **Type of Work:** TRANSIT IMPROVEMENT **Project Length:** 0.000  
**Extra Description:** THE BUS - SMALL URBANIZED GOV. APPROPRIATION  
**2050 LRTP Reference:** LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

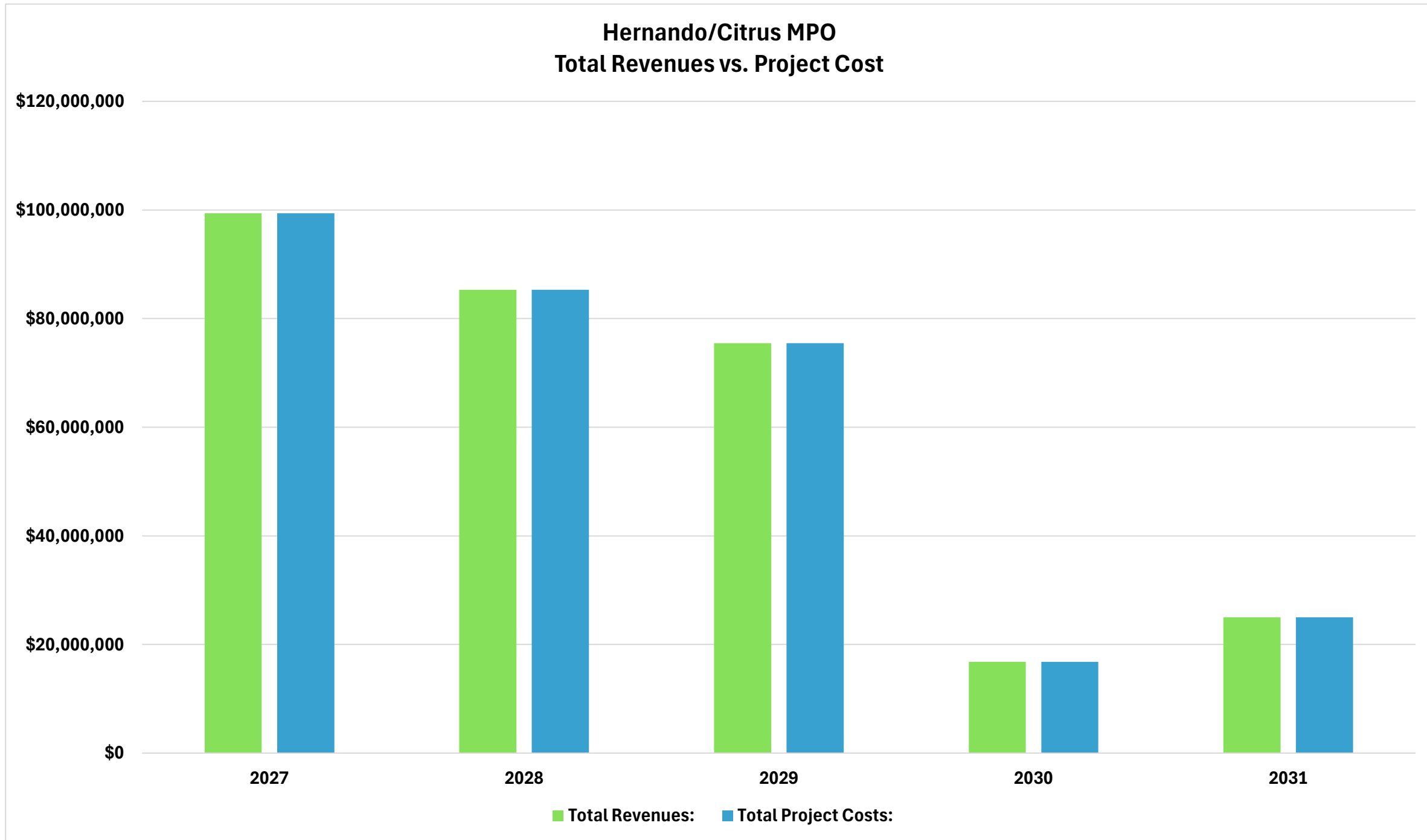
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>OPERATIONS / MANAGED BY HERNANDO</b>									
<b>Fund Code:</b>	FTA-FEDERAL TRANSIT ADMINISTRATION	\$4,450,000	\$1,250,000	\$1,250,000	\$1,250,000				\$8,200,000
	LF-LOCAL FUNDS	\$2,100,000	\$350,000	\$350,000	\$350,000				\$3,150,000
	<b>Phase: OPERATIONS Totals</b>	<b>\$6,550,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>				<b>\$11,350,000</b>
<b>CAPITAL / MANAGED BY HERNANDO</b>									
<b>Fund Code:</b>	FTA-FEDERAL TRANSIT ADMINISTRATION	\$10,248,621							\$10,248,621
	<b>Item: 408715 1 Totals</b>	<b>\$16,798,621</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>				<b>\$21,598,621</b>
	<b>Project Totals</b>	<b>\$16,798,621</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>				<b>\$21,598,621</b>
	<b>Grand Total</b>	<b>\$860,195,824</b>	<b>\$99,401,249</b>	<b>\$85,303,427</b>	<b>\$75,484,602</b>	<b>\$16,795,053</b>	<b>\$25,008,945</b>		<b>\$1,162,189,100</b>

SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR									
Fund	Fund Name	<2027	2027	2028	2029	2030	2031	>2031	All Years
ACCM	ADVANCE CONSTRUCTION (CM)	\$1,824,199							\$1,824,199
ACNP	ADVANCE CONSTRUCTION NHPP			\$7,319,588					\$7,319,588
ACNR	AC NAT HWY PERFORM RESURFACING		\$22,496,520						\$22,496,520
ACPL	ADVANCE CONSTRUCTION PLANNING		\$825,748	\$825,748	\$825,748	\$825,748	\$825,748		\$4,128,740
ACSA	ADVANCE CONSTRUCTION (SA)	\$703,338	\$17,200,249	\$2,608,825	\$7,382,872	\$465,825			\$28,361,109
ACSL	ADVANCE CONSTRUCTION (SL)	\$9,728	\$955,942	\$304,644					\$1,270,314
ACSM	STBG AREA POP. W/ 5K TO 49,999	\$1,650,115	\$871,405						\$2,521,520
ACSN	ADVANCE CONSTRUCTION (SN)	\$3,543,230	\$2,842,439	\$2,850,361	\$2,622,761	\$2,100,000			\$13,958,791
ACSS	ADVANCE CONSTRUCTION (SS,HSP)			\$1,174,508	\$853,310				\$2,027,818
BA	DONOR BONUS, ANY AREA	\$740,031							\$740,031
BRAS	ANCILLARY STRUCTURES		\$294,168	\$1,258,661					\$1,552,829
BRRP	STATE BRIDGE REPAIR & REHAB	\$7,471							\$7,471
CARN	CARB FOR RURAL AREAS < 5K	\$67							\$67
CM	CONGESTION MITIGATION - AQ	\$911,596							\$911,596
D	UNRESTRICTED STATE PRIMARY	\$78,262,659	\$3,733,656	\$3,733,656	\$3,784,905	\$3,113,275	\$2,385,000		\$95,013,151
DDR	DISTRICT DEDICATED REVENUE	\$21,459,346	\$24,051,322	\$19,616,251	\$36,405,473	\$2,421,298	\$808,424		\$104,762,114
DIH	STATE IN-HOUSE PRODUCT SUPPORT	\$1,623,405	\$1,491,654	\$712,359	\$973,235	\$6,212	\$211,731		\$5,018,596
DIOH	STATE 100% - INDIRECT/OVERHEAD	\$13,017,028	\$3,347,103	\$2,226,189	\$2,600,727	\$823,878	\$1,011,078		\$23,026,003
DPTO	STATE - PTO	\$4,736,003	\$2,108,571		\$757,311		\$223,174		\$7,825,059
DS	STATE PRIMARY HIGHWAYS & PTO	\$4,959,579		\$11,790,104	\$4,305,005		\$15,879,790		\$36,934,478
DU	STATE PRIMARY/FEDERAL REIMB	\$13,915,888	\$1,169,428	\$1,204,511	\$1,240,647	\$1,277,865	\$1,316,201		\$20,124,540
FAA	FEDERAL AVIATION ADMIN					\$1,080,000			\$1,080,000
FC5	OPEN GRADE FRICTION COURSE FC5		\$1,505,000						\$1,505,000
FTA	FEDERAL TRANSIT ADMINISTRATION	\$25,843,786	\$2,500,000	\$2,500,000	\$2,500,000				\$33,343,786

SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR									
Fund	Fund Name	<2027	2027	2028	2029	2030	2031	>2031	All Years
GRSC	GROWTH MANAGEMENT FOR SCOP		\$991,447	\$991,447	\$991,447	\$995,011			\$3,969,352
LF	LOCAL FUNDS	\$31,128,853	\$5,265,808	\$9,635,342	\$4,351,670	\$2,905,335	\$2,347,799		\$55,634,807
LFP	LOCAL FUNDS FOR PARTICIPATING		\$4,059,322						\$4,059,322
PKBD	TURNPIKE MASTER BOND FUND	\$252,644,192		\$10,600,000	\$2,186,000				\$265,430,192
PKED	2012 SB1998-TURNPIKE FEEDER RD	\$19,766,380							\$19,766,380
PKLF	LOCAL SUPPORT FOR TURNPIKE	\$998,828							\$998,828
PKOH	TURNPIKE INDIRECT COSTS	\$21,157,401	\$60	\$374,813	\$120,994				\$21,653,268
PKYI	TURNPIKE IMPROVEMENT	\$349,210,458	\$1,029	\$4,761,200	\$2,772,790				\$356,745,477
ROWR	ROW LEASE REVENUES	\$8,178	\$11,836						\$20,014
SA	STP, ANY AREA	\$3,374,705							\$3,374,705
SCED	2012 SB1998-SMALL CO OUTREACH		\$256,410	\$256,410	\$256,410	\$263,158			\$1,032,388
SCOP	SMALL COUNTY OUTREACH PROGRAM		\$230,989	\$232,528	\$233,553	\$203,237			\$900,307
SCWR	2015 SB2514A-SMALL CO OUTREACH		\$330,769	\$326,282	\$319,744	\$314,211			\$1,291,006
SL	STP, AREAS <= 200K	\$490,875							\$490,875
SM	STBG AREA POP. W/ 5K TO 49,999	\$1,809,770							\$1,809,770
SN	STP, MANDATORY NON-URBAN <= 5K	\$6,398,715							\$6,398,715
TALL	TRANSPORTATION ALTS- <200K		\$171,000						\$171,000
TALM	TAP AREA POP. 5K TO 50,000		\$129,072						\$129,072
TALN	TRANSPORTATION ALTS- < 5K		\$810,312						\$810,312
TALT	TRANSPORTATION ALTS- ANY AREA		\$24,000						\$24,000
TRIP	TRANS REGIONAL INCENTIVE PROGM		\$56,539						\$56,539
TRWR	2015 SB2514A-TRAN REG INCT PRG		\$1,669,451						\$1,669,451
<b>Grand Total:</b>		<b>\$860,195,824</b>	<b>\$99,401,249</b>	<b>\$85,303,427</b>	<b>\$75,484,602</b>	<b>\$16,795,053</b>	<b>\$25,008,945</b>		<b>\$1,162,189,100</b>

SUMMARY BY FUNDING SOURCE PER FISCAL YEAR								
Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
Federal	\$61,216,043	\$49,996,115	\$18,788,185	\$15,425,338	\$5,749,438	\$2,141,949		\$153,317,068
Local	\$32,127,681	\$9,325,130	\$9,635,342	\$4,351,670	\$2,905,335	\$2,347,799		\$60,692,957
State 100%	\$143,840,049	\$40,078,915	\$41,143,887	\$50,627,810	\$8,140,280	\$20,519,197		\$304,350,138
Toll/Turnpike	\$623,012,051	\$1,089	\$15,736,013	\$5,079,784				\$643,828,937
<b>Grand Total:</b>	<b>\$860,195,824</b>	<b>\$99,401,249</b>	<b>\$85,303,427</b>	<b>\$75,484,602</b>	<b>\$16,795,053</b>	<b>\$25,008,945</b>		<b>\$1,162,189,100</b>

SUMMARY BY PROJECT CATEGORY PER FISCAL YEAR								
Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
TOTAL: HIGHWAY PROJECTS	\$48,287,993	\$80,528,918	\$52,537,652	\$57,599,095	\$6,562,967	\$16,632,062		\$262,148,687
TOTAL: TURNPIKE PROJECTS	\$644,895,046	\$1,089	\$15,736,013	\$5,079,784	\$0	\$0		\$665,711,932
TOTAL: TRANSPORTATION PLANNING PROJECTS	\$0	\$943,500	\$943,500	\$943,500	\$943,500	\$943,500		\$4,717,500
TOTAL: MAINTENANCE PROJECTS	\$84,988,962	\$4,887,944	\$4,107,950	\$4,162,202	\$4,653,567	\$2,680,263		\$105,480,888
TOTAL: FLP: AVIATION PROJECTS	\$0	\$5,598,099	\$4,409,361	\$0	\$0	\$0		\$10,007,460
TOTAL: FLP: TRANSIT PROJECTS	\$82,023,823	\$7,441,699	\$7,568,951	\$7,700,021	\$4,635,019	\$4,753,120		\$114,122,633
<b>Grand Total:</b>	<b>\$860,195,824</b>	<b>\$99,401,249</b>	<b>\$85,303,427</b>	<b>\$75,484,602</b>	<b>\$16,795,053</b>	<b>\$25,008,945</b>		<b>\$1,162,189,100</b>



## Appendix F: FDOT Annual List of Obligated Projects

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APPENDIX F  
 FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS

TIP Fiscal Years 2027 - 2031  
 Hernando/Citrus MPO

GROUP	COUNTY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	2025
HIGHWAYS	CITRUS	257165 1	US41 (SR45) FROM SR44 TO N OF SR200	ADD LANES & RECONSTRUCT	02010000	6.578 MI	3	3	3	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*NON-SIS*	1,293,980
HIGHWAYS	CITRUS	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936 MI	2	2	2	CONSTRUCTION	CARB	MANAGED BY FDOT	*NON-SIS*	-47,747
HIGHWAYS	CITRUS	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936 MI	2	2	2	CONSTRUCTION	PROT	MANAGED BY FDOT	*NON-SIS*	81,162
HIGHWAYS	CITRUS	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936 MI	2	2	2	RIGHT OF WAY	SA	MANAGED BY FDOT	*NON-SIS*	1,028,435
HIGHWAYS	CITRUS	257165 5	US41(SR45) FROM N OF SPORTSMAN POINT TO N OF E ARLINGTON ST	ADD LANES & RECONSTRUCT	02010000	0.804 MI	2	2	2	RIGHT OF WAY	CARN	MANAGED BY FDOT	*NON-SIS*	-753,432
HIGHWAYS	CITRUS	257165 5	US41(SR45) FROM N OF SPORTSMAN POINT TO N OF E ARLINGTON ST	ADD LANES & RECONSTRUCT	02010000	0.804 MI	2	2	2	RIGHT OF WAY	SN	MANAGED BY FDOT	*NON-SIS*	1,925,571
HIGHWAYS	CITRUS	405822 3	US 19 (SR 55) FROM W JUMP COURT TO W FORT ISLAND TRAIL	ADD LANES & RECONSTRUCT	02030000	4.805 MI	4	6	2	CONSTRUCTION	CM	MANAGED BY FDOT	*SIS*	18,101
HIGHWAYS	CITRUS	405822 3	US 19 (SR 55) FROM W JUMP COURT TO W FORT ISLAND TRAIL	ADD LANES & RECONSTRUCT	02030000	4.805 MI	4	6	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	2,529,655
HIGHWAYS	CITRUS	405822 3	US 19 (SR 55) FROM W JUMP COURT TO W FORT ISLAND TRAIL	ADD LANES & RECONSTRUCT	02030000	4.805 MI	4	6	2	CONSTRUCTION	SA	MANAGED BY FDOT	*SIS*	2,186,931
HIGHWAYS	CITRUS	437514 1	US 19/US 98/SR 55/S SUNCOAST BLVD FR HERNANDO CO LN TO W GREEN ACRES	RESURFACING	02030000	6.809 MI	4	4	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	17,295
HIGHWAYS	CITRUS	437514 1	US 19/US 98/SR 55/S SUNCOAST BLVD FR HERNANDO CO LN TO W GREEN ACRES	RESURFACING	02030000	6.809 MI	4	4	0	CONSTRUCTION	SA	MANAGED BY FDOT	*SIS*	688,768
HIGHWAYS	CITRUS	437515 1	US19/US98/SR55/N SUNCOAST BLVD FR S OF NE 1ST TERR TO S OF SNUG HARBOR	RESURFACING	02030000	1.233 MI	6	6	0	CONSTRUCTION	CM	MANAGED BY FDOT	*SIS*	1,000,000
HIGHWAYS	CITRUS	437515 1	US19/US98/SR55/N SUNCOAST BLVD FR S OF NE 1ST TERR TO S OF SNUG HARBOR	RESURFACING	02030000	1.233 MI	6	6	0	CONSTRUCTION	SN	MANAGED BY FDOT	*SIS*	1,194,256
HIGHWAYS	CITRUS	439698 1	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605 MI	0	2	0	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	327,596
HIGHWAYS	CITRUS	439698 1	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605 MI	0	2	0	CONSTRUCTION	SR2T	MANAGED BY FDOT	*NON-SIS*	-2,086
HIGHWAYS	CITRUS	439698 1	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605 MI	0	2	0	RAILROAD AND UTILITIES	SA	MANAGED BY FDOT	*NON-SIS*	114,782
HIGHWAYS	CITRUS	440250 1	US 98/SR700/W PONCE DE LEON BLVD FROM HERNANDO CO/L TO US 19/SR55	RESURFACING	02100000	3.344 MI	4	4	0	CONSTRUCTION	SA	MANAGED BY FDOT	*SIS*	3,135,834
HIGHWAYS	CITRUS	441105 1	FOREST RIDGE BLVD FROM W LAKE BEVERLY DR TO W COLBERT CT	SIDEWALK	02000027	0.75 MI	0	4	0	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*NON-SIS*	8,000
HIGHWAYS	CITRUS	441105 1	FOREST RIDGE BLVD FROM W LAKE BEVERLY DR TO W COLBERT CT	SIDEWALK	02000027	0.75 MI	0	4	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY FDOT	*NON-SIS*	97,862
HIGHWAYS	CITRUS	443358 2	WITHLACOOCHEE TRAIL PHASE 2 FROM HERNANDO CL TO MARION CL	BIKE PATH/TRAIL		0	0	0	0	CONSTRUCTION	TALN	MANAGED BY FDOT	*NON-SIS*	-43,268
HIGHWAYS	CITRUS	443358 2	WITHLACOOCHEE TRAIL PHASE 2 FROM HERNANDO CL TO MARION CL	BIKE PATH/TRAIL		0	0	0	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	-2,528
HIGHWAYS	CITRUS	443981 1	US 41/SR 45 FROM SOUTH OF SR 44 TO E GRACE STREET	TRAFFIC OPS IMPROVEMENT	02010000	0.278 MI	0	5	0	CONSTRUCTION	CARN	MANAGED BY FDOT	*SIS*	-22,810
HIGHWAYS	CITRUS	448040 1	SR 44/E GULF TO LAKE HWY FROM E OF US 41 TO SUMTER COUNTY LINE	RESURFACING	02050000	6.667 MI	4	4	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	667,366

APPENDIX F  
 FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS

TIP Fiscal Years 2027 - 2031  
 Hernando/Citrus MPO

GROUP	COUNTY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	2025
HIGHWAYS	CITRUS	452487 4	RUMBLE STRIP INITIATIVE CITRUS COUNTY	SIGNING/PAVEMENT MARKINGS	02050000	6.866 MI	3	3	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	38,361
HIGHWAYS	HERNANDO	257298 4	CR578/CO LINE RD FR E OF MARINER BLVD/SHADY HILLS RD TO W OF SUNCOAST	ADD LANES & RECONSTRUCT	08000050	2.956 MI	2	2	2	GRANTS AND MISCELLANEOUS	SA	MANAGED BY FDOT	*NON-SIS*	131,080
HIGHWAYS	HERNANDO	257298 4	CR578/CO LINE RD FR E OF MARINER BLVD/SHADY HILLS RD TO W OF SUNCOAST	ADD LANES & RECONSTRUCT	08000050	2.956 MI	2	2	2	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*NON-SIS*	20,000
HIGHWAYS	HERNANDO	257298 4	CR578/CO LINE RD FR E OF MARINER BLVD/SHADY HILLS RD TO W OF SUNCOAST	ADD LANES & RECONSTRUCT	08000050	2.956 MI	2	2	2	RIGHT OF WAY	SL	MANAGED BY FDOT	*NON-SIS*	-281,978
HIGHWAYS	HERNANDO	257298 5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	08000050	1.492 MI	4	4	4	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	633,859
HIGHWAYS	HERNANDO	257298 5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	08000050	1.492 MI	4	4	4	CONSTRUCTION	SU	MANAGED BY FDOT	*NON-SIS*	-276,978
HIGHWAYS	HERNANDO	416732 3	SR 50 FROM E OF US 98/MCKETHAN RD TO E OF US 301	ADD LANES & REHABILITATE PVMNT	08070000	2.154 MI	4	4	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	117,490
HIGHWAYS	HERNANDO	416732 4	SR 50 FM WINDMERE RD/BRONSON BL TO E OF US 98/MCKETHAN RD	ADD LANES & REHABILITATE PVMNT	08070000	3.488 MI	5	5	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	-416,705
HIGHWAYS	HERNANDO	416735 1	SR50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET	ADD LANES & REHABILITATE PVMNT	08002000	2.557 MI	4	4	2	PRELIMINARY ENGINEERING	NHPP	MANAGED BY FDOT	*SIS*	7,359
HIGHWAYS	HERNANDO	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233 MI	0	2	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY FDOT	*NON-SIS*	-1,533
HIGHWAYS	HERNANDO	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233 MI	0	2	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY HERNANDO COUNTY BOARD OF COUNTY	*NON-SIS*	-46,428
HIGHWAYS	HERNANDO	438651 1	S LINDEN DRIVE SIDEWALK FROM NORTH OF COUNTY LINE RD TO SPRING HILL DR	SIDEWALK	08000043	2.513 MI	0	4	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY FDOT	*NON-SIS*	-856
HIGHWAYS	HERNANDO	438651 1	S LINDEN DRIVE SIDEWALK FROM NORTH OF COUNTY LINE RD TO SPRING HILL DR	SIDEWALK	08000043	2.513 MI	0	4	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-12,335
HIGHWAYS	HERNANDO	439448 1	US 98/SR 700/PONCE DE LEON FR N OF CITRUS WAY/CR491 TO S OF CITRUS WAY	ROUNDAABOUT	08080000	0.495 MI	2	2	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*NON-SIS*	108,587
HIGHWAYS	HERNANDO	439508 1	ELGIN BLVD FROM DELTONA BLVD TO MARINER BLVD	SIDEWALK	08000042	2.52 MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	-7,503
HIGHWAYS	HERNANDO	441103 1	FREEPORT DR FROM DELTONA BLVD TO NORTHCLIFFE BLVD	SIDEWALK	08900010	1.55 MI	0	2	0	CONSTRUCTION	SR2T	MANAGED BY FDOT	*NON-SIS*	354
HIGHWAYS	HERNANDO	441103 1	FREEPORT DR FROM DELTONA BLVD TO NORTHCLIFFE BLVD	SIDEWALK	08900010	1.55 MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY FDOT	*NON-SIS*	-355
HIGHWAYS	HERNANDO	441103 1	FREEPORT DR FROM DELTONA BLVD TO NORTHCLIFFE BLVD	SIDEWALK	08900010	1.55 MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-24,453
HIGHWAYS	HERNANDO	441107 1	EASTSIDE ELEMENTARY RALEY RD FROM US 98/SR 50/CORTEZ BLVD TO ROPER RD	SIDEWALK	08900007	0.782 MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY FDOT	*NON-SIS*	-3,913
HIGHWAYS	HERNANDO	441107 1	EASTSIDE ELEMENTARY RALEY RD FROM US 98/SR 50/CORTEZ BLVD TO ROPER RD	SIDEWALK	08900007	0.782 MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-100,934
HIGHWAYS	HERNANDO	447237 1	US 98/SR 50 AT MONDON HILL RD	RESURFACING	08050000	0.82 MI	4	4	0	GRANTS AND MISCELLANEOUS	SL	MANAGED BY FDOT	*SIS*	22,778
HIGHWAYS	HERNANDO	447237 1	US 98/SR 50 AT MONDON HILL RD	RESURFACING	08050000	0.82 MI	4	4	0	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*SIS*	108,158
HIGHWAYS	HERNANDO	447948 1	SR50 FROM MONDON HILL RD TO S OF JASMINE DR	RESURFACING	08050000	3.642 MI	4	4	0	CONSTRUCTION	NHRE	MANAGED BY FDOT	*SIS*	5,792,520
HIGHWAYS	HERNANDO	452487 5	RUMBLE STRIP INITIATIVE HERNANDO COUNTY	SIGNING/PAVEMENT MARKINGS	08020000	39.882 MI	3	3	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	200,619
HIGHWAYS	HERNANDO	454110 1	AYERS RD EXTENSION FROM US 41 TO I-75 STUDY	FEASIBILITY STUDY		0	0	0	0	PRELIMINARY ENGINEERING	HP	MANAGED BY FDOT	*NON-SIS*	147,006

APPENDIX F  
 FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS

TIP Fiscal Years 2027 - 2031  
 Hernando/Citrus MPO

GROUP	COUNTY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	2025
PLANNING	HERNANDO	439335 3	HERNANDO/CITRUS FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING		0	0	0	0	PRELIMINARY ENGINEERING	PL	MANAGED BY HERNANDO COUNTY MPO	*NON-SIS*	-6,726
PLANNING	HERNANDO	439335 4	HERNANDO/CITRUS FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING		0	0	0	0	PRELIMINARY ENGINEERING	PL	MANAGED BY HERNANDO COUNTY MPO	*NON-SIS*	-659,798
PLANNING	HERNANDO	439335 5	HERNANDO/CITRUS FY 2024/2025-2025/2026 UPWP	TRANSPORTATION PLANNING		0	0	0	0	PRELIMINARY ENGINEERING	PL	MANAGED BY HERNANDO COUNTY MPO	*NON-SIS*	552,085

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## Appendix G: Local Agency Capital Improvements Programs

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**Hernando County Department of Public Works FY 2027 - FY 2031 CIP**

<b>Projects by Category</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY 2031</b>	<b>5-Year Total</b>
<b>Capacity</b>	<b>\$12,745,000</b>	<b>\$7,032,000</b>	<b>\$16,969,000</b>	<b>\$35,305,000</b>	<b>\$30,166,000</b>	<b>\$102,217,000</b>
<b>Anderson Snow Multilaning (County Line Rd to S of Corporate Blvd) - 112253</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,900,000</b>	<b>\$14,000,000</b>	<b>\$15,900,000</b>
Acquisition - 3334-03324-5616101	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Design - 3334-03324-5616306	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000
Construction - 3334-03324-5616306	\$0	\$0	\$0	\$0	\$14,000,000	\$14,000,000
<b>Ayers/Culbreath/Hayman Intersection Improv - 112004</b>	<b>\$2,135,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,135,000</b>
Construction - 1013-03211-5616306	\$1,135,000	\$0	\$0	\$0	\$0	\$1,135,000
Construction - 3333-03323-5616306	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Barclay Avenue Multilaning Ph 1 (SR50 to Lucky) - 100380</b>	<b>\$5,158,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,158,000</b>
Construction - 3334-03324-5616360	\$3,158,000	\$0	\$0	\$0	\$0	\$3,158,000
Construction - 3331-03321-5616314	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
<b>Barclay Avenue Multilaning Ph 2 (Elgin to San Antonio) - 100380</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$10,500,000</b>	<b>\$0</b>	<b>\$10,650,000</b>
Acquisition - 3334-03324-5606101	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Construction - 3334-03324-5616360	\$0	\$0	\$0	\$10,500,000	\$0	\$10,500,000
<b>Barclay Avenue Multilaning Ph 3 (San Antonio to Lucky) - 100380</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$1,250,000</b>	<b>\$16,500,000</b>	<b>\$0</b>	<b>\$19,000,000</b>
Acquisition - 3334-03324-5606101	\$0	\$1,250,000	\$1,250,000	\$0	\$0	\$2,500,000
Construction - 3334-03324-5606360	\$0	\$0	\$0	\$16,500,000	\$0	\$16,500,000
<b>Coastal Way Intersection Imp - 105900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$700,000</b>
Acquisition - 3331-03321-5606101	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Construction - 3331-03321-5616330	\$0	\$0	\$0	\$0	\$650,000	\$650,000
<b>Kettering Road Multilaning (SR50 to Powerline) - 112049</b>	<b>\$2,952,000</b>	<b>\$1,107,000</b>	<b>\$9,594,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,653,000</b>
Acquisition - 1013-03211-5606101	\$0	\$1,107,000	\$0	\$0	\$0	\$1,107,000
Design - 1013-03211-5616306	\$2,952,000	\$0	\$0	\$0	\$0	\$2,952,000
Construction - 3333-03323-5616306	\$0	\$0	\$9,594,000	\$0	\$0	\$9,594,000
<b>Mariner W Frontage Rd (Evergreen Woods to Mariner) - 109900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,052,000</b>	<b>\$1,052,000</b>
Acquisition - 3334-03324-5606101	\$0	\$0	\$0	\$0	\$345,000	\$345,000
Design - 3334-03324-5616306	\$0	\$0	\$0	\$0	\$129,000	\$129,000
Construction - 3334-03324-5616306	\$0	\$0	\$0	\$0	\$578,000	\$578,000
<b>SR50 Frontage Rd W of Mariner (Kadri to Evergreen) - 105840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,000</b>	<b>\$424,000</b>	<b>\$954,000</b>
Acquisition - 3334-03324-5606101	\$0	\$0	\$0	\$530,000	\$0	\$530,000
Construction - 3334-03324-5616340	\$0	\$0	\$0	\$0	\$424,000	\$424,000
<b>Star Rd Imp - 105930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>
Acquisition - 3331-03321-5606101	\$0	\$0	\$250,000	\$0	\$0	\$250,000
<b>Sunshine Grove Road Multilaning (Ken Austin to Hexam) - 112050</b>	<b>\$0</b>	<b>\$2,025,000</b>	<b>\$3,375,000</b>	<b>\$3,375,000</b>	<b>\$13,500,000</b>	<b>\$22,275,000</b>
Acquisition - 3331-03321-5606101	\$0	\$0	\$3,375,000	\$3,375,000	\$0	\$6,750,000
Design - 3331-03321-5616306	\$0	\$2,025,000	\$0	\$0	\$0	\$2,025,000
Construction - 3331-03321-5616306	\$0	\$0	\$0	\$0	\$13,500,000	\$13,500,000
<b>Weeping Willow Rd Imp - 105940</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$250,000</b>
Acquisition - 3331-03321-5606101	\$0	\$0	\$0	\$0	\$250,000	\$250,000
<b>County Line Rd Multilaning (Mariner to Suncoast) - TBD</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$10,000,000</b>

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Acquisition - 3334-03324-5606101	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$5,000,000
Construction - 3334-03324-5616306	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$5,000,000
<b>Westside Elem School Road Imp - 111956</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$240,000</b>
Construction - 3334-03324-5616306	\$0	\$0	\$0	\$0	\$240,000	\$240,000
<b>Capital-Other</b>	<b>\$1,464,000</b>	<b>\$2,650,000</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$4,750,000</b>	<b>\$9,264,000</b>
<b>Kass Circle Imp - 111845</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>
Construction - 1013-03211-5616371	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
<b>Pine Island Drive Elevation Imp - 112252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$750,000</b>
Design - TBD	\$0	\$0	\$0	\$0	\$750,000	\$750,000
<b>Shoal Line @ Osowaw Int Imp - TBD</b>	<b>\$264,000</b>	<b>\$2,650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,914,000</b>
Design - 1017-03231-5616314	\$264,000	\$0	\$0	\$0	\$0	\$264,000
Construction - 1017-03231-5616314	\$0	\$2,650,000	\$0	\$0	\$0	\$2,650,000
<b>Weeki Wachee High School Road Imp - 111955</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$4,000,000</b>	<b>\$4,400,000</b>
Design - 1013-03211-5616306	\$0	\$0	\$0	\$400,000	\$0	\$400,000
Construction - 1013-03211-5616306	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
<b>Resurfacing-Collector</b>	<b>\$11,946,000</b>	<b>\$19,831,000</b>	<b>\$11,285,000</b>	<b>\$9,409,000</b>	<b>\$2,170,000</b>	<b>\$54,641,000</b>
<b>Anderson Snow Road Resurfacing (Spring Hill to Edward Knoll) - 112181</b>	<b>\$455,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$455,000</b>
Construction - 1022-03241-5616305	\$455,000	\$0	\$0	\$0	\$0	\$455,000
<b>Berkeley Manor Resurfacing (Comm Way to Hoffman Ave) - TBD</b>	<b>\$20,000</b>	<b>\$107,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$127,000</b>
Design - 1022-03241-5616305	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Construction - 1022-03241-5616305	\$0	\$107,000	\$0	\$0	\$0	\$107,000
<b>Cedar Lane Resurfacing (SR50 to Powell) - 112185</b>	<b>\$1,147,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,147,000</b>
Construction - 1022-03241-5616305	\$1,147,000	\$0	\$0	\$0	\$0	\$1,147,000
<b>Citrus Way Resurfacing (Lake Lindsey to Kensington) - 112187</b>	<b>\$85,000</b>	<b>\$842,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$927,000</b>
Design - 1022-03241-5616305	\$85,000	\$0	\$0	\$0	\$0	\$85,000
Construction - 1022-03241-5616305	\$0	\$842,000	\$0	\$0	\$0	\$842,000
<b>Cobb Road Resurfacing (SR50 to Ponce DeLeon/US98) - 109750</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800,000</b>
Construction - 1022-03241-5616305	\$2,800,000	\$0	\$0	\$0	\$0	\$2,800,000
<b>Croom Rd Resurfacing (US41 to Jacobson) - 111969</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$100,000</b>
Design - 1022-03241-5616305	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$0	\$0	\$0
<b>Croom Rd Safety Edge - 109780</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>
Construction - 1022-03241-5616305	\$0	\$300,000	\$0	\$0	\$0	\$300,000
<b>Culbreath Road Resurfacing (Powell to Pasco) - 108290</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450,000</b>	<b>\$1,924,000</b>	<b>\$0</b>	<b>\$2,374,000</b>
Design - 1022-03241-5616305	\$0	\$0	\$450,000	\$0	\$0	\$450,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$1,924,000	\$0	\$1,924,000
<b>Dan Brown Hill Road Surface Treatment - 112200</b>	<b>\$1,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,350,000</b>
Construction - 1013-03211-5616313	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000
<b>Deltona Blvd Resurfacing (Philatelic to Northcliff) - 112188</b>	<b>\$150,000</b>	<b>\$894,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,044,000</b>
Design - 1022-03241-5616305	\$150,000	\$0	\$0	\$0	\$0	\$150,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Construction - 1022-03241-5616305	\$0	\$894,000	\$0	\$0	\$0	\$894,000
<b>Forest Oaks Blvd (US19 to Deltona) - TBD</b>	<b>\$622,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$622,000</b>
Design - 1022-03241-5616305	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Construction - 1022-03241-5616305	\$562,000	\$0	\$0	\$0	\$0	\$562,000
<b>Grove Road Resurfacing (SR50-Ken Austin Pkw/pvmt end) - 111690</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$0</b>	<b>\$1,375,000</b>
Design - 1022-03241-5616305	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$1,125,000	\$0	\$1,125,000
<b>Hayman Road Resurfacing (Culbreath to Spring Lake) - 112019</b>	<b>\$100,000</b>	<b>\$3,058,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,158,000</b>
Design - 1022-03241-5616305	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Construction - 1022-03241-5616305	\$0	\$3,058,000	\$0	\$0	\$0	\$3,058,000
<b>Hickory Hill Resurfacing (Spring Lk to 2300' E of Baseball Pond) - 112193</b>	<b>\$70,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$770,000</b>
Design - 1022-03241-5616305	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Construction - 1022-03241-5616305	\$0	\$700,000	\$0	\$0	\$0	\$700,000
<b>Landover Blvd Phase 1 Resurfacing (Mariner N to Elgin) - 111947</b>	<b>\$80,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$880,000</b>
Design - 1022-03241-5616305	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Construction - 1022-03241-5616305	\$0	\$800,000	\$0	\$0	\$0	\$800,000
<b>Landover Blvd Phase 2 Resurfacing (Elgin to Mariner S) - 111948</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>
Design - 1022-03241-5616305	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Construction - 1022-03241-5616305	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
<b>Landover Blvd Phase 3 Resurfacing (Mariner S - Northcliff) - 111949</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$550,000</b>
Design - 1022-03241-5616305	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$500,000	\$0	\$500,000
<b>Lockhart Road Resurfacing (SR50 to Powerline Rd) - 112195</b>	<b>\$350,000</b>	<b>\$1,642,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,992,000</b>
Design - 1022-03241-5616305	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Construction - 1022-03241-5616305	\$0	\$1,642,000	\$0	\$0	\$0	\$1,642,000
<b>Madrid Rd (Nightwalker to N of Gyrfalcon) - TBD</b>	<b>\$81,000</b>	<b>\$809,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$890,000</b>
Design - 1022-03241-5616305	\$81,000	\$0	\$0	\$0	\$0	\$81,000
Construction - 1022-03241-5616305	\$0	\$809,000	\$0	\$0	\$0	\$809,000
<b>Northcliffe Blvd Phase 1 Resurfacing (US19 to Azora) - 112184</b>	<b>\$296,000</b>	<b>\$1,968,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,264,000</b>
Design - 1022-03241-5616305	\$296,000	\$0	\$0	\$0	\$0	\$296,000
Construction - 1022-03241-5616305	\$0	\$1,968,000	\$0	\$0	\$0	\$1,968,000
<b>Northcliffe Blvd Phase 2 Resurfacing (Azora to Mariner) - 112182</b>	<b>\$0</b>	<b>\$0</b>	<b>\$143,000</b>	<b>\$953,000</b>	<b>\$0</b>	<b>\$1,096,000</b>
Design - 1022-03241-5616305	\$0	\$0	\$143,000	\$0	\$0	\$143,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$953,000	\$0	\$953,000
<b>Powell Road Resurfacing (Emerson to Spring Lake) - 112183</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,400,000</b>
Design - 1022-03241-5616305	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Construction - 1022-03241-5616305	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
<b>Powell Road Resurfacing (US41-Emerson) - 111700</b>	<b>\$250,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,750,000</b>
Design - 1022-03241-5616305	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Construction - 1022-03241-5616305	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
<b>Ridge Manor Blvd Resurfacing (SR50 to US301) - 112186</b>	\$0	\$0	\$162,000	\$1,077,000	\$0	\$1,239,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$1,077,000	\$0	\$1,077,000
Design - 1022-03241-5616305	\$0	\$0	\$162,000	\$0	\$0	\$162,000
<b>Sealawn Dr(Commercial to Bartlett) (CS D-Micro) - TBD</b>	\$0	\$231,000	\$0	\$0	\$0	\$231,000
Construction - 1022-03241-5616305	\$0	\$231,000	\$0	\$0	\$0	\$231,000
<b>Shoal Line (Cortez to Jenkins Creek Bridge)(Reclamite) - TBD</b>	\$0	\$88,000	\$0	\$0	\$0	\$88,000
Construction - 1022-03241-5616305	\$0	\$88,000	\$0	\$0	\$0	\$88,000
<b>Spring Hill Drive Phase 1 Resurfacing (US19 to Deltona) - 111951</b>	\$0	\$0	\$0	\$230,000	\$2,070,000	\$2,300,000
Design - 1022-03241-5616305	\$0	\$0	\$0	\$230,000	\$0	\$230,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$0	\$2,070,000	\$2,070,000
<b>Spring Hill Drive Phase 2 Resurfacing (Deltona to Mariner) - 111952</b>	\$0	\$0	\$230,000	\$2,070,000	\$0	\$2,300,000
Design - 1022-03241-5616305	\$0	\$0	\$230,000	\$0	\$0	\$230,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$2,070,000	\$0	\$2,070,000
<b>Spring Hill Drive Phase 3 Resurfacing (Mariner to E Linden) - 111953</b>	\$0	\$230,000	\$2,070,000	\$0	\$0	\$2,300,000
Design - 1022-03241-5616305	\$0	\$230,000	\$0	\$0	\$0	\$230,000
Construction - 1022-03241-5616305	\$0	\$0	\$2,070,000	\$0	\$0	\$2,070,000
<b>Spring Hill Drive Phase 4 Resurfacing (E Linden to Barclay) - 111954</b>	\$230,000	\$2,070,000	\$0	\$0	\$0	\$2,300,000
Design - 1022-03241-5616305	\$230,000	\$0	\$0	\$0	\$0	\$230,000
Construction - 1022-03241-5616305	\$0	\$2,070,000	\$0	\$0	\$0	\$2,070,000
<b>Spring Hill Drive Phase 5 Resurfacing (Barclay to US41) - 112197</b>	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000
Design - 1022-03241-5616305	\$0	\$0	\$0	\$0	\$0	\$0
Construction - 1022-03241-5616305	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000
<b>St Andrews Blvd (Comm to Nokoma) - TBD</b>	\$0	\$0	\$70,000	\$698,000	\$0	\$768,000
Design - 1022-03241-5616305	\$0	\$0	\$70,000	\$0	\$0	\$70,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$698,000	\$0	\$698,000
<b>Sunshine Grove Resurfacing (Hexam-Centrailia) - 111710</b>	\$60,000	\$1,200,000	\$0	\$0	\$0	\$1,260,000
Design - 1022-03241-5616305	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Construction - 1022-03241-5616305	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
<b>Thrasher Ave Resurfacing (Mellon to Pomp) - 109800</b>	\$650,000	\$0	\$0	\$0	\$0	\$650,000
Construction - 1022-03241-5616305	\$650,000	\$0	\$0	\$0	\$0	\$650,000
<b>Thrasher Ave Resurfacing (US19-Mellon) - 109790</b>	\$75,000	\$650,000	\$0	\$0	\$0	\$725,000
Design - 1022-03241-5616305	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Construction - 1022-03241-5616305	\$0	\$650,000	\$0	\$0	\$0	\$650,000
<b>WPA Road Resurfacing (SR50 to Mondon Hill) - 112189</b>	\$150,000	\$150,000	\$1,050,000	\$0	\$0	\$1,350,000
Acquisition - 1013-03211-5606101	\$150,000	\$150,000	\$150,000	\$0	\$0	\$450,000
Construction - 1022-03241-5616305	\$0	\$0	\$900,000	\$0	\$0	\$900,000
<b>Sgt Lea Mills Rd Resurfacing - TBD</b>	\$0	\$132,000	\$1,314,000	\$0	\$0	\$1,446,000
Design - 1022-03241-5616305	\$0	\$132,000	\$0	\$0	\$0	\$132,000
Construction - 1022-03241-5616305	\$0	\$0	\$1,314,000	\$0	\$0	\$1,314,000
<b>Coronado Dr Ph 1 (Linden NE to Spring Hill) - TBD</b>	\$66,000	\$0	\$0	\$0	\$0	\$66,000

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Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Design - 1022-03241-5616305	\$66,000	\$0	\$0	\$0	\$0	\$66,000
<b>Coronado Dr Ph 1(Linden NE to Spring Hill) - TBD</b>	<b>\$0</b>	<b>\$653,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$653,000</b>
Construction - 1022-03241-5616305	\$0	\$653,000	\$0	\$0	\$0	\$653,000
<b>Coronado Dr Ph 2 (Spring Hill NW to Linden) - TBD</b>	<b>\$0</b>	<b>\$57,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$57,000</b>
Design - 1022-03241-5616305	\$0	\$57,000	\$0	\$0	\$0	\$57,000
<b>Coronado Dr Ph 2(Spring Hill NW to Linden) - TBD</b>	<b>\$0</b>	<b>\$0</b>	<b>\$562,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$562,000</b>
Construction - 1022-03241-5616305	\$0	\$0	\$562,000	\$0	\$0	\$562,000
<b>Coronado Dr Ph 3(Spring Hill SE to Linden) - TBD</b>	<b>\$0</b>	<b>\$0</b>	<b>\$84,000</b>	<b>\$832,000</b>	<b>\$0</b>	<b>\$916,000</b>
Design - 1022-03241-5616305	\$0	\$0	\$84,000	\$0	\$0	\$84,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$832,000	\$0	\$832,000
<b>Jacqueline Rd (Weeping Willow to Sunshine Grove) - TBD</b>	<b>\$559,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$559,000</b>
Design - 1022-03241-5616305	\$51,000	\$0	\$0	\$0	\$0	\$51,000
Construction - 1022-03241-5616305	\$508,000	\$0	\$0	\$0	\$0	\$508,000
<b>Resurfacing-Residential</b>	<b>\$3,273,000</b>	<b>\$1,964,000</b>	<b>\$158,000</b>	<b>\$447,000</b>	<b>\$1,098,000</b>	<b>\$6,940,000</b>
<b>Benes Roush Rd Surface Treatment - 110990</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$346,000</b>	<b>\$346,000</b>
Design - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$46,000	\$46,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$300,000	\$300,000
<b>Berkeley Manor Area Roads (CS D-Micro) - TBD</b>	<b>\$0</b>	<b>\$546,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$546,000</b>
Construction - 1022-03241-5616367	\$0	\$546,000	\$0	\$0	\$0	\$546,000
<b>Chimney Rock Dr Surface Treatment - 110980</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,000</b>	<b>\$530,000</b>
Design - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$500,000	\$500,000
<b>Clayton Road Resurfacing - 108450</b>	<b>\$174,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,000</b>
Design - 1022-03241-5616367	\$9,000	\$0	\$0	\$0	\$0	\$9,000
Construction - 1022-03241-5616367	\$165,000	\$0	\$0	\$0	\$0	\$165,000
<b>Country Oak Drive Resurfacing - 111891</b>	<b>\$116,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$116,000</b>
Design - 1022-03241-5616367	\$6,000	\$0	\$0	\$0	\$0	\$6,000
Construction - 1022-03241-5616367	\$110,000	\$0	\$0	\$0	\$0	\$110,000
<b>Fairway Drive Resurfacing (Country Club to north end) - 112192</b>	<b>\$0</b>	<b>\$243,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$243,000</b>
Design - 1022-03241-5616367	\$0	\$22,000	\$0	\$0	\$0	\$22,000
Construction - 1022-03241-5616367	\$0	\$221,000	\$0	\$0	\$0	\$221,000
<b>Forest Rd (Trenton to Timber Pines) - TBD</b>	<b>\$424,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$424,000</b>
Design - 1022-03241-5616367	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Construction - 1022-03241-5616367	\$384,000	\$0	\$0	\$0	\$0	\$384,000
<b>Highpoint Are Roads (Reclamite) - TBD</b>	<b>\$633,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$633,000</b>
Construction - 1022-03241-5616367	\$633,000	\$0	\$0	\$0	\$0	\$633,000
<b>Myers Road Resurfacing(Lockhart to south end) - 112194</b>	<b>\$0</b>	<b>\$738,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$738,000</b>
Design - 1022-03241-5616367	\$0	\$67,000	\$0	\$0	\$0	\$67,000
Construction - 1022-03241-5616367	\$0	\$671,000	\$0	\$0	\$0	\$671,000
<b>Navy Drive Resurfacing (Marine to Twin Dolphin) - 112190</b>	<b>\$0</b>	<b>\$0</b>	<b>\$158,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$158,000</b>

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Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Design - 1022-03241-5616367	\$0	\$0	\$15,000	\$0	\$0	\$15,000
Construction - 1022-03241-5616367	\$0	\$0	\$143,000	\$0	\$0	\$143,000
<b>Old Trilby Road Resurfacing (Spring Lake to White) - 108430</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$447,000</b>	<b>\$0</b>	<b>\$447,000</b>
Design - 1022-03241-5616367	\$0	\$0	\$0	\$41,000	\$0	\$41,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$406,000	\$0	\$406,000
<b>Quigley Ave (Lelani to Dusky Warbler) (CS D-Micro) - TBD</b>	<b>\$173,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$173,000</b>
Construction - 1022-03241-5616367	\$173,000	\$0	\$0	\$0	\$0	\$173,000
<b>Rainbow Woods Are Rds (Linden-Palomar) (Reclamite) - TBD</b>	<b>\$0</b>	<b>\$97,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$97,000</b>
Construction - 1022-03241-5616367	\$0	\$97,000	\$0	\$0	\$0	\$97,000
<b>Redfox Lane Resurfacing - 108410</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,000</b>	<b>\$135,000</b>
Design - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$8,000	\$8,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$127,000	\$127,000
<b>San Antonio Road Surface Treatment - 111010</b>	<b>\$0</b>	<b>\$340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,000</b>
Design - 1022-03241-5616367	\$0	\$40,000	\$0	\$0	\$0	\$40,000
Construction - 1022-03241-5616367	\$0	\$300,000	\$0	\$0	\$0	\$300,000
<b>Toucan Trl (Commercial Way to Bartlett) (CS D-Micro) - TBD</b>	<b>\$203,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$203,000</b>
Construction - 1022-03241-5616367	\$203,000	\$0	\$0	\$0	\$0	\$203,000
<b>Wildflower Drive Resurfacing - 111890</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,000</b>	<b>\$87,000</b>
Design - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$8,000	\$8,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$79,000	\$79,000
<b>Dusky Warbler - TBD</b>	<b>\$1,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,550,000</b>
Design - 1017-03231-5616306	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Construction - 1017-03231-5616306	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
<b>Sidewalks</b>	<b>\$194,000</b>	<b>\$425,000</b>	<b>\$105,000</b>	<b>\$1,045,000</b>	<b>\$0</b>	<b>\$1,769,000</b>
<b>California Sidewalk (LAP) - TBD</b>	<b>\$194,000</b>	<b>\$425,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$619,000</b>
Design - 1013-03211-5616371	\$194,000	\$0	\$0	\$0	\$0	\$194,000
Construction - 1013-03211-5616371	\$0	\$425,000	\$0	\$0	\$0	\$425,000
<b>Shoal Line Sidewalk (Osowaw to Jewfish) - TBD</b>	<b>\$0</b>	<b>\$0</b>	<b>\$105,000</b>	<b>\$1,045,000</b>	<b>\$0</b>	<b>\$1,150,000</b>
Design - 1013-03211-5616371	\$0	\$0	\$105,000	\$0	\$0	\$105,000
Construction - 1013-03211-5616371	\$0	\$0	\$0	\$1,045,000	\$0	\$1,045,000
<b>Stormwater</b>	<b>\$1,889,000</b>	<b>\$4,325,000</b>	<b>\$1,400,000</b>	<b>\$4,088,000</b>	<b>\$3,150,000</b>	<b>\$14,852,000</b>
<b>Alhambra Court Culvert Sliplining - 112226</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>
Construction - 7552-09552-5606309	\$125,000	\$0	\$0	\$0	\$0	\$125,000
<b>Baton Avenue Culvert Sliplining - 112227</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>
Construction - 7552-09552-5606309	\$125,000	\$0	\$0	\$0	\$0	\$125,000
<b>Clipper Court Drainage Improvement (HMGP) - 112056</b>	<b>\$0</b>	<b>\$325,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$325,000</b>
Construction - 7552-09552-5606309	\$0	\$325,000	\$0	\$0	\$0	\$325,000
<b>Coronado/Little Farms Stormwater Retrofit - 109590</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>
Construction - 7552-09552-5606309	\$800,000	\$0	\$0	\$0	\$0	\$800,000
<b>Culbreath Rd@Carr Creek Flood Imp (HMGP) - 108510</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>

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Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Construction - 7552-09552-5606309	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
<b>Old Crystal River Road Drainage Improvements (HMGP) - 112057</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>
Construction - 7552-09552-5606309	\$350,000	\$0	\$0	\$0	\$0	\$350,000
<b>Parsons Rd Culvert Sliplining - 112239</b>	<b>\$82,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82,000</b>
Design - 7552-09552-5606309	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Construction - 7552-09552-5606309	\$80,000	\$0	\$0	\$0	\$0	\$80,000
<b>Peck Sink Drainage Improvements Phase I - 111813</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$1,550,000</b>
Design - 7552-09552-5606309	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Construction - 7552-09552-5606309	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000
<b>Peck Sink Drainage Improvements Phase II - 111814</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$88,000</b>	<b>\$1,650,000</b>	<b>\$1,738,000</b>
Design - 7552-09552-5606309	\$0	\$0	\$0	\$88,000	\$0	\$88,000
Construction - 7552-09552-5606309	\$0	\$0	\$0	\$0	\$1,650,000	\$1,650,000
<b>Powell Rd Stormwater Improvements - 110080</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>
Construction - 7552-09552-5606309	\$0	\$0	\$100,000	\$0	\$0	\$100,000
<b>Sharon Court Canal Culvert Sliplining - 112238</b>	<b>\$57,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$57,000</b>
Construction - 7552-09552-5606309	\$57,000	\$0	\$0	\$0	\$0	\$57,000
<b>South Brooksville BMP-2 Drainage Improvements - 106220</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$1,500,000</b>	<b>\$4,000,000</b>
Acquisition - 7552-09552-5606101	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Design - 7552-09552-5606309	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Construction - 7552-09552-5606309	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
<b>Waterfall Drive Culvert Sliplining - 112237</b>	<b>\$55,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,000</b>
Design - 7552-09552-5606308	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Construction - 7552-09552-5606308	\$50,000	\$0	\$0	\$0	\$0	\$50,000
<b>Apple Orchard Rd Culvert (8420) - TBD</b>	<b>\$85,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,000</b>
Design - 7552-09552-5606309	\$500	\$0	\$0	\$0	\$0	\$500
Construction - 7552-09552-5606309	\$84,500	\$0	\$0	\$0	\$0	\$84,500
<b>Long Lake Outfall - TBD</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$1,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>
Design - 7552-09552-5606309	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Construction - 7552-09552-5606309	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000
<b>Spring Hill Dr Culvert (8261) - TBD</b>	<b>\$210,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,000</b>
Design - 7552-09552-5606309	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Construction - 7552-09552-5606309	\$208,000	\$0	\$0	\$0	\$0	\$208,000
<b>Traffic Signal/Management</b>	<b>\$2,750,000</b>	<b>\$1,245,000</b>	<b>\$1,844,000</b>	<b>\$1,715,000</b>	<b>\$125,000</b>	<b>\$7,679,000</b>
<b>Cobblestone @ Spring Hill Intersection Improv - 109850</b>	<b>\$0</b>	<b>\$0</b>	<b>\$575,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$575,000</b>
Design - 1015-03221-5616314	\$0	\$0	\$75,000	\$0	\$0	\$75,000
Construction - 1015-03221-5616314	\$0	\$0	\$500,000	\$0	\$0	\$500,000
<b>County Line @ Anderson Snow Intersection Improv - 112246</b>	<b>\$325,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$325,000</b>
Design - 1013-03211-5616310	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Construction - 1013-03211-5616310	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>Evergreen Woods @ SR50 Signalization Improv - 111809</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Construction - 1015-03221-5616307	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Fiber Optic-Anderson Snow (Spring Hill-Corporate) - 112245</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,000</b>	<b>\$0</b>	<b>\$85,000</b>
Design - 1015-03221-5616307	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Construction - 1015-03221-5616314	\$0	\$0	\$0	\$75,000	\$0	\$75,000
<b>Fiber Optic-California (Spring Hill Dr-Powell) - 112244</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$110,000</b>	<b>\$0</b>	<b>\$110,000</b>
Design - 1015-03221-5616307	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Construction - 1015-03221-5616307	\$0	\$0	\$0	\$100,000	\$0	\$100,000
<b>Fiber Optic-Deltona (Abiliene Rd to Forest Oaks Blvd) - 112243</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,000</b>
Design - 1015-03221-5616307	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Construction - 1015-03221-5616307	\$0	\$0	\$125,000	\$0	\$0	\$125,000
<b>Fiber Optic-Deltona (SR50-Elgin) - 112242</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$110,000</b>	<b>\$0</b>	<b>\$110,000</b>
Design - 1015-03221-5616307	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Construction - 1015-03221-5616307	\$0	\$0	\$0	\$100,000	\$0	\$100,000
<b>Fiber Optic-Northcliffe (Deltona-Explorer) - 106040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$725,000</b>	<b>\$0</b>	<b>\$975,000</b>
Design - 1015-03221-5616307	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Construction - 1015-03221-5616307	\$0	\$0	\$0	\$725,000	\$0	\$725,000
<b>Fiber Optic-Spring Hill Dr(Mariner to Coronado) - 109840</b>	<b>\$0</b>	<b>\$145,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$145,000</b>
Design - 1015-03221-5616307	\$0	\$5,000	\$0	\$0	\$0	\$5,000
Construction - 1015-03221-5616307	\$0	\$140,000	\$0	\$0	\$0	\$140,000
<b>Fiber Optic-SR50 (Wiscon to Cobb) - 106020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>	<b>\$560,000</b>	<b>\$0</b>	<b>\$569,000</b>
Design - 1015-03221-5616307	\$0	\$0	\$9,000	\$0	\$0	\$9,000
Construction - 1015-03221-5616307	\$0	\$0	\$0	\$560,000	\$0	\$560,000
<b>Mariner Blvd Median Improvements - 112060</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>
Design - 1022	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Construction - 1022	\$0	\$700,000	\$0	\$0	\$0	\$700,000
<b>Northcliffe @ Deltona Intersection Imp - 112250</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>
Design - 1015-03221-5616314	\$0	\$25,000	\$0	\$0	\$0	\$25,000
Construction - 1015-03221-5616314	\$0	\$100,000	\$0	\$0	\$0	\$100,000
<b>Spring Hill Dr (US19 to Kenlake Ave)Safety Imp - 112249</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>
Construction - 1013-03211-5616310	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
<b>Spring Lake @ SR50/Cortez Intersection Improv - 112248</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>
Design - 1015-03221-5616314	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Construction - 1015-03221-5616314	\$0	\$0	\$750,000	\$0	\$0	\$750,000
<b>Traffic Signalization Detection Upgrade - 112247</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$625,000</b>
Construction - 1015-03221-5616307	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
<b>Grand Total</b>	<b>\$34,261,000</b>	<b>\$37,472,000</b>	<b>\$31,761,000</b>	<b>\$52,409,000</b>	<b>\$41,459,000</b>	<b>\$197,362,000</b>

**Citrus County Transportation Capital Improvement Projects FY 2027 - FY 2031**

<b>Projects by Phase</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY 2031</b>	<b>5-Year Total</b>
<b>Bridge/Guardrail/Handrail Repair Program</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$175,000</b>	<b>\$175,000</b>	<b>\$950,000</b>
Construction	\$200,000	\$200,000	\$200,000	\$175,000	\$175,000	\$950,000
<b>Corridor Alignment Study for Major Roads</b>	<b>\$1,400,000</b>	<b>\$750,000</b>	<b>\$900,000</b>	<b>\$1,100,000</b>	<b>\$1,500,000</b>	<b>\$5,650,000</b>
Planning/Design	\$1,400,000	\$750,000	\$900,000	\$1,100,000	\$1,500,000	\$5,650,000
<b>CR 470 - Resurfacing SCOP</b>	<b>\$3,906,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,906,280</b>
Construction	\$3,906,280	\$0	\$0	\$0	\$0	\$3,906,280
<b>CR 491 &amp; Hampshire Blvd Turn Lanes</b>	<b>\$1,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,350,000</b>
Construction	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000
<b>CR 491 from Pine Ridge to SR200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,000,000</b>
Planning/Design	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
<b>Debt Service - 2015 Transportation Bonds</b>	<b>\$734,500</b>	<b>\$735,400</b>	<b>\$733,550</b>	<b>\$735,800</b>	<b>\$736,650</b>	<b>\$3,675,900</b>
Debt Service	\$734,500	\$735,400	\$733,550	\$735,800	\$736,650	\$3,675,900
<b>Debt Service - 2020 Transportation Bonds</b>	<b>\$2,199,200</b>	<b>\$2,196,100</b>	<b>\$2,194,600</b>	<b>\$2,189,600</b>	<b>\$2,190,850</b>	<b>\$10,970,350</b>
Debt Service	\$2,199,200	\$2,196,100	\$2,194,600	\$2,189,600	\$2,190,850	\$10,970,350
<b>E Citrus Springs Blvd SCOP</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,604,238</b>	<b>\$0</b>	<b>\$2,604,238</b>
Construction	\$0	\$0	\$0	\$2,604,238	\$0	\$2,604,238
<b>Engineering Services</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$1,000,000</b>
Planning/Design	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$1,000,000
<b>Gas Tax Funding - Road Maintenance</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$8,500,000</b>
Other	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$8,500,000
<b>Gas Tax Funding - Transit Operations</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>\$800,000</b>
Other	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$800,000
<b>Intersection Improvements</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$250,000</b>
Construction	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
<b>Kensington/ Rehill - Resurfacing SCOP</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,650,960</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,650,960</b>
Construction	\$0	\$0	\$2,650,960	\$0	\$0	\$2,650,960
<b>Localized Road Repair/Resurfacing</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$1,250,000</b>
Other	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
<b>N Country Club Way SCOP</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,475,727</b>	<b>\$2,475,727</b>
Construction	\$0	\$0	\$0	\$0	\$2,475,727	\$2,475,727
<b>Path &amp; Sidewalk Facility / Improvement</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$250,000</b>
Construction	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

**Citrus County Transportation Capital Improvement Projects FY 2027 - FY 2031**

<b>Projects by Phase</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY 2031</b>	<b>5-Year Total</b>
<b>Re-Marking /Striping Existing County Roads</b>	<b>\$300,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$1,700,000</b>
Construction	\$300,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,700,000
<b>Road Network Pavement Management</b>	<b>\$19,312,000</b>	<b>\$19,628,000</b>	<b>\$21,315,000</b>	<b>\$25,142,000</b>	<b>\$30,568,000</b>	<b>\$115,965,000</b>
Planning/Design	\$400,000	\$65,000	\$450,000	\$75,000	\$500,000	\$1,490,000
Construction	\$18,850,000	\$19,500,000	\$20,800,000	\$25,000,000	\$30,000,000	\$114,150,000
Other	\$62,000	\$63,000	\$65,000	\$67,000	\$68,000	\$325,000
<b>W Dunklin St - Resurfacing SCOP</b>	<b>\$1,000,000</b>	<b>\$3,346,667</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,346,667</b>
Construction	\$1,000,000	\$3,346,667	\$0	\$0	\$0	\$4,346,667
<b>Grand Total</b>	<b>\$32,861,980</b>	<b>\$29,666,167</b>	<b>\$30,804,110</b>	<b>\$35,756,638</b>	<b>\$40,206,227</b>	<b>\$169,295,122</b>



# City of Brooksville

## General Fund CIP Projects for FY 2027 through FY 2031

City of Brooksville Department of Public Works FY 2027 - FY 2031 CIP						
Projects Description	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Milling/Resurface Program	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000
Asphalt Sealing/Striping	\$100,000	\$103,000	\$106,090	\$109,273	\$112,551	\$530,914
North Avenue Sidewalk - Engineering/Planning		\$300,000	\$309,000	\$318,270	\$327,818	\$1,255,088
Repair/Replace City Sidewalks	\$50,000	\$51,500	\$53,045	\$54,636	\$56,275	\$265,457
Stormwater Infrastructure Repair/Replacement		\$25,000	\$25,750	\$26,523	\$27,318	\$104,591
DRA Excavation - 6 total		\$150,000	\$25,000	\$25,750	\$26,523	\$227,273
Street Sign Replacement		\$20,000	\$20,600	\$21,218	\$21,855	\$83,673
Historic Brick Street Restoration		\$20,000	\$20,600	\$21,218	\$21,855	\$83,673
<b>Grand Total</b>	<b>\$750,000</b>	<b>\$1,269,500</b>	<b>\$1,160,085</b>	<b>\$1,176,888</b>	<b>\$1,194,194</b>	<b>\$5,550,667</b>

**City of Crystal River FY2027 5-Year Capital Improvement Program - General Fund**

Road and Street Projects	FY2027 Proposed	FY2028 Proposed	FY2029 Proposed	FY2030 Proposed	FY2031 Proposed	5-Year Total
<b>REQUIREMENTS / EXPENDITURES</b>						
Roads Resurface - future project funding #23-03	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Sidewalks - <i>New Installation</i> - future project funding	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Sidewalk - Concrete Repair #MAINT	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Repaving Parking Lots / Driveways (asphalt)	\$20,000	\$20,000	\$20,000	\$20,000	\$20,001	\$100,001
<b>Total Expenditures / Costs</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,001</b>	<b>\$1,250,001</b>
<b>RESOURCES / REVENUES</b>						
Local Option Gas Tax	\$249,714	\$252,211	\$254,733	\$257,281	\$259,854	\$1,273,793
Roads Resurface - <u>future project funding #23-03</u>	\$365,000	\$565,000	\$765,000	\$965,000	\$1,165,000	\$3,825,000
<b>Total Revenues</b>	<b>\$614,714</b>	<b>\$817,211</b>	<b>\$1,019,733</b>	<b>\$1,222,281</b>	<b>\$1,424,854</b>	<b>\$5,098,793</b>

## Appendix H: 5-Year Schedule of Capital Improvements for Transit Systems in Citrus and Hernando Counties

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**Hernando County (TheBus) 2027-2031**

<b>Cost/Revenue</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY 2031</b>	<b>5-Year Total</b>
<b>Capital</b>						
<b>Costs</b>						
<b>Vehicles</b>	<b>\$1,508,186</b>	<b>\$1,306,233</b>	<b>\$906,388</b>	<b>\$850,000</b>	<b>\$3,231,643</b>	<b>\$7,802,450</b>
Replacement - Fixed Route Vehicles	\$1,508,186	\$791,798	\$831,388	\$850,000	\$2,423,593	\$6,404,965
Replacement - ADA Vehicles/Vans	\$0	\$0	\$0	\$0	\$0	\$0
Replacement - Support & Supervisor Vehicles	\$0	\$0	\$75,000	\$0	\$75,000	\$150,000
New - Fixed Route/On-Demand Vehicles	\$0	\$294,435	\$0	\$0	\$308,700	\$603,135
New - ADA Vehicles/Vans	\$0	\$125,000	\$0	\$0	\$154,350	\$279,350
New - Support & Supervisor Vehicles	\$0	\$95,000	\$0	\$0	\$270,000	\$365,000
<b>Other Transit Capital</b>	<b>\$1,450,000</b>	<b>\$1,732,894</b>	<b>\$5,398,206</b>	<b>\$3,695,330</b>	<b>\$20,726,590</b>	<b>\$33,003,020</b>
Stop Amenities/ADA Compliance	\$300,000	\$100,000	\$318,270	\$100,000	\$300,000	\$1,118,270
Current Facility Improvements	\$0	\$0	\$347,304	\$0	\$0	\$347,304
Transfer Facility/Garage/Admin. Facility	\$0	\$532,894	\$3,245,251	\$2,301,785	\$14,801,117	\$20,881,047
Planning/Engineering/Construction Svcs.	\$500,000	\$500,000	\$500,000	\$500,000	\$3,625,473	\$5,625,473
Preventive Maintenance (Capitalized)	\$300,000	\$300,000	\$456,931	\$475,000	\$500,000	\$2,031,931
IT & Misc. Support Equipment	\$200,000	\$200,000	\$212,180	\$218,545	\$500,000	\$1,330,725
Transit Shelter(s) & Amenities	\$150,000	\$100,000	\$318,270	\$100,000	\$1,000,000	\$1,668,270
<b>Total Costs</b>	<b>\$2,958,186</b>	<b>\$3,039,127</b>	<b>\$6,304,594</b>	<b>\$4,545,330</b>	<b>\$23,958,233</b>	<b>\$40,805,470</b>
<b>Revenues</b>						
FTA - 5307	\$2,423,366	\$2,496,067	\$5,454,250	\$3,877,878	\$20,603,713	\$34,855,274
FTA - 5311	\$260,166	\$260,166	\$260,166	\$260,166	\$1,040,664	\$2,081,328
FTA - 5339	\$274,654	\$282,894	\$590,178	\$407,286	\$2,313,856	\$3,868,868
<b>Total Revenue</b>	<b>\$2,958,186</b>	<b>\$3,039,127</b>	<b>\$6,304,594</b>	<b>\$4,545,330</b>	<b>\$23,958,233</b>	<b>\$40,805,470</b>

**Citrus County Transit Capital Projects FY 2027-2031**

<b>CAPITAL EXPENSITURES</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY2031</b>	<b>5-Year Total</b>
Replacement Wheelchair Accessible passenger Buses	\$650,000	\$700,000	\$900,000	\$550,000	\$700,000	\$3,500,000
Driver Training and Vehicle Maintenance	\$200,000	\$206,000	\$212,180	\$218,545	\$225,102	\$1,061,827
Facility Camera System Replacement	\$50,000					\$50,000
Bus Maintenance Lift	\$56,250					\$56,250
Staff Vehicle	\$45,000					\$45,000
Fixed Route Bus Replacement (5339)	\$501,994			\$390,000		\$891,994
<b>Total Capital</b>	<b>\$1,503,244</b>	<b>\$906,000</b>	<b>\$1,112,180</b>	<b>\$1,158,545</b>	<b>\$925,102</b>	<b>\$5,605,071</b>

**Citrus County Transit Capital Projects Funding Sources FY 2027-20301**

<b>FUNDING SOURCES</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY2031</b>	<b>5-Year Total</b>
Federal Grant - Section 5307	\$801,000	\$724,800	\$889,744	\$926,836	\$740,081	\$4,082,462
Federal Grant - Other 5339	\$401,595					\$401,595
Local	\$40,000	\$41,200	\$42,436	\$43,709	\$45,020	\$212,365
Toll Credits	\$260,649	\$140,000	\$180,000	\$188,000	\$140,000	\$908,649
<b>Total Capital</b>	<b>\$1,503,244</b>	<b>\$906,000</b>	<b>\$1,112,180</b>	<b>\$1,158,545</b>	<b>\$925,102</b>	<b>\$5,605,071</b>

## Appendix I: Transportation Disadvantaged 5-Year Work Programs

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**APPENDIX I****TRANSPORTATION DISADVANTAGED 5-YEAR WORK PROGRAM****TIP FY 2027 - FY 2031  
HERNANDO/CITRUS MPO****HERNANDO COUNTY TRANSPORTATION DISADVANTAGED SERVICES**

	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY 2031</b>	<b>Total</b>
Section 5310	\$375,000	\$425,000	\$475,000	\$525,000	\$575,000	\$2,375,000
Commission for Transportation Disadvantaged Trip & Equipment (T&E)	\$500,000	\$550,000	\$600,000	\$650,000	\$700,000	\$3,000,000
Commission for Transportation Disadvantaged Innovative Service Development Grant (ISD)	\$175,000	\$200,000	\$200,000	\$200,000	\$200,000	\$975,000
Shirley Conroy Funding	\$327,016	\$327,016	\$327,016	\$327,016	\$327,016	\$1,635,080
<b>5-Year Program Total</b>	<b>\$1,377,016</b>	<b>\$1,502,016</b>	<b>\$1,602,016</b>	<b>\$1,702,016</b>	<b>\$1,802,016</b>	<b>\$7,985,080</b>

**APPENDIX I  
TRANSPORTATION DISADVANTAGED 5-YEAR WORK PROGRAM**

**TIP FY 2027 - FY 2031  
HERNANDO/CITRUS MPO**

**CITRUS COUNTY TRANSPORTATION DISADVANTAGED SERVICES**

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Section 5311 - Operating	\$605,000	\$605,000	\$605,000	\$605,000	\$605,000	\$3,025,000
CTD Trip and Equipment	\$667,318	\$670,000	\$670,000	\$670,000	\$667,318	\$3,344,636
Section 5339 - Fixed Route Capital	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$650,000
State Block Grant - 5307/5311 match	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$4,500,000
<b>Total</b>	<b>\$2,302,318</b>	<b>\$2,305,000</b>	<b>\$2,305,000</b>	<b>\$2,305,000</b>	<b>\$2,302,318</b>	<b>\$11,519,636</b>

## Appendix J: FDOT Review Comments for the Draft 5-YEAR TIP FY 2027-2031

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# Appendix K: Eastern Federal Landds Highway Division TIP FY 2027 - FY 2031

## FY2026-FY2029 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division



PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
<b>Florida</b>													
FL FLAP CRVR BYP(1)	2026	FL	Citrus	Crystal River National Wildlife Refuge	Crystal River National Wildlife Refuge headquarters bypass road	4R	FLAP - EFL	\$1,655,000.00	Title 23	EFL	Construction	FL-11	FWS-4-SE
FW HBS 900(1) 901(1) TRL(1)	2026	FL	Martin	Hobe Sound National Wildlife Refuge	Replace Hobe Sound south end boardwalk and repair HQ and visitor center parking	3R	FLTP - FWS	\$1,075,740.80	Title 23	FWS	Construction	FL-07	FWS-4-SE
FL ERFO FW JND 2022-1(1)	2027	FL	Lee	J.N. Ding Darling National Wildlife Refuge	2022 FL FWS September Hurricane Ian at JN Ding Darling	3R	ERFO	\$2,808,000.00	Title 23	EFL	In Design	FL-13	FWS-4-SE
FL FW SMK TRL(1)	2027	FL	Wakulla	St. Marks National Wildlife Refuge	Plum Orchard Pond Trail boardwalks	Trail	FLTP - FWS	\$939,941.77	Title 23	FWS	In Design	FL-02	FWS-4-SE
FL ERFO FW MRT 2022-1(1)	2028	FL	Brevard	Merritt Island National Wildlife Refuge	2022 FL FWS September Hurricane Ian at Merritt Island	3R	ERFO	\$7,083,000.00	Title 23	EFL	In Design	FL-08	FWS-4-SE
FL ERFO FW MRT LWD 2025-1(1)	2028	FL	Brevard	Merritt Island National Wildlife Refuge & Lake Woodruff National Wildlife Refuge	2025 FL Hurricane Milton Damage at Merritt Island & Lake Woodruff National Wildlife Refuges	3R	ERFO	\$3,769,000.00	Title 23	EFL	Planned	FL-06, FL-08	FWS-4-SE
FL FS APALACHICOLA BRG(1)	2028	FL	Wakulla	Apalachicola National Forest	Replace the Monkey Creek bridge	BR	FLTP - FS	\$2,900,000.00	Title 23	FS	Planned	FL-02	FS-08-South
FL ERFO FW SWE 2025-1(1)	2028	FL	Dixie, Levy	Lower Suwannee National Wildlife Refuge	Repair Hurricane Milton Damage at Lower Suwannee National Wildlife Refuge	3R	ERFO	\$1,925,000.00	Title 23	EFL	Planned	FL-03	FWS-4-SE
FL ERFO FW PLC 2022-1(1)	2028	FL	Indian River	Pelican Island National Wildlife Refuge	Repair Hurricane Ian damage at Pelican Island National Wildlife Refuge	Misc	ERFO	\$1,753,000.00	Title 23	EFL	In Design	FL-08	FWS-4-SE
FL ERFO FW SWE 2023-1(1)	2028	FL	Dixie, Levy	Lower Suwannee National Wildlife Refuge & Cedar Keys National Wildlife Refuge	Hurricane Idalia repair. Fishbone Creek Rd, Shell Mound Boardwalk, Atsena Otie Key Dock, and two trails	BR	ERFO	\$1,508,000.00	Title 23	EFL	In Design	FL-03	FWS-4-SE
FL ERFO FW SMK SVN 2025-1(1)	2028	FL	Wakulla, Franklin	St. Marks & St. Vincent National Wildlife Refuges.	2025 FL Hurricane Milton Damage at St. Marks & St. Vincent National Wildlife Refuges	Misc	ERFO	\$901,000.00	Title 23	EFL	Planned	FL-02	FWS-4-SE
FL FLTP FW LXH(4)	2028	FL	Palm Beach	Arthur R. Marshall Loxahatchee National Wildlife Refuge	Heavy rehabilitation Route #903 visitor center parking	3R	FLTP - FWS	\$300,000.00	Title 23	FWS	Planned	FL-21	FWS-4-SE
FL FLTP FW LXH(3)	2028	FL	Palm Beach	Arthur R. Marshall Loxahatchee National Wildlife Refuge	Funds to develop alternative transportation projects	Transit	FLTP - FWS	\$200,000.00	Title 23	FWS	Planned	FL-22	FWS-4-SE
FL FLTP FW SWE(2)	2030	FL	Levy	Lower Suwannee National Wildlife Refuge	Replace River Trail boardwalk	Other	FLTP - FWS	\$1,412,625.49	Title 23	FWS	Planned	FL-02	FWS-4-SE

# HERNANDO/CITRUS MPO ENDORSEMENT FOR ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM

(FISCAL YEARS 2027 – 2031)

## Endorsement

This document was prepared by the Hernando/Citrus Metropolitan Planning Organization (MPO) and is consistent with state and federal requirements, in cooperation with the Florida Department of Transportation (FDOT) District Seven Office, Hernando County Transportation Services, the Citrus County Engineering Division, the City of Brooksville, the City of Crystal River, and the City of Inverness.

The Hernando/Citrus MPO, at its regular meeting on June 4, 2026, endorsed the Fiscal Year 2027 - Fiscal Year 2031 Hernando/Citrus Transportation Improvement Program {TIP}.

Further, it is hereby certified that the planning process of the Hernando/Citrus Area Transportation Study is being carried on in conformance with the provisions of 23 CFR 450.326(n)(1), 23 CFR 450.332(b), 23 USC 134, and Chapter 339.175 F.S.

This certification determination is being made based on an in-depth review, utilizing a checklist provided by FDOT and covering all aspects of the transportation planning process in the Spring Hill Urbanized Area, the Homosassa Springs-Beverly Hills- Citrus Springs Urbanized Area, and the remainder of Hernando County and Citrus County.

Metropolitan Planning Organization Board, June 4, 2026

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John Allocco  
Chair

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY

BY Natasha López Perez  
MPO Attorney



## AGENDA ITEM

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### TITLE

Review and Acceptance of the Traffic Counts and Level of Service Analysis for Citrus County, as Prepared by the General Planning Consultant, Kimley-Horn

### BRIEF OVERVIEW

Kimley-Horn, serving as the Hernando-Citrus MPO's General Planning Consultant, conducted 22 routine 48-hour machine traffic counts throughout Citrus County and performed a Level of Service (LOS) evaluation in support of the MPO's Congestion Management Process (CMP). Traffic count information was updated using the County's most recent available data, supplemented by the counts collected by the Consultant and approved by the County.

The Consultant prepared the attached Quality/Level of Service Analysis on Citrus County's road network reflecting the Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook and the updated generalized service volume framework applied to the 2025 and projected 2030 roadway network. The analysis is consistent with the scope of work, FDOT Q/LOS Handbook, the adopted Hernando-Citrus MPO Congestion Management (CMP) process, and other MPO planning documents.

On May 28, 2026, the MPO's Board's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) will have reviewed the traffic counts and Level of Service analysis. Due to the timing of the Board's packet distribution, the recommendations of the Committees will be provided to the MPO Board at the June 4, 2026, meeting.

### FINANCIAL IMPACT

N/A

### LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the Hernando-Citrus MPO Board has the authority to take the recommended action.

### RECOMMENDATION

It is recommended the Hernando-Citrus MPO Board review and accept the Citrus County traffic counts and Level of Service Analysis.

# Citrus County Major Roadway Network Quality/Level of Service Analysis



**DRAFT**

## Introduction

This memorandum documents the Quality/Level of Service (Q/LOS) analysis for the major roadway network in Citrus County within the Hernando Citrus MPO planning area. The analysis reflects the Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook and the updated generalized service volume framework applied to the 2025 and projected 2030 roadway network.

This memorandum is intended to support planning-level decision-making and is consistent with the FDOT Q/LOS Handbook, adopted Hernando Citrus MPO Congestion Management Process (CMP), and other MPO planning documents. The analysis is appropriate for generalized planning applications, future-year assessments, and systemwide screening. It is not intended to replace detailed operational analysis for corridor studies, traffic operations, design, or project development.

## Methodology

The analysis follows the methodology presented in the FDOT 2023 Multimodal Quality/Level of Service Handbook. At a generalized planning level, the handbook identifies Florida's Generalized Service Volume Tables (GSVTs) as the primary tool for motorized vehicle LOS analysis. The handbook states that the GSVTs are intended for systemwide, areawide, and future-year planning analyses where precise operational results are not required.

Under the current methodology, the first step is to identify the appropriate roadway type and segment each facility into logical analysis lengths. The handbook distinguishes among freeways, uninterrupted flow highways, and arterials. For non-limited access highways and arterials, the analysis uses FDOT Context Classification as a core organizing characteristic. Context classifications range from C1 Natural and C2 Rural to C5 Urban Center and C6 Urban Core. Highway and arterial GSVTs are organized by context classification rather than area type because that approach better reflects varied operating environments across the state.

For each roadway segment, the analyst identifies the applicable context classification, number of through lanes, posted speed, and other relevant roadway, traffic, and control characteristics. Existing or forecast traffic demand is then compared against the applicable generalized service volume thresholds to determine LOS. The handbook further explains that all service volumes are first calculated for the peak hour in the peak direction, with two-way peak hour and daily volumes derived using the FDOT standard directional distribution factor and K factors.

For arterials, LOS is tied primarily to average travel speed relative to base free-flow speed rather than to simple capacity alone. The handbook emphasizes that arterial LOS is strongly influenced by signal spacing, progression, cycle length, and effective green ratio. For freeways, LOS is based on density. For uninterrupted flow highways, density is also a core measure. This distinction is important because roadway segments with similar traffic volumes can perform differently depending on their facility type, signal environment, and context classification.

The base year traffic data used for this analysis is 2024 Annual Average Daily Traffic (AADT). Future-year traffic volumes were developed using recent observed traffic count trends. In general, a five-year regression model was used to project future AADT based on available historic count data. Where a consistent multi-year count record was not available, a flat annual growth rate of 2 percent was applied as a reasonable planning assumption. This approach provided a consistent method for forecasting future traffic volumes across the study network while still allowing the analysis to reflect corridor-specific trends where sufficient data existed. The workbook Dashboard and LOS sheets indicate that annual forecast volumes were developed and applied at the segment level for the planning analysis.

Special attention was given to segments that showed a declining traffic trend in the forecast years. Traffic conditions during the COVID-19 period and the immediate post-COVID recovery period introduced irregular patterns that could distort a trend line if applied without review. To avoid overstating traffic decreases that may reflect temporary disruption rather than long-term change, an additional screening step was applied before allowing a segment to forecast downward. A decrease in future traffic was allowed only when both of the following conditions were met: the regression slope for the 2020 to 2024 period was negative, and at least three of the four year-to-year changes within that period were decreases. If both conditions were not met, the forecast was constrained so that each future year was greater than or equal to the previous year. In other words, the forecast was not permitted to decline unless the recent count history showed a clear and sustained downward pattern. This step was used to reduce the influence of abnormal short-term fluctuations and to produce forecasts that are more appropriate for long-range planning.

The handbook also describes several planning-level assumptions and limitations that are relevant to this memorandum. These include the use of generalized statewide average inputs, the assumption that queue spillback is not a controlling condition, and the expectation that the GSVTs should not be used for detailed design or operational analysis when volumes are near or above capacity. In the same way, the forecasting approach used in this memorandum should be understood as a planning-level estimate rather than a prediction of exact future traffic on each segment. The use of regression-based trend forecasting and a default 2 percent annual growth rate provides a practical and internally consistent basis for countywide screening, but it does not fully capture every corridor-specific influence, such as major land use changes, network modifications, project timing, or localized operational effects. As a result, the forecasts are intended to support reasonable long-range comparison across the network rather than to predict exact future traffic volumes on any individual segment.

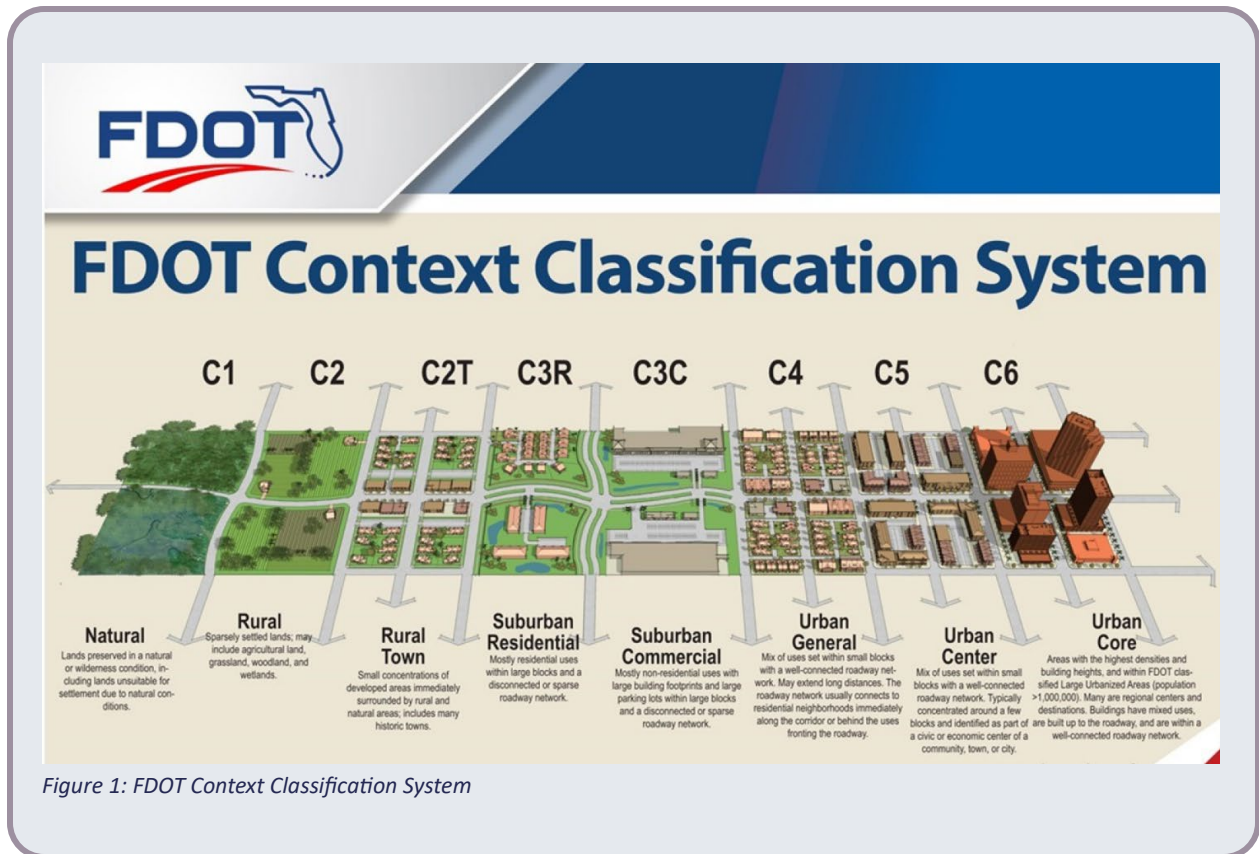
## Context Classification Framework

The 2023 handbook treats context classification as a primary input for highway and arterial LOS analysis. The context classes used by FDOT are listed below and illustrated in Figure 1 and are applied to each roadway segment using the adopted or approved county and FDOT context framework. This classification plays into developing the design criteria most appropriate to best meet the various mobility needs along the roadway.

## Florida Department of Transportation Context Classification Criteria

The context classification system is broken down into the following 8 classifications with the following descriptions:

Context Classification	Description
<b>C1 – Natural</b>	Lands preserved in a natural or wilderness condition. Not intended for future development.
<b>C2 – Rural</b>	Sparsely settled lands. Could be developed in the future.
<b>C2T – Rural Town</b>	Town area immediately surrounded by rural and natural areas
<b>C3R – Suburban Residential</b>	Residential area uses within large blocks and sparse roadway system.
<b>C3C – Suburban Commercial</b>	Nonresidential use with large building footprints and large parking lots within large blocks or sparse roadway network
<b>C4 – Urban General</b>	Mix of the uses set within a small block with a well-connected roadway. Connects to residential neighborhoods.
<b>C5 - Urban Center</b>	Mix of uses set within small blocks that have a well-connected roadway network. Concentrated around a few blocks. Identified as a civic or economic center.
<b>C6 – Urban Core</b>	Area with the highest densities of building heights. And classified as a large, urbanized area. Buildings have a mixed use; they are built up to the roadway and are in a well-connected roadway network.



## County Roadway Network Overview

The Citrus County major roadway network includes a mix of state highways, county-maintained corridors, and limited-access facilities that together provide regional mobility, local access, and intercounty connectivity. Based on the dashboard segment set used for this Quality/Level of Service analysis, the evaluated system represents approximately 277 roadway segments, 434.3 centerline miles, and 1,100.2 lane miles in 2025. These totals provide the basis for the summaries used throughout this memorandum.

The network spans a range of context classifications, with the largest share of mileage occurring in C2 and C3R settings. Specifically, C2 accounts for approximately 162.4 centerline miles and 343.7 lane miles, while C3R accounts for about 165.7 centerline miles and 357.3 lane miles. C3C accounts for about 76.0 centerline miles and 302.6 lane miles, with smaller portions of the system classified as C1, C2T, or C4.

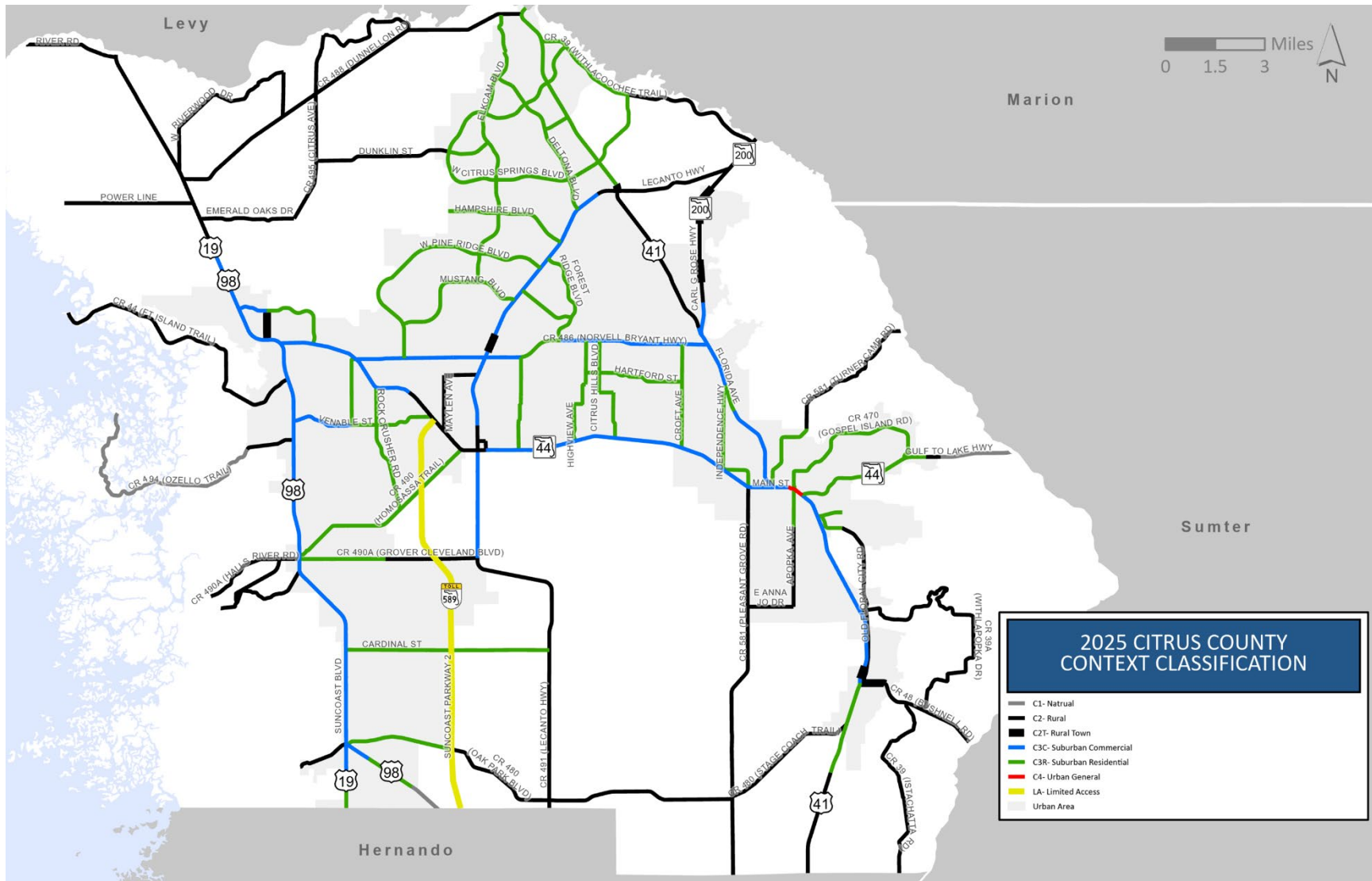


Figure 2: Citrus County Roadway Network by Context Classification

The evaluated network is weighted toward county-maintained facilities. County roadways account for approximately 329.9 centerline miles and 723.1 lane miles. State-maintained facilities account for approximately 103.9 centerline miles and 374.8 lane miles.

In lane configuration terms, the system is dominated by two-lane facilities, which account for approximately 327.8 centerline miles and 655.5 lane miles. Four-lane facilities account for approximately 97.3 centerline miles and 389.3 lane miles, while six-lane facilities account for approximately 9.2 centerline miles and 55.4 lane miles.

Several corridors stand out as the most extensive facilities in the analyzed roadway network. SR 44 (Gulf to Lake Hwy) is the largest corridor by centerline mileage, followed by CR 491 (Lecanto Hwy), US 19/US 98 (Suncoast Blvd), US 41 (Florida Ave), and CR 486 (Norvell Bryant Hwy)..

Taken together, the roadway inventory indicates that Citrus County major roadway network is predominantly county-maintained, heavily weighted toward two-lane facilities by centerline mileage, and distributed across a mix of rural and suburban contexts. These characteristics provide important context for interpreting the Q/LOS results, since constrained conditions on a relatively small number of major corridors can account for a substantial share of lane miles operating below the adopted standard.

## Adopted Level of Service

Citrus County has an adopted level of service standard that serves as the benchmark for interpreting roadway performance in this analysis. Under Citrus County Policy 10B.3.8, the level of service standard for State Highway System roads is LOS D in urbanized areas and LOS C in non-urbanized areas, consistent with FDOT policy. For the County Highway System, the adopted standard is LOS D in all areas of the County. This adopted standard provides the basis for distinguishing between facilities that are performing acceptably and those that fall below the applicable planning benchmark. In that way, the adopted level of service standard is a key point of reference for understanding the countywide Quality/Level of Service results, identifying where constrained conditions occur, and evaluating the overall extent of roadway performance deficiencies across the major roadway network. The adopted level of service standard on the roadway network is shown on Figure 5.

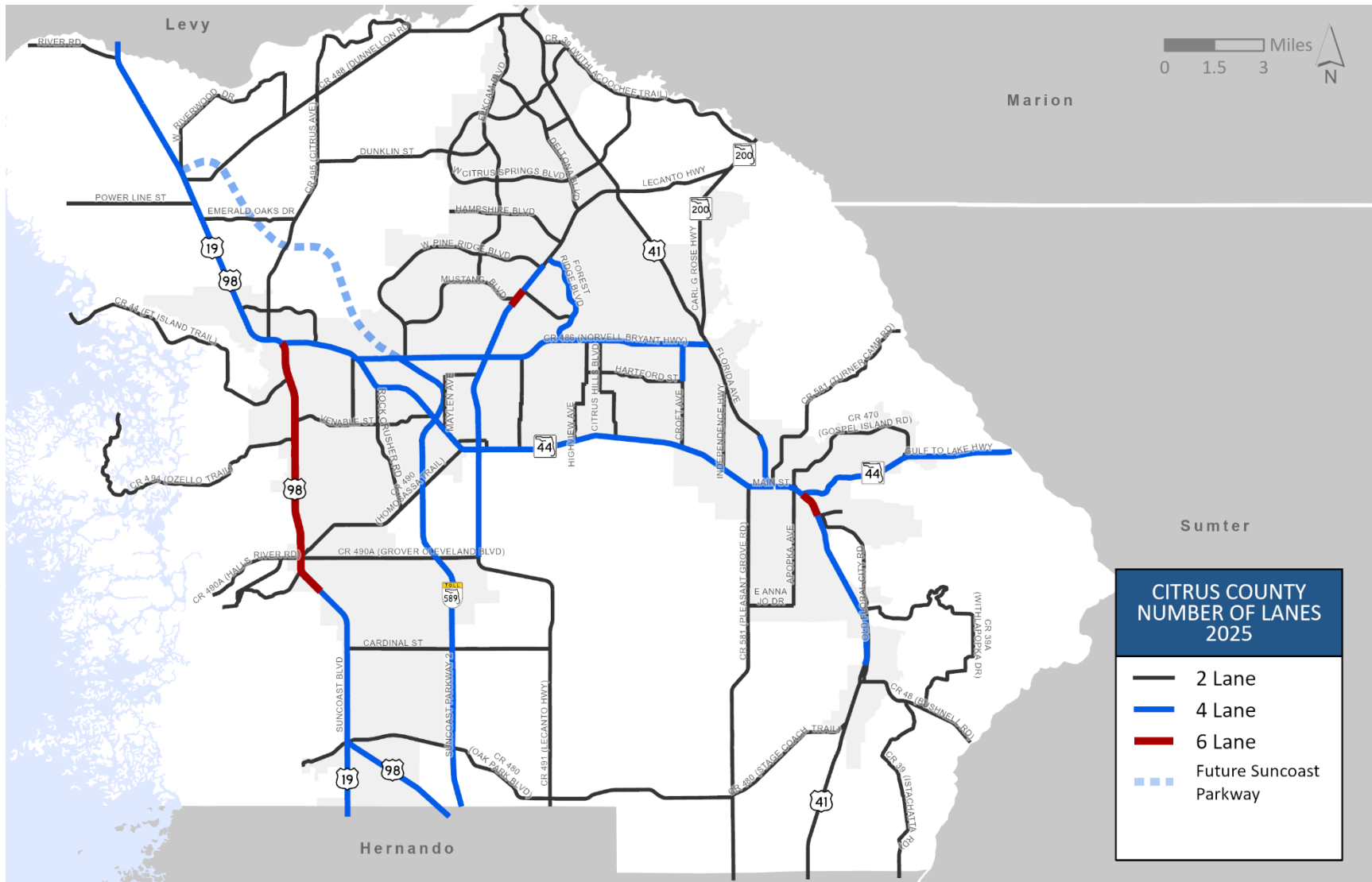


Figure 3: 2025 Citrus County Roadway Network by Number of Lanes

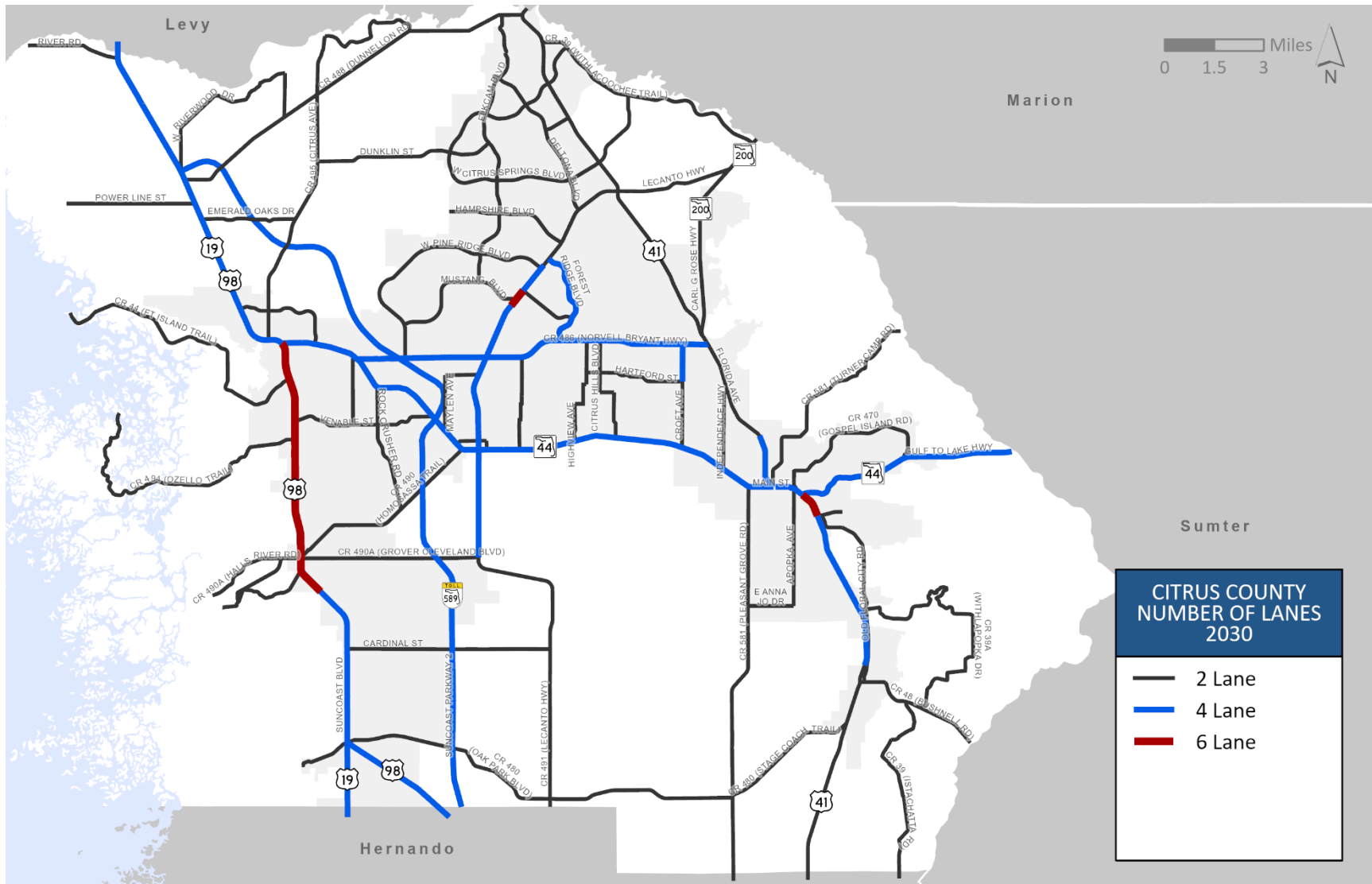


Figure 4: 2030 Citrus County Roadway Network by Number of Lanes

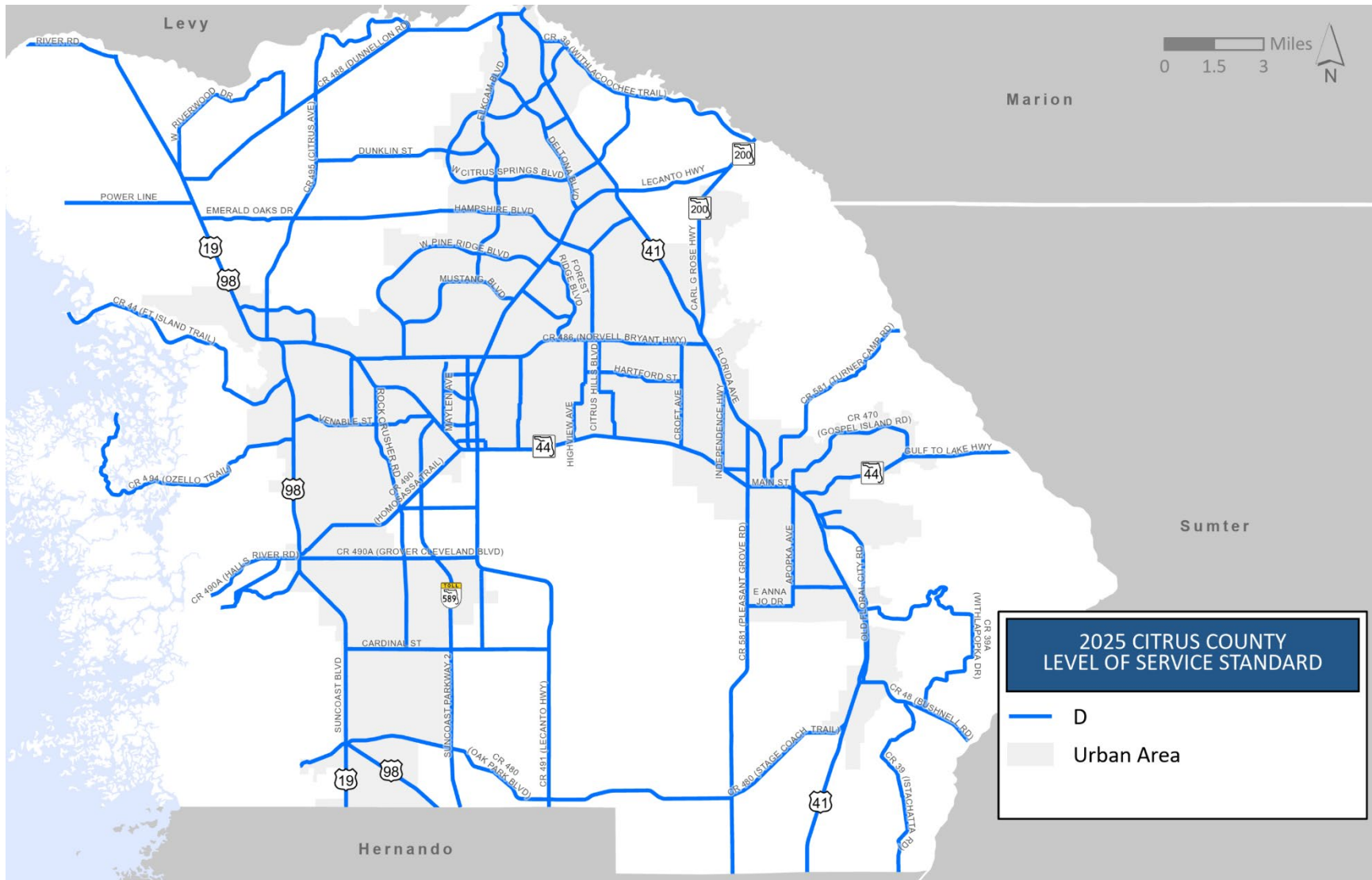


Figure 5: Citrus County Adopted Level of Service Standard

## Quality/Level of Service Analysis

This section summarizes roadway Quality/Level of Service conditions for the analyzed major roadway network in 2025 and 2030. For clarity and consistency, the discussion is presented primarily in terms of centerline miles and lane miles, since those measures better reflect the physical extent of constrained roadway conditions than a simple count of roadway segments. The analyzed system includes approximately 388.3 centerline miles, 1,013.7 lane miles in 2025, and 1,015.7 lane miles in 2030.

Across the full network, the share of roadway operating at LOS E or F increases from about 8.3 centerline miles and 22.4 lane miles in 2025 to about 27.7 centerline miles and 86.5 lane miles in 2030. In percentage terms, that corresponds to an increase from about 1.9% to 6.4% of centerline miles and from about 2.0% to 7.9% of lane miles operating at LOS E or F. Conversely, roadway operating at LOS B through D accounts for about 98.0% of centerline miles and 97.9% of lane miles in 2025, declining to about 93.7% of centerline miles and 92.1% of lane miles in 2030.

### 2025 Quality/Level of Service Analysis

In 2025, the roadway network totals approximately 434.3 centerline miles and 1,100.2 lane miles. Of that total, approximately 8.3 centerline miles and 22.4 lane miles are calculated at LOS E or F, equivalent to about 1.9% of total centerline miles and 2.0% of total lane miles. This indicates that constrained conditions are limited to a small share of the overall system in the 2025 analysis year.

The 2025 base year traffic volumes across the network are shown on Figure 6.

Most of the network operates at LOS B, C, or D in 2025. Together, those categories account for approximately 426.0 centerline miles and 1,077.8 lane miles, which is about 98.0% of centerline miles and 97.9% of lane miles in the analyzed network. Among those categories, LOS C represents the largest share of the system, accounting for about 263.8 centerline miles and 676.0 lane miles, or about 60.7% of total centerline miles and 61.4% of total lane miles. LOS B accounts for about 116.1 centerline miles and 283.7 lane miles, or about 26.7% of centerline miles and 25.8% of lane miles, while LOS D accounts for about 46.1 centerline miles and 118.1 lane miles, or about 10.6% of centerline miles and 10.7% of lane miles.

The more constrained portion of the system is concentrated on a limited number of major corridors. LOS E accounts for about 0.8 centerline miles and 2.0 lane miles, which is about 0.2% of total centerline miles and 0.2% of total lane miles. LOS F accounts for about 7.4 centerline miles and 20.4 lane miles, or about 1.7% of total centerline miles and 1.9% of total lane miles. These percentages show that the vast majority of the roadway system remains in the middle LOS categories, while the most constrained conditions are limited in extent in the 2025 analysis year.

From a corridor perspective, the most constrained facilities in 2025 are those with the greatest E/F lane-mile totals. CR 491 (Lecanto Hwy) accounts for the largest extent of constrained conditions, with about 5.7 E/F centerline miles and 16.0 E/F lane miles. It is followed by US 41 (Florida Ave) with about 1.9 E/F miles and 3.9 E/F lane miles and US 41/SR 44 (Main St) with about 0.6 E/F miles and 2.6 E/F lane miles.

These are the only three corridors with LOS E or F conditions in the 2025 scratch file. The 2025 Q/LOS results across the network are illustrated on Figure 7.

Table 1: 2025 Countywide Quality/Level of Service Summary

Metric	Value
Total centerline miles	434.3
Total lane miles	1,100.2
LOS E/F centerline miles	8.3
LOS E/F lane miles	22.4
LOS E/F share of centerline miles	1.9%
LOS E/F share of lane miles	2.0%

Table 2: 2025 LOS Distribution by Centerline Miles, Lane Miles, and System Share

LOS	Centerline Miles	% of Centerline Miles	Lane Miles	% of Lane Miles
<b>B</b>	116.1	26.7%	283.7	25.8%
<b>C</b>	263.8	60.7%	676.0	61.4%
<b>D</b>	46.1	10.6%	118.1	10.7%
<b>E</b>	0.8	0.2%	2.0	0.2%
<b>F</b>	7.4	1.7%	20.4	1.9%

Table 3: Corridors with Greatest Mileage Operating Below LOS D Standard in 2025

Corridor	E/F Centerline Miles	E/F Lane Miles
CR 491 (Lecanto Hwy)	5.7	16.0
US 41 (Florida Ave)	1.9	3.9
US 41/SR 44 (Main St)	0.6	2.6

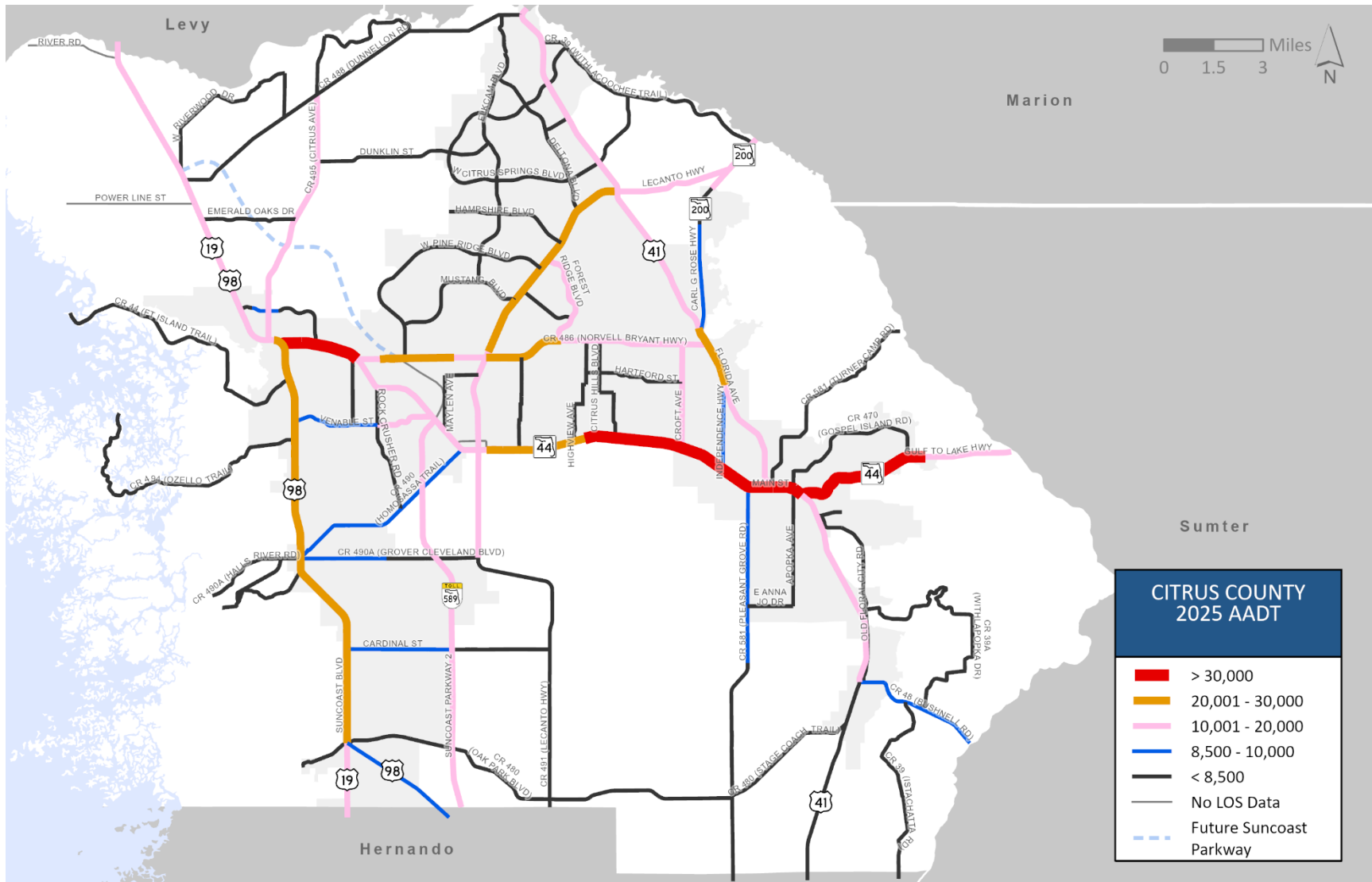


Figure 6: 2025 Average Annual Daily Traffic (AADT)

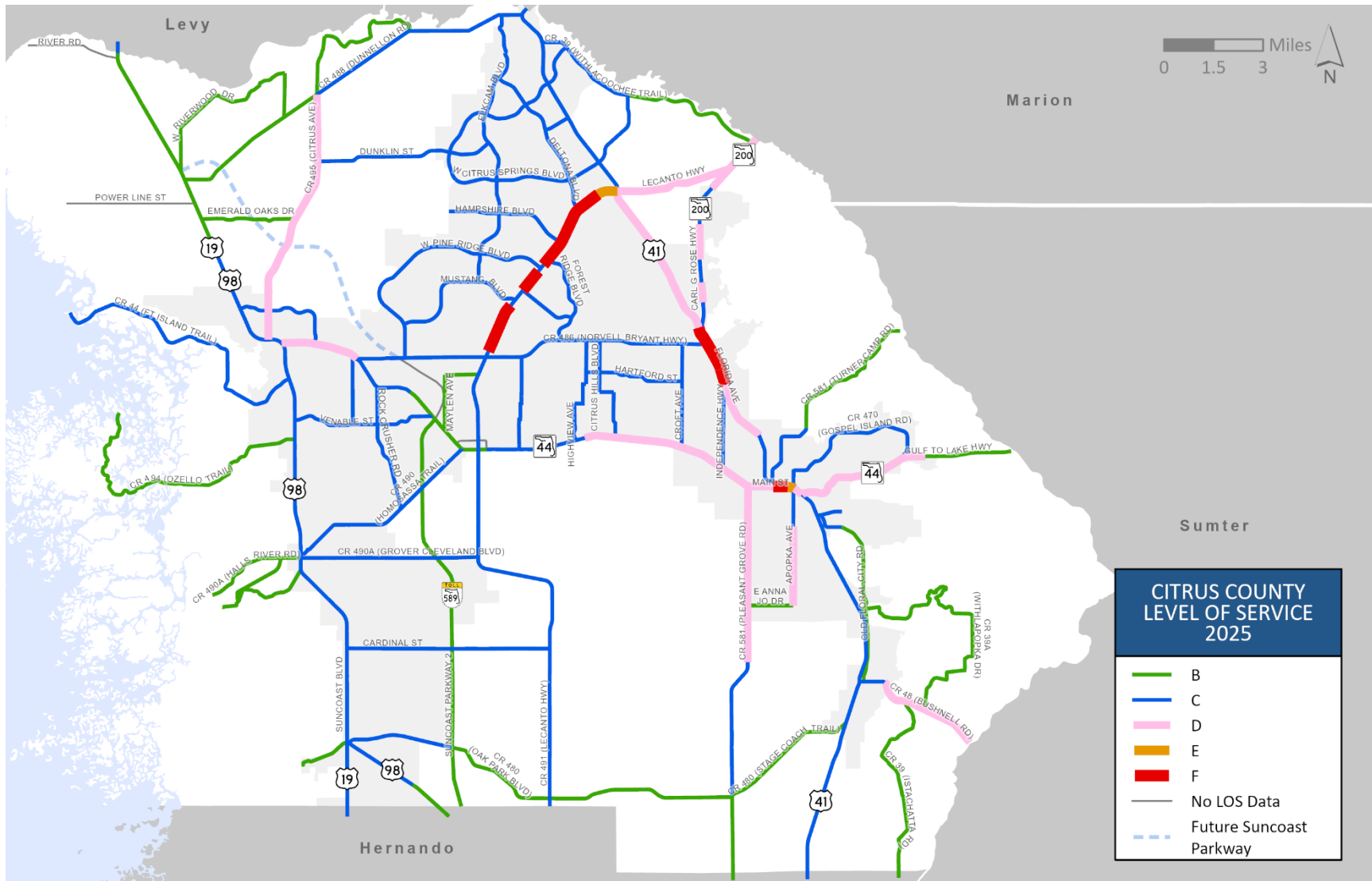


Figure 7: 2025 Citrus County Roadway Quality/Level of Service

## 2030 Quality/Level of Service Analysis

In 2030, the roadway network remains at approximately 434.3 centerline miles and 1,100.2 lane miles. Of that total, approximately 27.7 centerline miles and 86.5 lane miles are calculated at LOS E or F, equivalent to about 6.4% of total centerline miles and 7.9% of total lane miles. This represents an increase in the physical extent of constrained conditions compared with 2025, but the large majority of the system still operates above LOS E or F in 2030.

The 2030 forecasted traffic volumes across the network are shown on Figure 8.

Most of the network continues to operate at LOS B, C, or D in 2030. Together, those categories account for approximately 406.7 centerline miles and 1,013.7 lane miles, or about 93.7% of centerline miles and 92.1% of lane miles in the analyzed network. As in 2025, LOS C accounts for the greatest share of the system, with about 268.7 centerline miles and 685.2 lane miles, equivalent to about 61.9% of centerline miles and 62.3% of lane miles. LOS B accounts for about 108.9 centerline miles and 269.3 lane miles, or about 25.1% of centerline miles and 24.5% of lane miles, while LOS D accounts for about 29.1 centerline miles and 59.2 lane miles, or about 6.7% of centerline miles and 5.4% of lane miles.

The constrained portion of the system expands in 2030, particularly in LOS E and LOS F. LOS E accounts for about 5.6 centerline miles and 11.2 lane miles, which is about 1.3% of total centerline miles and 1.0% of total lane miles. LOS F accounts for about 22.1 centerline miles and 75.3 lane miles, equivalent to about 5.1% of total centerline miles and 6.8% of total lane miles. This shows that the increase in constrained conditions is still limited to a relatively modest share of the overall roadway network by 2030.

The corridor rankings indicate that SR 44 (Gulf to Lake Hwy) has the greatest E/F lane-mile total in 2030, with about 10.9 E/F centerline miles and 43.7 E/F lane miles. It is followed by CR 491 (Lecanto Hwy) with about 5.7 E/F miles and 16.0 E/F lane miles, CR 495 (Citrus Ave) with about 3.9 E/F miles and 7.7 E/F lane miles, SR 44 (Main St) with about 1.7 E/F miles and 6.8 E/F lane miles, and US 41 (Florida Ave) with about 2.8 E/F miles and 5.7 E/F lane miles. These corridors therefore represent the greatest physical extent of constrained conditions in the 2030 analysis year. The 2030 Q/LOS results across the network are illustrated on Figure 9.

Table 4: 2030 Countywide Quality/Level of Service Summary

Metric	Value
Total centerline miles	434.3
Total lane miles	1,100.2
LOS E/F centerline miles	27.7
LOS E/F lane miles	86.5
LOS E/F share of centerline miles	6.4%
LOS E/F share of lane miles	7.9%

Table 5: 2030 LOS Distribution by Centerline Miles, Lane Miles, and System Share

LOS	Centerline Miles	% of Centerline Miles	Lane Miles	% of Lane Miles
B	108.9	25.1%	269.3	24.5%
C	268.7	61.9%	685.2	62.3%
D	29.1	6.7%	59.2	5.4%
E	5.6	1.3%	11.2	1.0%
F	22.1	5.1%	75.3	6.8%

Table 6: Corridors with Greatest Mileage Operating Below the Adopted LOS D Standard in 2030

Corridor	E/F Centerline Miles	E/F Lane Miles
SR 44 (Gulf to Lake Hwy)	10.9	43.7
CR 491 (Lecanto Hwy)	5.7	16.0
CR 495 (Citrus Ave)	3.9	7.7
SR 44 (Main St)	1.7	6.8
US 41 (Florida Ave)	2.8	5.7

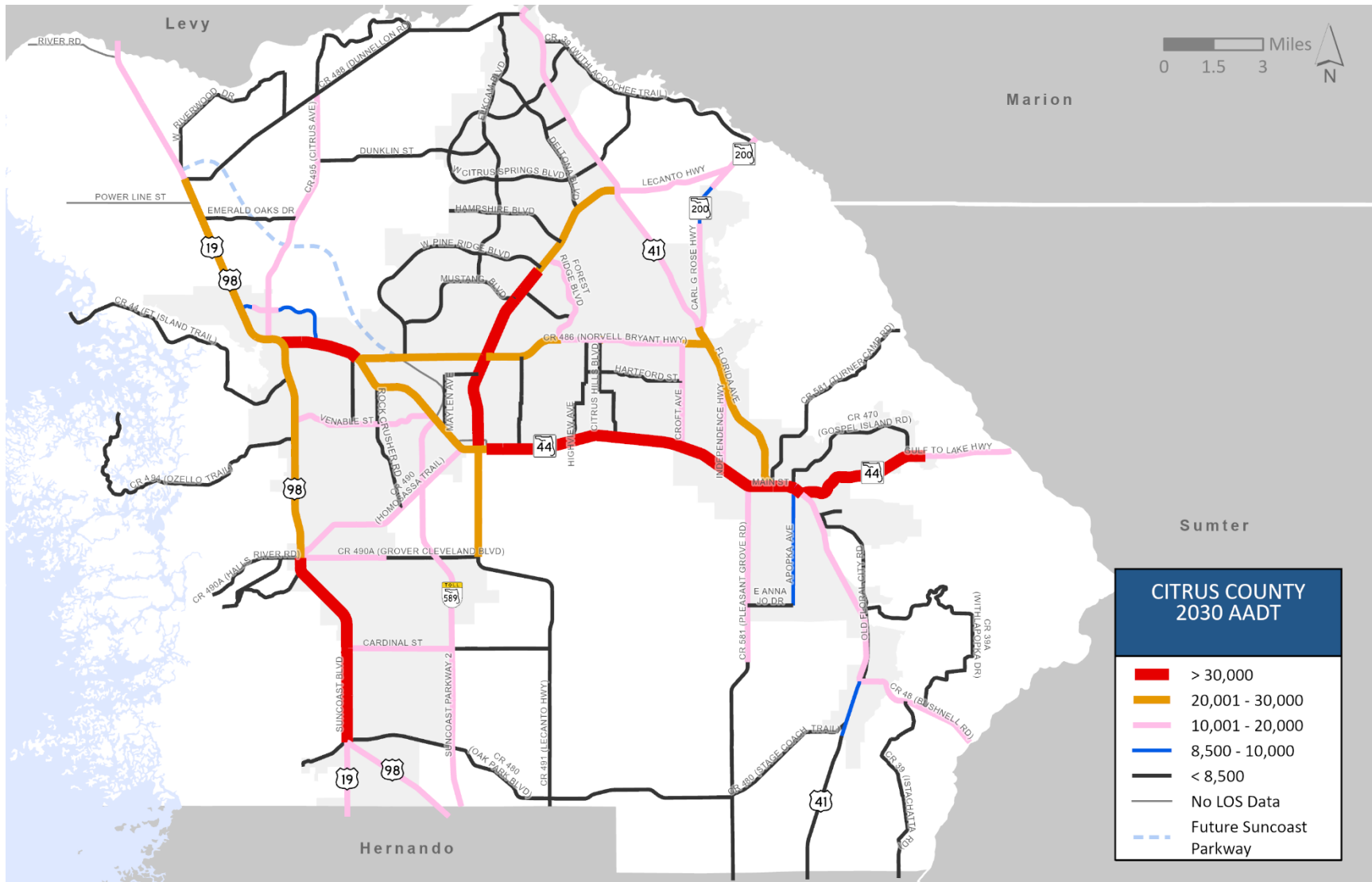


Figure 8: 2030 Forecasted Average Annual Daily Traffic (AADT)

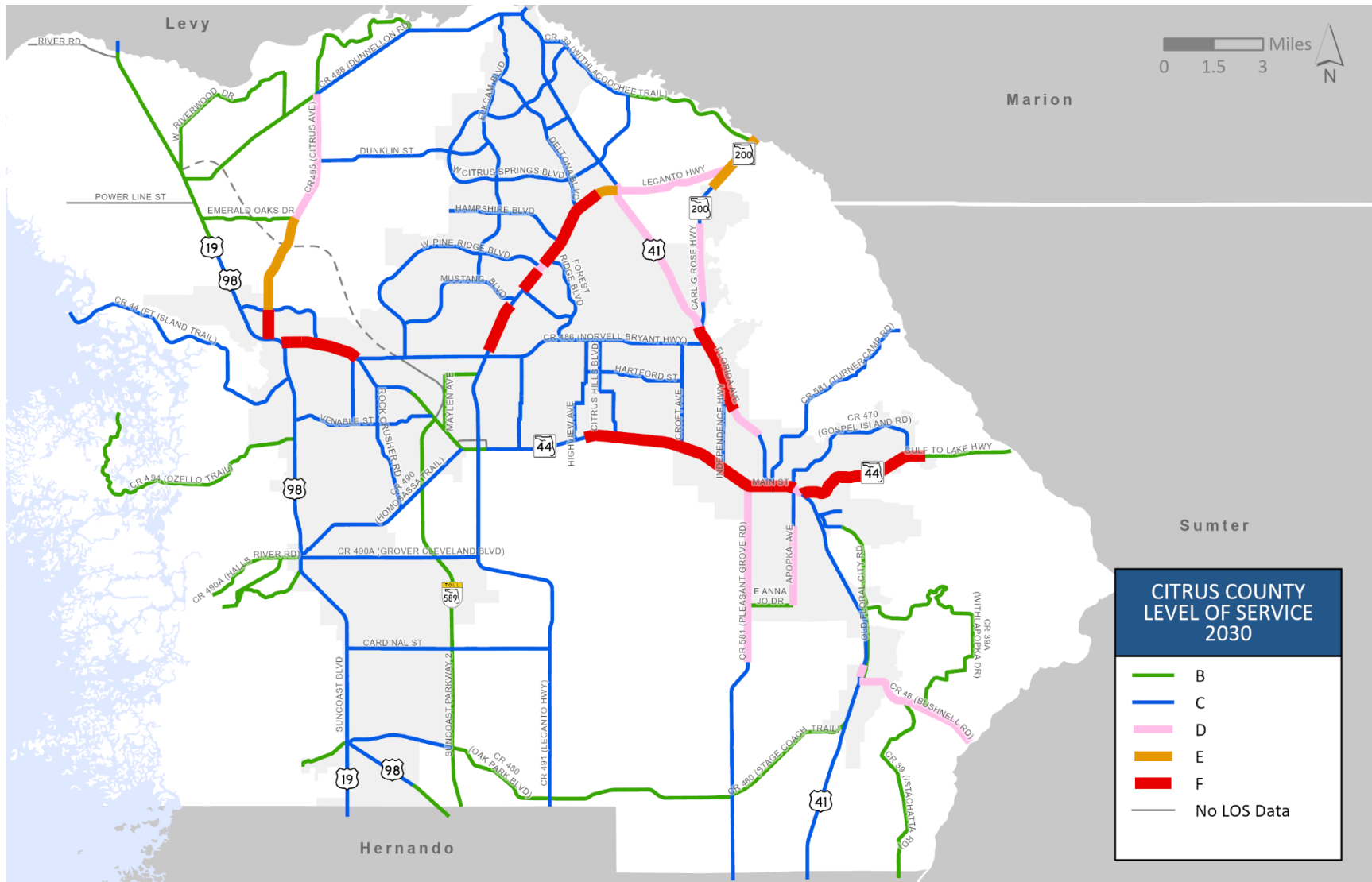


Figure 9: 2030 Forecasted Citrus County Roadway Quality/Level of Service

## Key Takeaways

The Citrus County roadway Q/LOS analysis indicates that the majority of the major roadway network continues to operate at or better than the adopted level of service standard in both years. Those corridors that have segments operating at LOS E or F conditions are concentrated on a few facilities. Overall, about 98.0% of centerline miles and 97.9% of lane miles remain in the LOS B through D range in 2025, declining to about 93.7% of centerline miles and 92.1% of lane miles in 2030 as constrained conditions expand. In practical terms, overall roadway performance remains predominantly within the middle LOS categories, with constrained conditions limited to about 2% of the system in 2025 and about 6% to 8% in 2030, while a handful of major corridors account for most of the roadway mileage operating below the adopted standard.

# Citrus County 2025 & 2030 Level of Service (LOS)

Traffic Forecast Dashboard

Forecast Method: 5-Year Regression

Segments Using Selected Method: 47

Segments Using Other: 90

*Overrides Required*

OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV	Lanes 2025	2025 Vol	V/MSV 2025	LOS 2025	Lanes 2030	2030 Vol	V/MSV 2030	LOS 2030
ANNA JO DR	PLEASANT GROVE RD	APOPKA AVE	29030	C2	D	14,000	2	2,100	0.15	B	2	2,500	0.18	B
APOPKA AVE	ANNA JO DR	INVERNESS BLVD	29009	C2	D	14,000	2	8,300	0.59	D	2	9,700	0.69	D
APOPKA AVE	INVERNESS BLVD	US 41 (SR 44) (MAIN ST)	29009	C3R	D	21,280	2	8,300	0.39	C	2	9,700	0.46	C
BASSWOOD DR	US 19, N	RIVERWOOD DR, W	1400	C2	D	14,000	2	800	0.06	B	2	1,000	0.07	B
CARDINAL ST	US 19, S	GROSS AVE, S	312	C3R	D	22,344	2	9,100	0.41	C	2	10,600	0.47	C
CARDINAL ST	GROSS AVE, S	SUNCOAST PKWY/HILLTOP RD, S	312	C3R	D	16,800	2	9,100	0.54	C	2	10,600	0.63	C
CARDINAL ST	SUNCOAST PKWY/HILLTOP RD, S	CR 491, S	316	C3R	D	22,344	2	2,500	0.11	C	2	2,900	0.13	C
CENTURY BLVD	CITRUS SPRINGS BLVD, N	EMPIRE AVE, N	F	C3R	D	16,800	2	1,200	0.07	C	2	1,400	0.08	C
CENTURY BLVD	EMPIRE AVE, N	ELKCAM BLVD, N	F	C3R	D	16,800	2	1,200	0.07	C	2	1,400	0.08	C
CITRUS HILLS BLVD	REEHILL ST, W	CR 486, W	29018	C3R	D	16,800	2	3,600	0.21	C	2	4,320	0.25	C
CITRUS SPRINGS BLVD, E	US 41/MAC PL, W/WITHLACOOCHIEE TRAIL	CR 39, E	C	C3R	D	16,800	2	700	0.04	C	2	900	0.05	C
CITRUS SPRINGS BLVD, N	US 41, N	CR 39, W	29006	C3R	D	16,800	2	5,800	0.35	C	2	6,800	0.40	C
CITRUS SPRINGS BLVD, N	US 41, N	DELTONA BLVD, N	29006	C3R	D	16,800	2	5,800	0.35	C	2	6,800	0.40	C
CITRUS SPRINGS BLVD, N	DELTONA BLVD, N	ELKCAM BLVD, N	D	C3R	D	16,800	2	5,300	0.32	C	2	6,200	0.37	C
CITRUS SPRINGS BLVD, N	ELKCAM BLVD, N	DUNKLIN ST/ CENTURY BLVD, W	E	C3R	D	16,800	2	3,300	0.20	C	2	3,900	0.23	C
CITRUS SPRINGS BLVD, W	DUNKLIN ST/ CENTURY BLVD, W	GATEWOOD DR, N	T	C3R	D	16,800	2	3,300	0.20	C	2	3,900	0.23	C
CITRUS SPRINGS BLVD, W	GATEWOOD DR, N	HAZELWOOD RD, N	T	C3R	D	16,800	2	3,300	0.20	C	2	3,900	0.23	C
CITRUS SPRINGS BLVD, W	HAZELWOOD RD, N	ELKCAM BLVD, N	T	C3R	D	16,800	2	3,300	0.20	C	2	3,900	0.23	C
CITRUS SPRINGS BLVD, W	ELKCAM BLVD, N	GIBRALTER DR, N	G	C3R	D	16,800	2	4,300	0.26	C	2	5,000	0.30	C
CITRUS SPRINGS BLVD, W	GIBRALTER DR, N	DELTONA BLVD, N	G	C3R	D	16,800	2	4,300	0.26	C	2	5,000	0.30	C
CITRUS SPRINGS BLVD, W	DELTONA BLVD, N	GREENDALE DR, N	29007	C3R	D	23,520	2	3,500	0.15	C	2	4,100	0.17	C
CITRUS SPRINGS BLVD, W	GREENDALE DR, N	US 41	29007	C3R	D	16,800	2	3,500	0.21	C	2	4,100	0.24	C
COUNTRY CLUB BLVD	DELTONA BLVD	US 41	V	C3R	D	16,800	2	2,900	0.17	C	2	3,400	0.20	C
CR 39 (ISTACHATTA RD)	HERNANDO CO. LINE	FLORAL PARK DR, E	29046	C2	D	14,000	2	700	0.05	B	2	900	0.06	B
CR 39 (ISTACHATTA RD)	FLORAL PARK DR, E	CR 48, E	29046	C2	D	14,000	2	700	0.05	B	2	900	0.06	B
CR 39 (WITHLACOOCHIEE TRAIL)	US 41, N	CITRUS SPRINGS BLVD, N	29609	C3R	D	16,800	2	1,500	0.09	C	2	1,800	0.11	C
CR 39 (WITHLACOOCHIEE TRAIL)	CITRUS SPRINGS BLVD, N	CITRUS SPRINGS BLVD, S	29609	C3R	D	16,800	2	1,500	0.09	C	2	1,800	0.11	C
CR 39 (WITHLACOOCHIEE TRAIL)	CITRUS SPRINGS BLVD, S	SR 200, N	29040	C2	D	14,000	2	2,800	0.20	B	2	3,490	0.24	B
CR 39A (GOBBLER DR)	US 41, S	OLD FLORAL CITY RD	O	C2	D	14,000	2	1,400	0.10	B	2	1,700	0.12	B
CR 39A (GOBBLER DR)	OLD FLORAL CITY RD	BASS TERR, S	O	C2	D	14,000	2	1,400	0.10	B	2	1,700	0.12	B
CR 39A (TRAILS END RD)	CR 39A, E	CR 48, E	29038	C2	D	14,000	2	2,500	0.18	B	2	3,280	0.21	B

OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV	Lanes 2025	2025 Vol	V/MSV 2025	LOS 2025	Lanes 2030	2030 Vol	V/MSV 2030	LOS 2030
CR 39A (WITHLAPOPKA DR)	BASS TERR, S	CR 39A, E	29016	C2	D	14,000	2	1,400	0.10	B	2	1,700	0.12	B
CR 44 (FT ISLAND TRAIL)	FORT ISLAND PARK	PALM SPRINGS TERR, N	29042	C2	D	14,000	2	5,800	0.41	C	2	6,810	0.49	C
CR 44 (FT ISLAND TRAIL)	PALM SPRINGS TERR, N	US 19, S	29042	C2	D	14,000	2	5,800	0.41	C	2	6,810	0.49	C
CR 470 (GOSPEL ISLAND RD)	US 41, E	CRESCENT DR, E	22002	C3R	D	16,800	2	4,400	0.26	C	2	5,200	0.31	C
CR 470 (GOSPEL ISLAND RD)	CRESCENT DR, E	SR 44, E	22002	C3R	D	16,800	2	4,400	0.26	C	2	5,200	0.31	C
CR 48 (BUSHNELL RD)	SUMTER COUNTY LINE	CR 39A, E	29034	C2	D	14,000	2	9,600	0.69	D	2	11,870	0.80	D
CR 48 (BUSHNELL RD)	CR 39A, E	CR 39, S	29034	C2	D	14,000	2	9,600	0.69	D	2	11,870	0.80	D
CR 48 (ORANGE AVE)	CR 39, S	DUVAL ISLAND RD	29034	C2	D	14,000	2	9,600	0.69	D	2	11,870	0.80	D
CR 48 (ORANGE AVE)	DUVAL ISLAND RD	OLD FLORAL CITY RD	29034	C2T	D	14,400	2	9,600	0.67	C	2	11,870	0.78	D
CR 48 (ORANGE AVE)	OLD FLORAL CITY RD	US 41, S	29034	C2T	D	14,400	2	9,600	0.67	C	2	11,870	0.78	D
CR 480 (OAK PARK BLVD)	US 98	CYPRESS/OAK VILLAGE BLVD	29048	C3R	D	16,800	2	3,400	0.20	C	2	4,000	0.24	C
CR 480 (OAK PARK BLVD)	CYPRESS/OAK VILLAGE BLVD	CORKWOOD BLVD	29048	C3R	D	16,800	2	3,400	0.20	C	2	4,000	0.24	C
CR 480 (OAK PARK BLVD)	CORKWOOD BLVD	URBAN BOUNDARY	29048	C3R	D	16,800	2	3,400	0.20	C	2	4,000	0.24	C
CR 480 (OAK PARK BLVD)	URBAN BOUNDARY	CR 491	29048	C2	D	14,000	2	3,400	0.24	B	2	4,000	0.29	B
CR 480 (STAGE COACH TRAIL)	CR 491	BRITTLE RD, S	N	C2	D	14,000	2	3,400	0.24	B	2	4,000	0.29	B
CR 480 (STAGE COACH TRAIL)	BRITTLE RD, S	CR 581, S	N	C2	D	14,000	2	3,400	0.24	B	2	4,000	0.29	B
CR 480 (STAGE COACH TRAIL)	CR 581, S	MERIDITH AVE, S	P	C2	D	14,000	2	1,900	0.14	B	2	2,300	0.16	B
CR 480 (STAGE COACH TRAIL)	MERIDITH AVE, S	US 41, S	P	C2	D	14,000	2	1,900	0.14	B	2	2,300	0.16	B
CR 486 (NORVELL BRYANT HWY)	SR 44, W	MEADOWCREST BLVD	29041	C3C	D	38,430	4	19,400	0.50	C	4	28,250	0.59	C
CR 486 (NORVELL BRYANT HWY)	MEADOWCREST BLVD	URBAN BOUNDARY (W)	29600	C3C	D	38,430	4	22,000	0.57	C	4	25,600	0.67	C
CR 486 (NORVELL BRYANT HWY)	URBAN BOUNDARY (W)	PINE RIDGE BLVD, W	29600	C3C	D	38,430	4	22,000	0.57	C	4	25,600	0.67	C
CR 486 (NORVELL BRYANT HWY)	PINE RIDGE BLVD, W	CLYDESDALE AVE, N	29600	C3C	D	38,430	4	22,000	0.57	C	4	25,600	0.67	C
CR 486 (NORVELL BRYANT HWY)	CLYDESDALE AVE, N	CR 491, N	29041	C3C	D	38,430	4	19,400	0.50	C	4	28,250	0.59	C
CR 486 (NORVELL BRYANT HWY)	CR 491, N	OTTAWA AVE, N	J	C3C	D	38,430	4	20,300	0.53	C	4	23,600	0.61	C
CR 486 (NORVELL BRYANT HWY)	OTTAWA AVE, N	FOREST RIDGE BLVD, N	J	C3R	D	39,165	4	20,300	0.52	C	4	23,600	0.60	C
CR 486 (NORVELL BRYANT HWY)	FOREST RIDGE BLVD, N	RESTON TERR	K	C3C	D	38,430	4	15,400	0.40	C	4	17,900	0.47	C
CR 486 (NORVELL BRYANT HWY)	RESTON TERR	ESSEX AVE, N	K	C3C	D	36,600	4	15,400	0.42	C	4	17,900	0.49	C
CR 486 (NORVELL BRYANT HWY)	ESSEX AVE, N	ANTHONY AVE, N	K	C3C	D	38,430	4	15,400	0.40	C	4	17,900	0.47	C
CR 486 (NORVELL BRYANT HWY)	ANTHONY AVE, N	CLEMENTS AVE, N	K	C3C	D	36,600	4	15,400	0.42	C	4	17,900	0.49	C
CR 486 (NORVELL BRYANT HWY)	CLEMENTS AVE, N	ANNAPOLIS AVE, N	K	C3C	D	36,600	4	15,400	0.42	C	4	17,900	0.49	C
CR 486 (NORVELL BRYANT HWY)	ANNAPOLIS AVE, N	TRUCKS AVE	K	C3C	D	36,600	4	15,400	0.42	C	4	17,900	0.49	C
CR 486 (NORVELL BRYANT HWY)	TRUCKS AVE	MCGEE DR	K	C3C	D	36,600	4	15,400	0.42	C	4	17,900	0.49	C
CR 486 (NORVELL BRYANT HWY)	MCGEE DR	URBAN BOUNDARY (E)	K	C3C	D	36,600	4	15,400	0.42	C	4	17,900	0.49	C
CR 486 (NORVELL BRYANT HWY)	URBAN BOUNDARY (E)	CROFT AVE, N	K	C3C	D	36,600	4	15,400	0.42	C	4	17,900	0.49	C
CR 486 (NORVELL BRYANT HWY)	CROFT AVE, N	US 41, N	29041	C3C	D	38,430	4	19,400	0.50	C	4	28,250	0.59	C
CR 486 (NORVELL BRYANT HWY)	CITRUS HILLS BLVD, N	CLEMENTS AVE, N	29041	C3C	D	36,600	4	19,400	0.53	C	4	28,250	0.61	C
CR 488 (DUNNELLO RD)	US 19, N	EAST OF CHABAUD TERR	380	C2	D	14,000	2	2,900	0.21	B	2	3,400	0.24	B
CR 488 (DUNNELLO RD)	EAST OF CHABAUD TERR	NORTHCUT AVE, N	380	C2	D	14,000	2	2,900	0.21	B	2	3,400	0.24	B
CR 488 (DUNNELLO RD)	NORTHCUT AVE, N	CR 495, N	380	C2	D	14,000	2	2,900	0.21	B	2	3,400	0.24	B
CR 488 (DUNNELLO RD)	CR 495, N	RIVERBEND RD, W	A	C2	D	14,000	2	6,500	0.46	C	2	7,600	0.54	C
CR 488 (DUNNELLO RD)	RIVERBEND RD, W	US 41, N	A	C2	D	14,000	2	6,500	0.46	C	2	7,600	0.54	C
CR 490 (HOMOSASSA TRAIL)	US 19, S	EASTPARK WAY	300	C3R	D	21,280	2	8,700	0.41	C	2	10,100	0.47	C
CR 490 (HOMOSASSA TRAIL)	EASTPARK WAY	ROCK CRUSHER RD, S	300	C3R	D	16,800	2	8,700	0.52	C	2	10,100	0.60	C
CR 490 (HOMOSASSA TRAIL)	ROCK CRUSHER RD, S	URBAN BOUNDARY	321	C3R	D	16,800	2	9,100	0.54	C	2	11,470	0.63	C
CR 490 (HOMOSASSA TRAIL)	URBAN BOUNDARY	SR 44, W	321	C3R	D	16,800	2	9,100	0.54	C	2	11,470	0.63	C

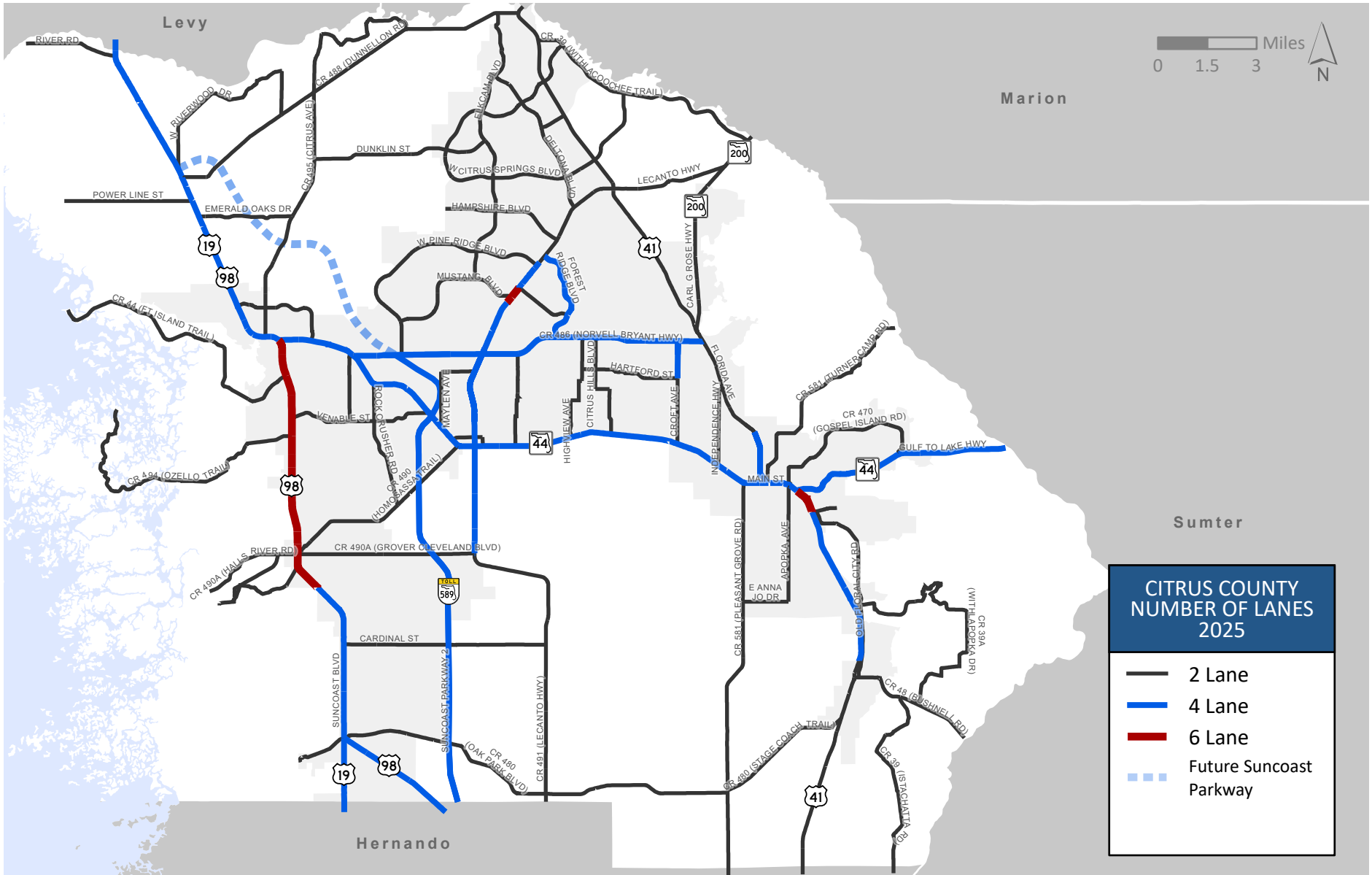
OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV	Lanes 2025	2025 Vol	V/MSV 2025	LOS 2025	Lanes 2030	2030 Vol	V/MSV 2030	LOS 2030
CR 490 (YULEE DR)	WOODLAND PL, W	FISHBOWL DR, W	29049	C2	D	14,000	2	3,000	0.21	B	2	3,500	0.25	B
CR 490 (YULEE DR)	FISHBOWL DR, W	BRADSHAW ST, W	29049	C2	D	14,000	2	3,000	0.21	B	2	3,500	0.25	B
CR 490 (YULEE DR)	BRADSHAW ST, W	US 19, S	29049	C2	D	14,000	2	3,000	0.21	B	2	3,500	0.25	B
CR 490A (GROVER CLEVELAND BLVD)	US 19, S	CLARIDGE AVE, S	312	C3R	D	22,344	2	9,100	0.41	C	2	10,600	0.47	C
CR 490A (GROVER CLEVELAND BLVD)	CLARIDGE AVE, S	CORBETT AVE, S	310	C2	D	14,000	2	6,600	0.47	C	2	7,700	0.55	C
CR 490A (GROVER CLEVELAND BLVD)	CORBETT AVE, S	CR 491, S	310	C2	D	14,000	2	6,600	0.47	C	2	7,700	0.55	C
CR 490A (HALLS RIVER RD)	RIVERVIEW CIR, S	FISHBOWL DR, W	29039	C2	D	14,000	2	2,200	0.16	B	2	2,620	0.19	B
CR 490A (HALLS RIVER RD)	FISHBOWL DR, W	US 19, S	29039	C2	D	14,000	2	2,200	0.16	B	2	2,620	0.19	B
CR 491 (LECANTO HWY)	HERNANDO CO. LINE	CR 480, W	241	C2	D	14,000	2	5,600	0.40	C	2	6,500	0.46	C
CR 491 (LECANTO HWY)	CR 480, W	TRAIL 22	241	C2	D	14,000	2	5,600	0.40	C	2	6,500	0.46	C
CR 491 (LECANTO HWY)	TRAIL 22	TRAIL 18	241	C2	D	14,000	2	5,600	0.40	C	2	6,500	0.46	C
CR 491 (LECANTO HWY)	TRAIL 18	CARDINAL ST, W	241	C2	D	14,000	2	5,600	0.40	C	2	6,500	0.46	C
CR 491 (LECANTO HWY)	CARDINAL ST, W	GROVER CLEVELAND BLVD	313	C2	D	14,000	2	6,700	0.48	C	2	7,800	0.56	C
CR 491 (LECANTO HWY)	GROVER CLEVELAND BLVD	CCF ACCESS	87	C3C	D	38,430	4	19,000	0.49	C	4	22,100	0.61	C
CR 491 (LECANTO HWY)	CCF ACCESS	PENNINGTON CT	87	C3C	D	27,450	4	19,000	0.69	C	4	22,100	0.81	C
CR 491 (LECANTO HWY)	PENNINGTON CT	EDUCATIONAL PATH, W	87	C3C	D	27,450	4	19,000	0.69	C	4	22,100	0.81	C
CR 491 (LECANTO HWY)	EDUCATIONAL PATH, W	SR 44, W	87	C3C	D	38,430	4	19,000	0.49	C	4	22,100	0.58	C
CR 491 (LECANTO HWY)	SR 44, W	FAGAN CT	29037	C2T	D	32,970	4	17,800	0.54	C	4	35,760	0.63	C
CR 491 (LECANTO HWY)	FAGAN CT	CR 486, W	29037	C3C	D	27,450	4	17,800	0.65	C	4	35,760	0.75	C
CR 491 (LECANTO HWY)	CR 486, W	WOODVIEW LN, W	81	C2T	D	23,550	4	29,400	1.25	F	4	35,780	1.45	F
CR 491 (LECANTO HWY)	WOODVIEW LN, W	TRUMAN BLVD	81	C3C	D	27,450	4	29,400	1.07	F	4	35,780	1.24	F
CR 491 (LECANTO HWY)	TRUMAN BLVD	MUSTANG BLVD, W	81	C3C	D	40,575	6	29,400	0.72	C	6	35,780	0.84	C
CR 491 (LECANTO HWY)	MUSTANG BLVD, W	ROOSEVELT BLVD, W	81	C3C	D	40,575	6	29,400	0.72	C	6	35,780	0.84	C
CR 491 (LECANTO HWY)	ROOSEVELT BLVD, W	WILLIAM TELL LN	81	C3C	D	27,450	4	29,400	1.07	F	4	35,780	1.24	F
CR 491 (LECANTO HWY)	WILLIAM TELL LN	LEMON ST	81	C3C	D	27,450	4	29,400	1.07	F	4	35,780	1.24	F
CR 491 (LECANTO HWY)	LEMON ST	W PINE RIDGE BLVD	97	C3C	D	27,450	4	20,100	0.73	C	4	24,350	0.85	D
CR 491 (LECANTO HWY)	W PINE RIDGE BLVD	W HAMPSHIRE BLVD	97	C3C	D	16,275	2	20,100	1.24	F	2	24,350	1.44	F
CR 491 (LECANTO HWY)	W HAMPSHIRE BLVD	DELTONA BLVD, N	1412	C3C	D	16,275	2	22,800	1.40	F	2	28,270	1.63	F
CR 491 (LECANTO HWY)	DELTONA BLVD, N	US 41, N	1412	C2	D	14,000	2	22,800	1.63	E	2	28,270	1.89	E
CR 491 (LECANTO HWY)	US 41, N	LIGHTER KNOT PT, N	1407	C2	D	14,000	2	10,200	0.73	D	2	12,450	0.85	D
CR 491 (LECANTO HWY)	LIGHTER KNOT PT, N	DAWSON DR, N	1407	C2	D	14,000	2	10,200	0.73	D	2	12,450	0.85	D
CR 491 (LECANTO HWY)	DAWSON DR, N	SR 200, N	1407	C2	D	14,000	2	10,200	0.73	D	2	12,450	0.85	D
CR 494 (OZELLO TRAIL)	US 19, S	URBAN BOUNDARY	29035	C2	D	14,000	2	2,600	0.19	B	2	3,620	0.22	B
CR 494 (OZELLO TRAIL)	URBAN BOUNDARY	SANDDOLLAR LN, W	29035	C1	D	14,000	2	2,600	0.19	B	2	3,620	0.22	B
CR 495 (CITRUS AVE)	US 19, N	TURKEY OAK DR, N	371	C2T	D	14,400	2	12,700	0.88	D	2	14,830	1.03	F
CR 495 (CITRUS AVE)	TURKEY OAK DR, N	URBAN BOUNDARY	371	C2	D	14,000	2	12,700	0.91	D	2	14,830	1.06	E
CR 495 (CITRUS AVE)	URBAN BOUNDARY	TOM MASON DR, W	371	C2	D	14,000	2	12,700	0.91	D	2	14,830	1.06	E
CR 495 (CITRUS AVE)	TOM MASON DR, W	EMERALD OAKS DR, W	371	C2	D	14,000	2	12,700	0.91	D	2	14,830	1.06	E
CR 495 (CITRUS AVE)	EMERALD OAKS DR, W	DUNKLIN ST, W	B	C2	D	14,000	2	10,100	0.72	D	2	11,800	0.84	D
CR 495 (CITRUS AVE)	DUNKLIN ST, W	BASILICO ST, W	B	C2	D	14,000	2	10,100	0.72	D	2	11,800	0.84	D
CR 495 (CITRUS AVE)	BASILICO ST, W	CR 488, W	B	C2	D	14,000	2	10,100	0.72	D	2	11,800	0.84	D
CR 495 (CITRUS AVE)	CR 488, W	RIVERBEND DR	29002	C2	D	14,000	2	2,200	0.16	B	2	2,660	0.19	B
CR 581 (PLEASANT GROVE RD)	HERNANDO CO. LINE	CR 480, E	29044	C2	D	14,000	2	4,400	0.31	B	2	6,800	0.37	C
CR 581 (PLEASANT GROVE RD)	CR 480, E	TRAIL 16	29605	C2	D	14,000	2	6,700	0.48	C	2	7,800	0.56	C
CR 581 (PLEASANT GROVE RD)	TRAIL 16	URBAN BOUNDARY	29045	C2	D	14,000	2	9,100	0.65	D	2	10,600	0.76	D

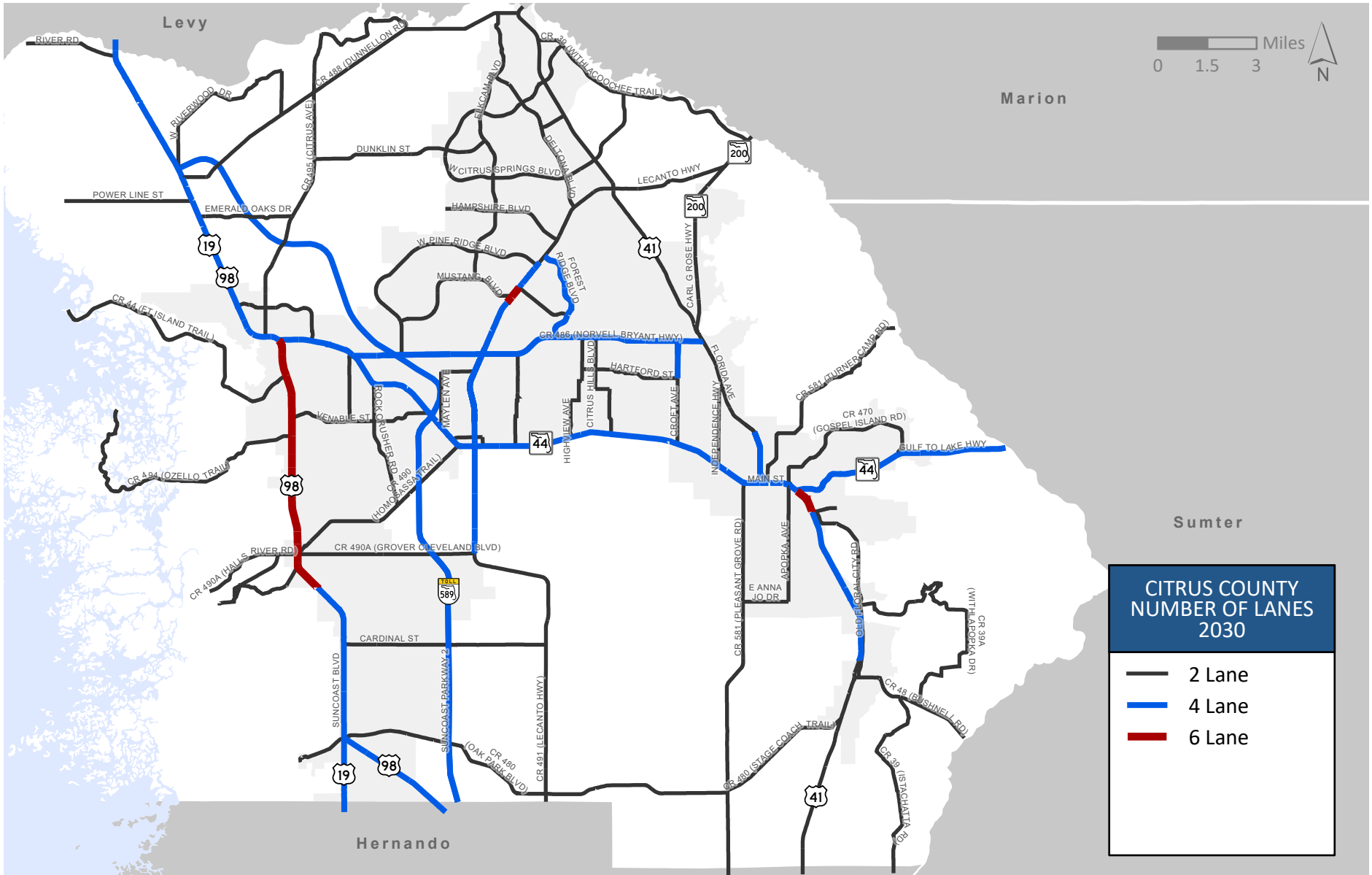
OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV	Lanes 2025	2025 Vol	V/MSV 2025	LOS 2025	Lanes 2030	2030 Vol	V/MSV 2030	LOS 2030
CR 581 (PLEASANT GROVE RD)	URBAN BOUNDARY	ANNA JO DR, E	29045	C2	D	14,000	2	9,100	0.65	D	2	10,600	0.76	D
CR 581 (PLEASANT GROVE RD)	ANNA JO DR, E	ARBOR ST, E	29045	C2	D	14,000	2	9,100	0.65	D	2	10,600	0.76	D
CR 581 (PLEASANT GROVE RD)	ARBOR ST, E	CITY LIMITS	29045	C2	D	14,000	2	9,100	0.65	D	2	10,600	0.76	D
CR 581 (PLEASANT GROVE RD)	CITY LIMITS	SR 44	29045	C2	D	14,000	2	9,100	0.65	D	2	10,600	0.76	D
CR 581 (TURNER CAMP RD)	US 41, N	HUNTING LODGE DR	29019	C3R	D	16,800	2	4,400	0.26	C	2	5,200	0.31	C
CR 581 (TURNER CAMP RD)	HUNTING LODGE DR	URBAN BOUNDARY	29019	C3R	D	16,800	2	4,400	0.26	C	2	5,200	0.31	C
CR 581 (TURNER CAMP RD)	URBAN BOUNDARY	POINT LONESOME RD, N	29019	C2	D	14,000	2	4,400	0.31	B	2	5,200	0.37	C
CR 581 (TURNER CAMP RD)	POINT LONESOME RD, N	TURNER CAMP BOAT RAMP	29019	C2	D	14,000	2	4,400	0.31	B	2	5,200	0.37	C
CROFT AVE	SR 44, E	STEVENS ST, E	101	C3R	D	22,344	2	12,600	0.56	C	2	14,700	0.66	C
CROFT AVE	STEVENS ST	HAYES RD	29615	C3R	D	39,165	4	11,500	0.29	C	4	13,400	0.36	C
CRYSTAL OAKS DR	ROCK CRUSHER RD, S	URBAN BOUNDARY	29011	C3R	D	16,800	2	10,600	0.63	C	2	12,440	0.73	C
DELTONA BLVD	CR 491, N	CITRUS SPRINGS BLVD, W	29005	C3R	D	16,800	2	5,100	0.30	C	2	6,240	0.36	C
DELTONA BLVD	CITRUS SPRINGS BLVD, W	COUNRTY CLUB BLVD, W	29005	C3R	D	16,800	2	5,100	0.30	C	2	6,240	0.36	C
DELTONA BLVD	COUNRTY CLUB BLVD, W	CITRUS SPRINGS BLVD, N	29005	C3R	D	16,800	2	5,100	0.30	C	2	6,240	0.36	C
DELTONA BLVD	CITRUS SPRINGS BLVD, N	INEZ CT	3028	C3R	D	16,800	2	900	0.05	C	2	1,260	0.07	C
DUNKENFIELD AVE	SR 44, W	VENABLE ST, W	29024	C3R	D	16,800	2	4,000	0.24	C	2	6,100	0.28	C
DUNKLIN ST	CR 495, N	HUSKY AV,E, N	3005	C2	D	14,000	2	5,600	0.40	C	2	7,160	0.46	C
DUNKLIN ST	HUSKY AV,E, N	CITRUS SPRINGS BLVD	3021	C2	D	14,000	2	5,100	0.36	C	2	6,560	0.43	C
EDEN DR	US 41, S	CARNEGIE DR, S	29038	C3R	D	22,344	2	2,500	0.11	C	2	3,280	0.13	C
ELKCAM BLVD	MUSTANG BLVD, W	PINE RIDGE BLVD, W	1403	C3R	D	16,800	2	5,200	0.31	C	2	7,180	0.36	C
ELKCAM BLVD	PINE RIDGE BLVD, W	HAMPSHIRE BLVD, W	H	C3R	D	16,800	2	6,400	0.38	C	2	7,500	0.45	C
ELKCAM BLVD	HAMPSHIRE BLVD, W	CITRUS SPRINGS BLVD, W	H	C3R	D	16,800	2	6,400	0.38	C	2	7,500	0.45	C
ELKCAM BLVD	CITRUS SPRINGS BLVD, W	CENTURY BLVD, W	3023	C3R	D	16,800	2	3,400	0.20	C	2	4,650	0.24	C
ELKCAM BLVD	CENTURY BLVD, W	CITRUS SPRINGS BLVD, N	3023	C3R	D	16,800	2	3,400	0.20	C	2	4,650	0.24	C
ELKCAM BLVD	CITRUS SPRINGS BLVD, N	DELTONA BLVD, N	3023	C3R	D	16,800	2	3,400	0.20	C	2	4,650	0.24	C
ELKCAM BLVD	DELTONA BLVD, N	CSX TRANSPORTATION RR	3023	C3R	D	16,800	2	3,400	0.20	C	2	4,650	0.24	C
ELKCAM BLVD	CSX TRANSPORTATION RR	CR 488	29002	C3R	D	16,800	2	2,200	0.13	C	2	2,660	0.15	C
EMERALD OAKS DR	US 19, N	HOSPITAL ENTRANCE, E	29010	C2	D	14,000	2	1,400	0.10	B	2	1,700	0.12	B
EMERALD OAKS DR	HOSPITAL ENTRANCE, E	CR 495	29010	C2	D	14,000	2	1,400	0.10	B	2	1,700	0.12	B
ESSEX AVE	KELLER ST, W	CR 486, W	29015	C3R	D	22,344	2	3,800	0.17	C	2	4,500	0.20	C
FISHBOWL DR	CR 490, S	CR 490A	29049	C2	D	14,000	2	3,000	0.21	B	2	3,500	0.25	B
FOREST RIDGE BLVD	CR 486, W	ROOSEVELT BLVD, W	29022	C3R	D	39,165	4	13,600	0.35	C	4	15,800	0.40	C
FOREST RIDGE BLVD	ROOSEVELT BLVD, W	URBAN BOUNDARY	29022	C3R	D	37,300	4	13,600	0.36	C	4	15,800	0.42	C
FOREST RIDGE BLVD	URBAN BOUNDARY	CR 491, N	29022	C3R	D	39,165	4	13,600	0.35	C	4	15,800	0.40	C
FRESNO ST	QUINCE ST	KELLER ST	29027	C3R	D	16,800	2	1,800	0.11	C	2	2,440	0.13	C
HAMPSHIRE BLVD	HAZELWOOD DR	ELKCAM BLVD	I	C3R	D	16,800	2	2,700	0.16	C	2	3,200	0.19	C
HAMPSHIRE BLVD	ELKCAM BLVD	CR 491	I	C3R	D	16,800	2	2,700	0.16	C	2	3,200	0.19	C
HARTFORD ST	ESSEX AVE, N	CITRUS HILLS BLVD, N	29027	C3R	D	16,800	2	1,800	0.11	C	2	2,440	0.13	C
HARTFORD ST	CITRUS HILLS BLVD, N	ANNAPOLIS AVE, N	29027	C3R	D	16,800	2	1,800	0.11	C	2	2,440	0.13	C
HARTFORD ST	ANNAPOLIS AVE, N	STEVENS ST, E	29027	C3R	D	16,800	2	1,800	0.11	C	2	2,440	0.13	C
HIGHVIEW AVE	SR 44, W	QUINCE ST, W	29027	C3R	D	21,280	2	1,800	0.08	C	2	2,440	0.10	C
HORACE ALLEN ST	MAYLEN AVE	CR 491	W	C2	D	14,000	2	2,600	0.19	B	2	3,100	0.22	B
INDEPENDENCE HWY	SR 44, W	DAWSON DR, E	29020	C3R	D	16,800	2	8,900	0.53	C	2	12,850	0.62	C
INDEPENDENCE HWY	DAWSON DR, E	ARLINGTON ST	29020	C3R	D	16,800	2	8,900	0.53	C	2	12,850	0.62	C
INDEPENDENCE HWY	ARLINGTON ST	PERRY ST, E	29020	C3R	D	16,800	2	8,900	0.53	C	2	12,850	0.62	C

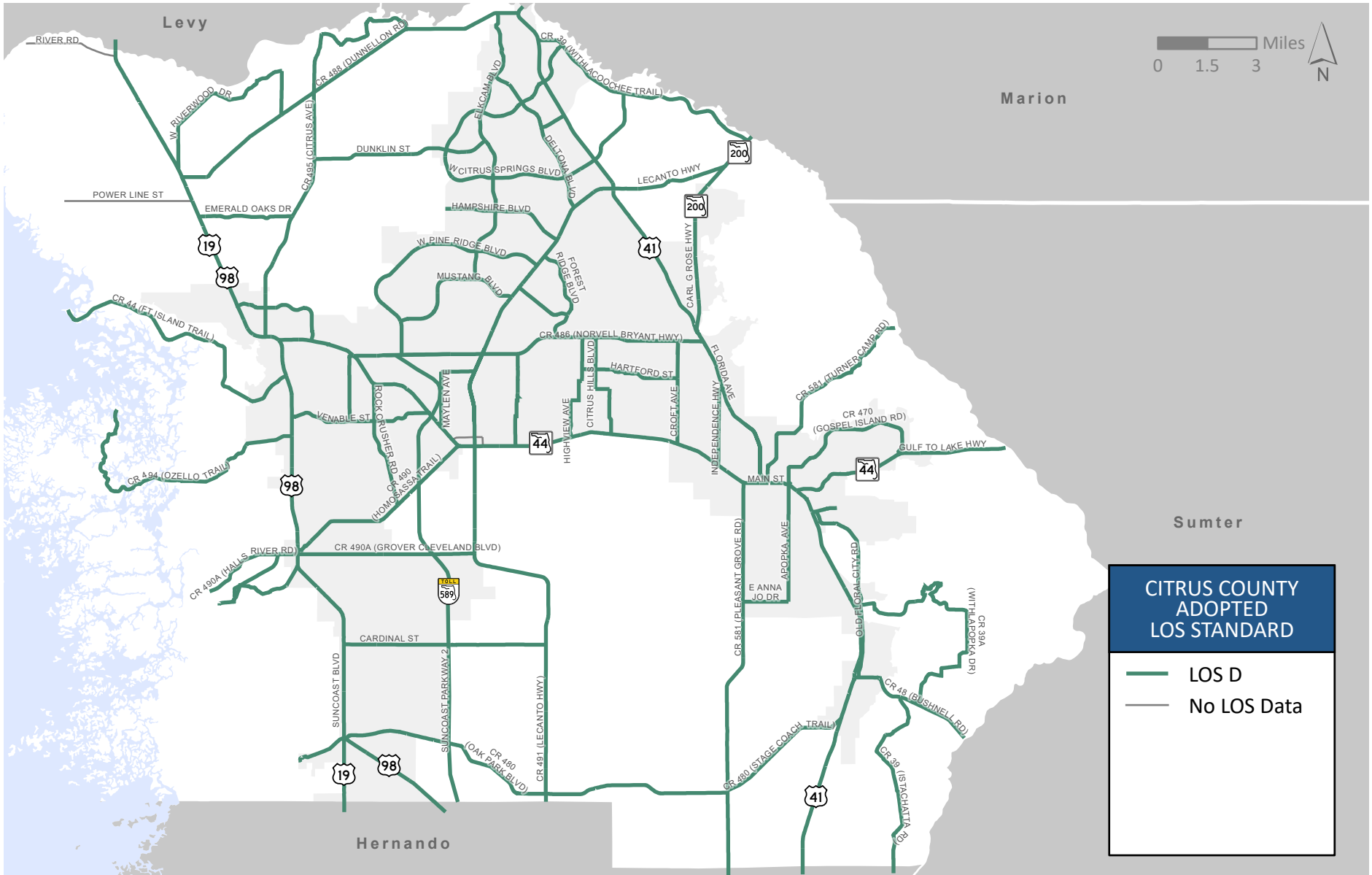
OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV	Lanes 2025	2025 Vol	V/MSV 2025	LOS 2025	Lanes 2030	2030 Vol	V/MSV 2030	LOS 2030
INDEPENDENCE HWY	PERRY ST, E	US 41, N	29020	C3R	D	16,800	2	8,900	0.53	C	2	12,850	0.62	C
KENSINGTON AVE	SR 44, W	REEHILL ST, E	29018	C3R	D	21,280	2	3,600	0.17	C	2	4,320	0.20	C
MAYLEN AVE	SR 44	HORACE ALLEN ST	W	C2	D	14,000	2	2,600	0.19	B	2	3,100	0.22	B
MISS MAGGIE DR	US 19, S	HALO POINT, S	29047	C2	D	14,000	2	2,400	0.17	B	2	3,270	0.20	B
MUSTANG BLVD	CR 491, N	AXELWOOD DR, W	29007	C3R	D	21,280	2	3,500	0.16	C	2	4,100	0.19	C
MUSTANG BLVD	AXELWOOD DR, W	ELKCAM BLVD, N	29007	C3R	D	16,800	2	3,500	0.21	C	2	4,100	0.24	C
MUSTANG BLVD	ELKCAM BLVD, N	BONANZA DR, W	29007	C3R	D	16,800	2	3,500	0.21	C	2	4,100	0.24	C
MUSTANG BLVD	BONANZA DR, W	PINE RIDGE BLVD, W	29007	C3R	D	16,800	2	3,500	0.21	C	2	4,100	0.24	C
NORTHCUT AVE	RIVERWOOD DR, W	CR 488, W	1400	C2	D	14,000	2	800	0.06	B	2	1,000	0.07	B
OLD FLORAL CITY RD	CR 48, E	CR 39A, E	29016	C2	D	14,000	2	1,400	0.10	B	2	1,700	0.12	B
OLD FLORAL CITY RD	CR 39A, E	SANDPIPER DR, E	29038	C2	D	14,000	2	2,500	0.18	B	2	3,280	0.21	B
OLD FLORAL CITY RD	SANDPIPER DR, E	CARNEGIE DR, S	29038	C2	D	14,000	2	2,500	0.18	B	2	3,280	0.21	B
OLD FLORAL CITY RD	CARNEGIE DR, S	EDEN DR, E	29038	C3R	D	16,800	2	2,500	0.15	C	2	3,280	0.17	C
OTTAWA AVE	NORWAY LN, W	CR 486	29018	C3R	D	21,280	2	3,600	0.17	C	2	4,320	0.20	C
OTTAWA AVE/QUARTZ/OTIS	SR 44	NORWAY LN, W	29018	C3R	D	21,280	2	3,600	0.17	C	2	4,320	0.20	C
PINE RIDGE BLVD	CR 486, W	MUSTANG BLVD, W	29013	C3R	D	21,280	2	6,800	0.32	C	2	7,900	0.37	C
PINE RIDGE BLVD	MUSTANG BLVD, W	PINK POPPY DR, N	S	C3R	D	16,800	2	4,200	0.25	C	2	4,900	0.29	C
PINE RIDGE BLVD	PINK POPPY DR, N	CR 491	S	C3R	D	16,800	2	4,200	0.25	C	2	4,900	0.29	C
PINE RIDGE BLVD	CR 491, N	ELKCAM BLVD, N	29618	C3R	D	23,520	2	3,900	0.17	C	2	4,600	0.20	C
PINE RIDGE BLVD	ELKCAM BLVD, N	MOCK ORANGE DR	29618	C3R	D	16,800	2	3,900	0.23	C	2	4,600	0.27	C
REEHILL ST	KENSINGTON AVE	CITRUS HILLS BLVD	29018	C3R	D	16,800	2	3,600	0.21	C	2	4,320	0.25	C
RIVERBEND DR	CITRUS AVE, N	CR 488, N	29002	C2	D	14,000	2	2,200	0.16	B	2	2,660	0.19	B
RIVERWOOD RD	BASSWOOD DR	GOLDENBELL WAY	1400	C2	D	14,000	2	800	0.06	B	2	1,000	0.07	B
RIVERWOOD RD	GOLDENBELL WAY	NORTHCUT AVE, N	1400	C2	D	14,000	2	800	0.06	B	2	1,000	0.07	B
ROCK CRUSHER RD	CR 490, W	VENABLE ST	323	C3R	D	16,800	2	4,900	0.29	C	2	5,700	0.34	C
ROCK CRUSHER RD	VENABLE ST	SR 44, W	325	C3R	D	16,800	2	7,200	0.43	C	2	8,400	0.50	C
ROOSEVELT BLVD	CR 491, N	FOREST RIDGE BLVD, N	29013	C3R	D	22,400	2	6,800	0.30	C	2	7,900	0.35	C
SR 200 (CARL G ROSE HWY)	US 41, N	LAKE PARK DR, E	21008	C3C	D	16,275	2	9,500	0.58	C	2	11,100	0.68	C
SR 200 (CARL G ROSE HWY)	LAKE PARK DR, E	ARBOR LAKES DR, E	21008	C2	D	14,000	2	9,500	0.68	D	2	11,100	0.79	D
SR 200 (CARL G ROSE HWY)	ARBOR LAKES DR, E	SAPPHIRE LN, E	21008	C2T	D	14,400	2	9,500	0.66	C	2	11,100	0.77	D
SR 200 (CARL G ROSE HWY)	SAPPHIRE LN, E	OLIVE LN, E	21008	C2	D	14,000	2	9,500	0.68	D	2	11,100	0.79	D
SR 200 (CARL G ROSE HWY)	OLIVE LN, E	CAMELOT PL, E	28606	C2T	D	14,400	2	7,700	0.53	C	2	9,000	0.63	C
SR 200 (CARL G ROSE HWY)	CAMELOT PL, E	CR 39, E	20200	C2	D	14,000	2	14,000	1.00	D	2	16,300	1.16	E
SR 44 (GULF TO LAKE HWY)	US 41	CR 470, E	20028	C3R	D	37,300	4	35,000	0.94	D	4	59,740	1.09	F
SR 44 (GULF TO LAKE HWY)	CR 470, E	SHAD TERR, S	20028	C3R	D	37,300	4	35,000	0.94	D	4	59,740	1.09	F
SR 44 (GULF TO LAKE HWY)	SHAD TERR, S	SUMTER CO/L	20116	C1	D	55,700	4	16,400	0.29	B	4	19,100	0.34	B
SR 44 (GULF TO LAKE HWY)	US 19, N	TURKEY OAK DR, N	20005	C3C	D	36,600	4	33,000	0.90	D	4	38,300	1.05	F
SR 44 (GULF TO LAKE HWY)	TURKEY OAK DR, N	CR 486	20005	C3C	D	36,600	4	33,000	0.90	D	4	38,300	1.05	F
SR 44 (GULF TO LAKE HWY)	CR 486	COMMERCE TER, N	25026	C3C	D	38,430	4	19,500	0.51	C	4	22,700	0.59	C
SR 44 (GULF TO LAKE HWY)	COMMERCE TER, N	HIGHTOWER LN, W	21006	C2	D	55,700	4	19,000	0.34	B	4	22,100	0.40	B
SR 44 (GULF TO LAKE HWY)	HIGHTOWER LN, W	HOMOSASSA TRL, S	21006	C2	D	55,700	4	19,000	0.34	B	4	22,100	0.40	B
SR 44 (GULF TO LAKE HWY)	HOMOSASSA TRL, S	S LINE RD	21006	C2	D	55,700	4	19,000	0.34	B	4	22,100	0.40	B
SR 44 (GULF TO LAKE HWY)	S LINE RD	ADOLPH PT, S	20259	C3C	D	38,430	4	27,000	0.70	C	4	31,400	0.82	C
SR 44 (GULF TO LAKE HWY)	ADOLPH PT, S	HIGHVIEW AVE, S	20259	C3C	D	38,430	4	27,000	0.70	C	4	31,400	0.82	C
SR 44 (GULF TO LAKE HWY)	HIGHVIEW AVE, S	KENSINGTON AVE, S	20259	C3C	D	38,430	4	27,000	0.70	C	4	31,400	0.82	C

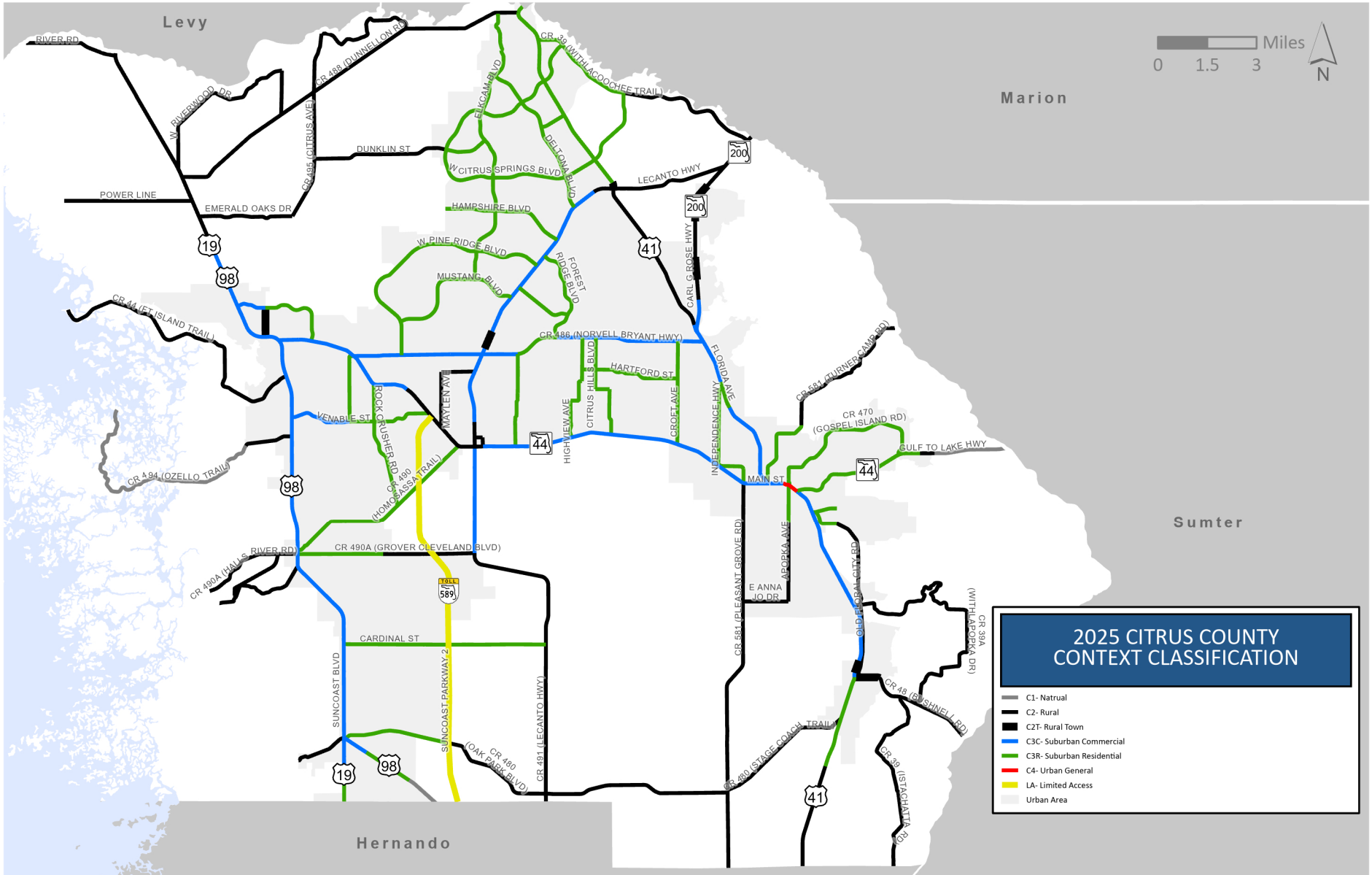
OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV	Lanes 2025	2025 Vol	V/MSV 2025	LOS 2025	Lanes 2030	2030 Vol	V/MSV 2030	LOS 2030
SR 44 (GULF TO LAKE HWY)	KENSINGTON AVE, S	CROFT AVE, S	26000	C3C	D	38,430	4	37,500	0.98	D	4	43,500	1.13	F
SR 44 (GULF TO LAKE HWY)	CROFT AVE, S	INDEPENDENCE HWY	20011	C3C	D	38,430	4	35,000	0.91	D	4	40,600	1.06	F
SR 44 (MAIN ST)	US 41 SB	US 41 NB	20025	C3C	D	36,600	4	31,000	0.85	D	4	36,000	0.98	D
SR 44 (MAIN ST)	INDEPENDENCE HWY	CR 581, S	R	C3C	D	38,430	4	37,000	0.96	D	4	42,900	1.12	F
SR 44 (MAIN ST)	CR 581, S	MONTGOMERY AVE, S	R	C3C	D	38,430	4	37,000	0.96	D	4	42,900	1.12	F
SR 44 (MAIN ST)	MONTGOMERY AVE, S	US 41	R	C3C	D	38,430	4	37,000	0.96	D	4	42,900	1.12	F
STEVEN ST	HARTFORD ST, E	CROFT, ST, N	29027	C3R	D	16,800	2	1,800	0.11	C	2	2,440	0.13	C
SUNCOAST PARKWAY 2	US 98	SR 44	970601	C2T	D	70,300	4	10,600	0.15	B	4	16,290	0.17	B
TURKEY OAK DR	US 19, N	CRYSTAL RIVER CITY LIMITS (E)	29004	C3C	D	21,646	2	7,600	0.35	C	2	8,900	0.41	C
TURKEY OAK DR	CRYSTAL RIVER CITY LIMITS (E)	CR 495, N	1046	C3C	D	16,275	2	8,800	0.54	C	2	10,670	0.63	C
TURKEY OAK DR	CR 495, N	CRYSTAL RIVER CITY LIMITS (W)	1046	C3R	D	21,280	2	8,800	0.41	C	2	10,670	0.48	C
TURKEY OAK DR	CRYSTAL RIVER CITY LIMITS (W)	SR 44	29004	C3R	D	21,280	2	7,600	0.36	C	2	8,900	0.42	C
US 19 (SUNCOAST BLVD)	HERNANDO CO. LINE	MERRIVALE LN, W	21000	C3R	D	39,165	4	14,300	0.37	C	4	16,600	0.42	C
US 19 (SUNCOAST BLVD)	MERRIVALE LN, W	US 98/ MS MAGGIE DR, W	21000	C3C	D	38,430	4	14,300	0.37	C	4	16,600	0.43	C
US 19/US 98 (SUNCOAST BLVD)	LOPEZ LN	FORT ISLAND TRL, W	25025	C3C	D	56,805	6	23,500	0.41	C	6	28,350	0.48	C
US 19/US 98 (SUNCOAST BLVD)	FORT ISLAND TRL, W	KINGS BAY DR	20006	C3C	D	56,805	6	22,500	0.40	C	6	26,100	0.46	C
US 19/US 98 (SUNCOAST BLVD)	KINGS BAY DR	SR 44	20006	C3C	D	56,805	6	22,500	0.40	C	6	26,100	0.46	C
US 19/US 98 (SUNCOAST BLVD)	SR 44	2ND AVE, NE	25015	C3C	D	36,600	4	24,500	0.67	C	4	28,500	0.78	C
US 19/US 98 (SUNCOAST BLVD)	2ND AVE, NE	7TH AVE, NW	20004	C3C	D	36,600	4	18,700	0.51	C	4	21,700	0.59	C
US 19/US 98 (SUNCOAST BLVD)	7TH AVE, NW	SNUG HARBOR RD, NW	20004	C3C	D	38,430	4	18,700	0.49	C	4	21,700	0.56	C
US 19/US 98 (SUNCOAST BLVD)	SNUG HARBOR RD, NW	6TH AVE, NW	20004	C3C	D	38,430	4	18,700	0.49	C	4	21,700	0.56	C
US 19/US 98 (SUNCOAST BLVD)	6TH AVE, NW	INDIAN WOODS PATH, W	20004	C3C	D	38,430	4	18,700	0.49	C	4	21,700	0.56	C
US 19/US 98 (SUNCOAST BLVD)	INDIAN WOODS PATH, W	EMERALD OAKS DR, W	20004	C2	D	55,700	4	18,700	0.34	B	4	21,700	0.39	B
US 19/US 98 (SUNCOAST BLVD)	EMERALD OAKS DR, W	POWER LINE ST, W	20004	C2	D	55,700	4	18,700	0.34	B	4	21,700	0.39	B
US 19/US 98 (SUNCOAST BLVD)	POWERLINE ST, W	GALLERY LN, W	20004	C2	D	55,700	4	18,700	0.34	B	4	21,700	0.39	B
US 19/US 98 (SUNCOAST BLVD)	GALLERY LN, W	CR 488, W	20004	C2	D	55,700	4	18,700	0.34	B	4	21,700	0.39	B
US 19/US 98 (SUNCOAST BLVD)	CR 488, W	CORNFLOWER DR, W	20250	C2	D	55,700	4	11,000	0.20	B	4	12,800	0.23	B
US 19/US 98 (SUNCOAST BLVD)	CORNFLOWER DR, W	LEVY COUNTY LINE	20250	C2	D	55,700	4	11,000	0.20	B	4	12,800	0.23	B
US 19/US 98 (SUNCOAST BLVD)	LEVY COUNTY LINE	HWY 40 E	20250	C3C	D	38,430	4	11,000	0.29	C	4	12,800	0.33	C
US 19/US 98 (SUNCOAST BLVD)	US 98/ MS MAGGIE DR, W	CYPRESS BLVD, W	M	C3C	D	38,430	4	27,000	0.70	C	4	31,400	0.82	C
US 19/US 98 (SUNCOAST BLVD)	CYPRESS BLVD, W	CARDINAL ST, W	M	C3C	D	38,430	4	27,000	0.70	C	4	31,400	0.82	C
US 19/US 98 (SUNCOAST BLVD)	CR 490/YULEE DR	GREEN ACRES ST	L	C3C	D	38,430	4	26,700	0.69	C	4	31,000	0.81	C
US 19/US 98 (SUNCOAST BLVD)	GREEN ACRES ST	CR 490A/G. CLEVELD BLVD, W	L	C3C	D	56,805	6	26,700	0.47	C	6	31,000	0.55	C
US 19/US 98 (SUNCOAST BLVD)	CR 490A/G. CLEVELD BLVD, W	CR 490	25024	C3C	D	56,805	6	25,000	0.44	C	6	29,000	0.51	C
US 19/US 98 (SUNCOAST BLVD)	CR 490	IVY PL, W	25024	C3C	D	56,805	6	25,000	0.44	C	6	29,000	0.51	C
US 19/US 98 (SUNCOAST BLVD)	IVY PL, W	LONGFELLOW ST, W	25024	C3C	D	56,805	6	25,000	0.44	C	6	29,000	0.51	C
US 19/US 98 (SUNCOAST BLVD)	LONGFELLOW ST, W	ARBER CT, W	25024	C3C	D	56,805	6	25,000	0.44	C	6	29,000	0.51	C
US 19/US 98 (SUNCOAST BLVD)	ARBER CT, W	SUGAR BUSH PATH, W	25024	C3C	D	56,805	6	25,000	0.44	C	6	29,000	0.51	C
US 19/US 98 (SUNCOAST BLVD)	SUGAR BUSH PATH, W	OZELLO TRL, W	25024	C3C	D	56,805	6	25,000	0.44	C	6	29,000	0.51	C
US 19/US 98 (SUNCOAST BLVD)	OZELLO TRL, W	LOPEZ LN, W	25024	C3C	D	56,805	6	25,000	0.44	C	6	29,000	0.51	C
US 41 (FLORIDA AVE)	E LOUISIANA LN	VAN NESS RD, E	20238	C3C	D	16,275	2	22,000	1.35	F	2	25,600	1.57	F
US 41 (FLORIDA AVE)	HERNANDO CO. LINE	MARK RD, E	20018	C2	D	14,000	2	6,500	0.46	C	2	7,600	0.54	C
US 41 (FLORIDA AVE)	MARK RD, E	DERBY OAKS DR, E	20018	C2	D	14,000	2	6,500	0.46	C	2	7,600	0.54	C
US 41 (FLORIDA AVE)	DERBY OAKS DR, E	CR 480, E	20018	C3R	D	16,800	2	6,500	0.39	C	2	7,600	0.45	C
US 41 (FLORIDA AVE)	CR 480, E	E TOWER TRL	25022	C3R	D	21,280	2	8,200	0.39	C	2	9,600	0.45	C

OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV	Lanes 2025	2025 Vol	V/MSV 2025	LOS 2025	Lanes 2030	2030 Vol	V/MSV 2030	LOS 2030
US 41 (FLORIDA AVE)	E TOWER TRL	CR 48, E	25022	C3R	D	21,280	2	8,200	0.39	C	2	9,600	0.45	C
US 41 (FLORIDA AVE)	CR 48, E	RIPP TER	20073	C3C	D	20,615	2	12,100	0.59	C	2	15,090	0.68	C
US 41 (FLORIDA AVE)	RIPP TER	JULIA ST, E	20073	C2T	D	18,000	2	12,100	0.67	C	2	15,090	0.78	D
US 41 (FLORIDA AVE)	JULIA ST, E	LAPERLE LN, E	20073	C3C	D	27,450	4	12,100	0.44	C	4	15,090	0.51	C
US 41 (FLORIDA AVE)	LAPERLE LN, E	EDEN DR, E	20073	C3C	D	36,600	4	12,100	0.33	C	4	15,090	0.39	C
US 41 (FLORIDA AVE)	EDEN DR, E	SR 44	20073	C3C	D	54,100	6	12,100	0.22	C	6	15,090	0.26	C
US 41 (FLORIDA AVE)	SR 44	MONTGOMERY AVE	25008	C3C	D	38,430	4	19,500	0.51	C	4	22,700	0.59	C
US 41 (FLORIDA AVE)	MONTGOMERY AVE	MIMOSA LN	20020	C3C	D	38,430	4	16,000	0.42	C	4	23,860	0.48	C
US 41 (FLORIDA AVE)	MIMOSA LN	ARLINGTON ST, E	20020	C3C	D	21,646	2	16,000	0.74	D	2	23,860	0.86	D
US 41 (FLORIDA AVE)	ARLINGTON ST, E	INDEPENDENCE HWY, N	20020	C3R	D	16,800	2	16,000	0.95	D	2	23,860	1.11	F
US 41 (FLORIDA AVE)	SR 200, N	CR 491, N	21007	C2	D	14,000	2	10,100	0.72	D	2	11,800	0.84	D
US 41 (FLORIDA AVE)	CR 491, N	YORKSHIRE LN, E	U	C2T	D	18,900	2	13,900	0.74	C	2	16,200	0.86	D
US 41 (FLORIDA AVE)	YORKSHIRE LN, E	MARION CO/L	U	C3R	D	21,280	2	13,900	0.65	C	2	16,200	0.76	C
US 41/SR 44 (MAIN ST)	US 41, N	SEMINOLE AVE, N	25007	C3C	D	36,600	4	40,000	1.09	F	4	46,400	1.27	F
US 41/SR 44 (MAIN ST)	SEMINOLE AVE, N	PARK AVE	25019	C4	D	36,100	4	39,000	1.08	E	4	45,300	1.25	F
US 41/SR 44 (MAIN ST)	PARK AVE	CR 470	20025	C4	D	36,100	4	31,000	0.86	D	4	36,000	1.00	D
US 98/SR 700 (PONCE DE LEON BLVD)	HERNANDO CO. LINE	URBAN BOUNDARY	20252	C1	D	55,700	4	9,300	0.17	B	4	10,800	0.19	B
US 98/SR 700 (PONCE DE LEON BLVD)	URBAN BOUNDARY	OAK VILLAGE BLVD, S	20252	C3R	D	39,165	4	9,300	0.24	C	4	10,800	0.28	C
US 98/SR 700 (PONCE DE LEON BLVD)	OAK VILLAGE BLVD, S	VILLAGE CENTER DR	20252	C3R	D	39,165	4	9,300	0.24	C	4	10,800	0.28	C
US 98/SR 700 (PONCE DE LEON BLVD)	VILLAGE CENTER DR	US 19, S	20252	C3C	D	38,430	4	9,300	0.24	C	4	10,800	0.28	C



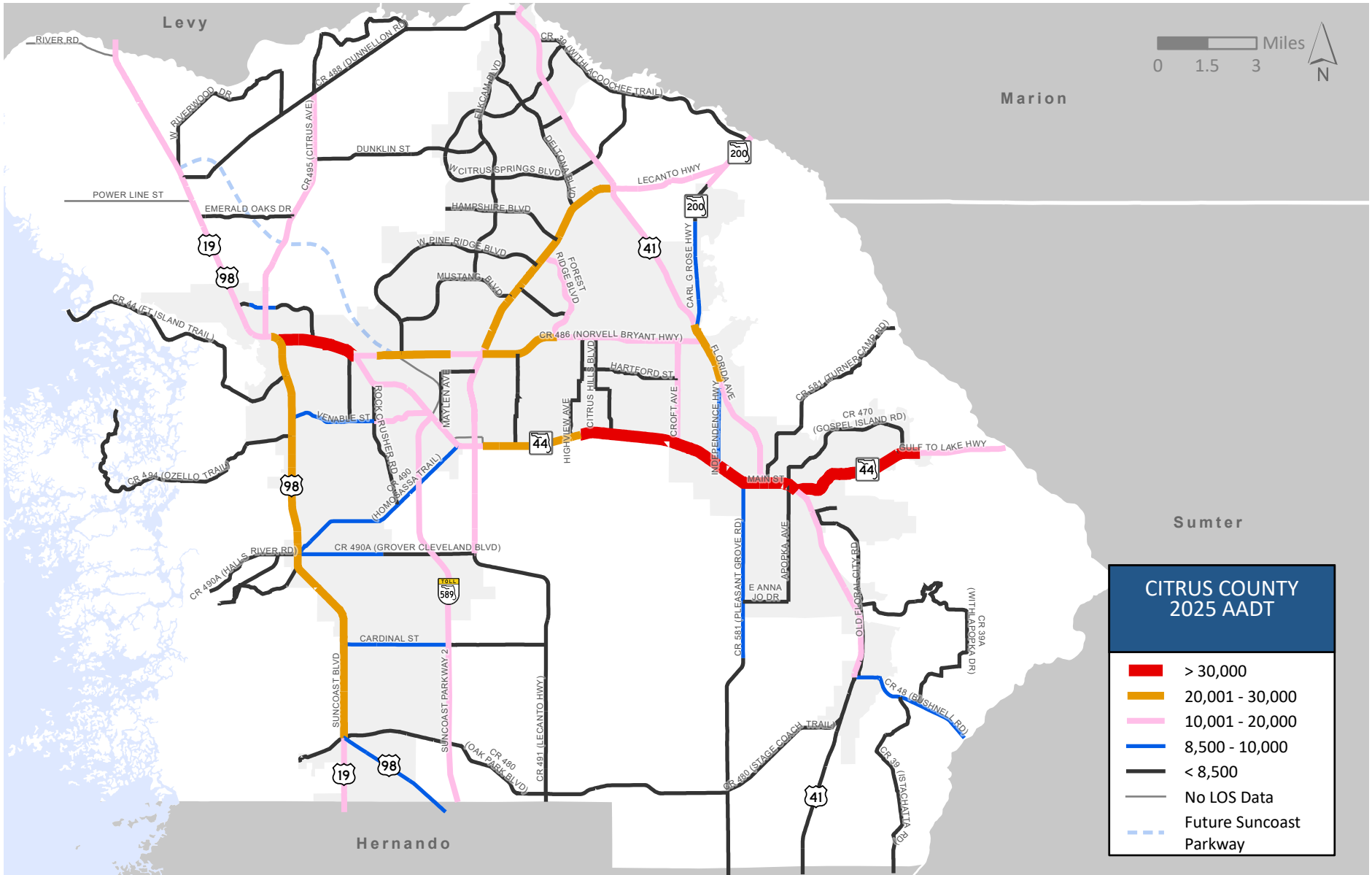


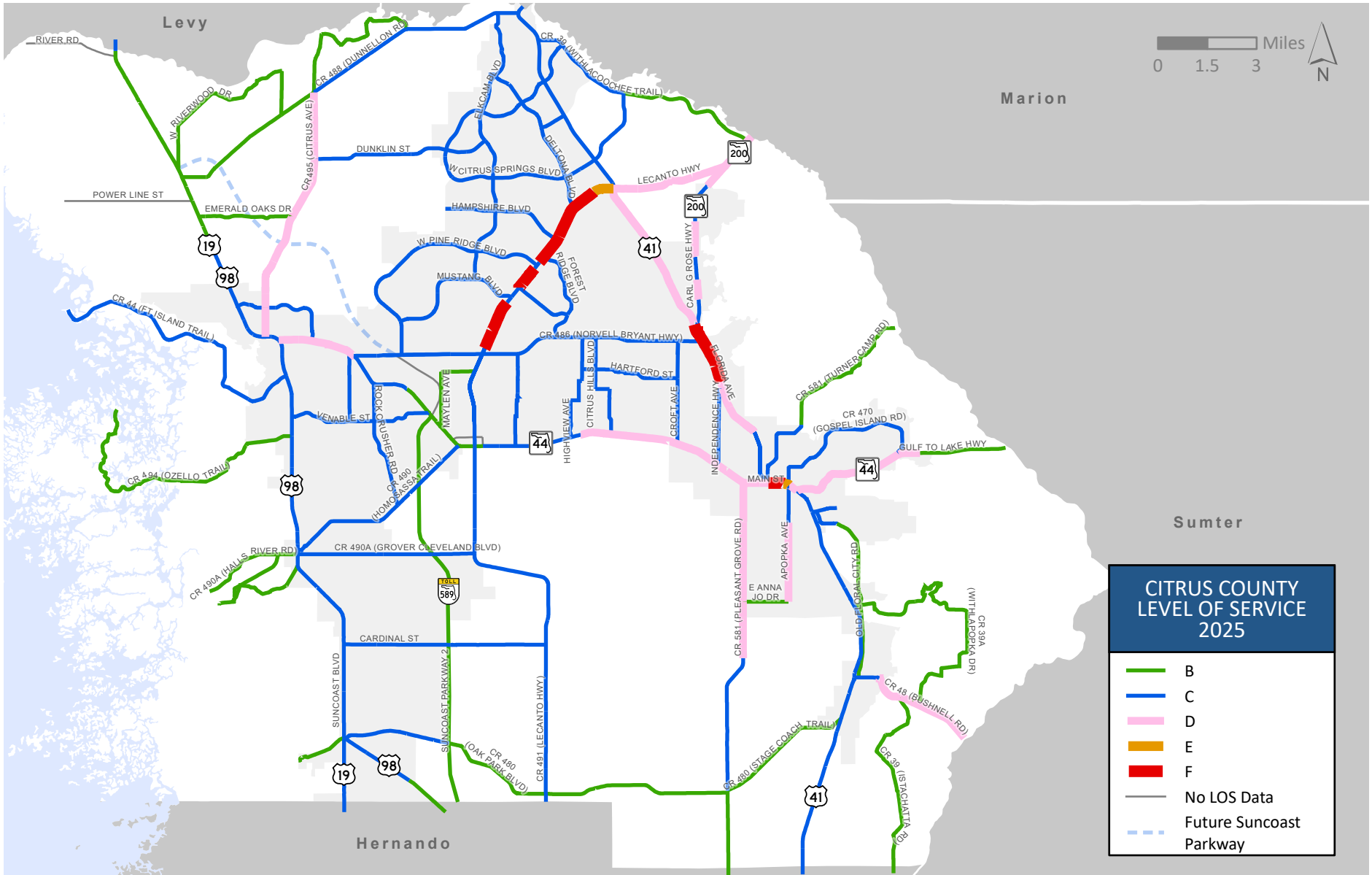


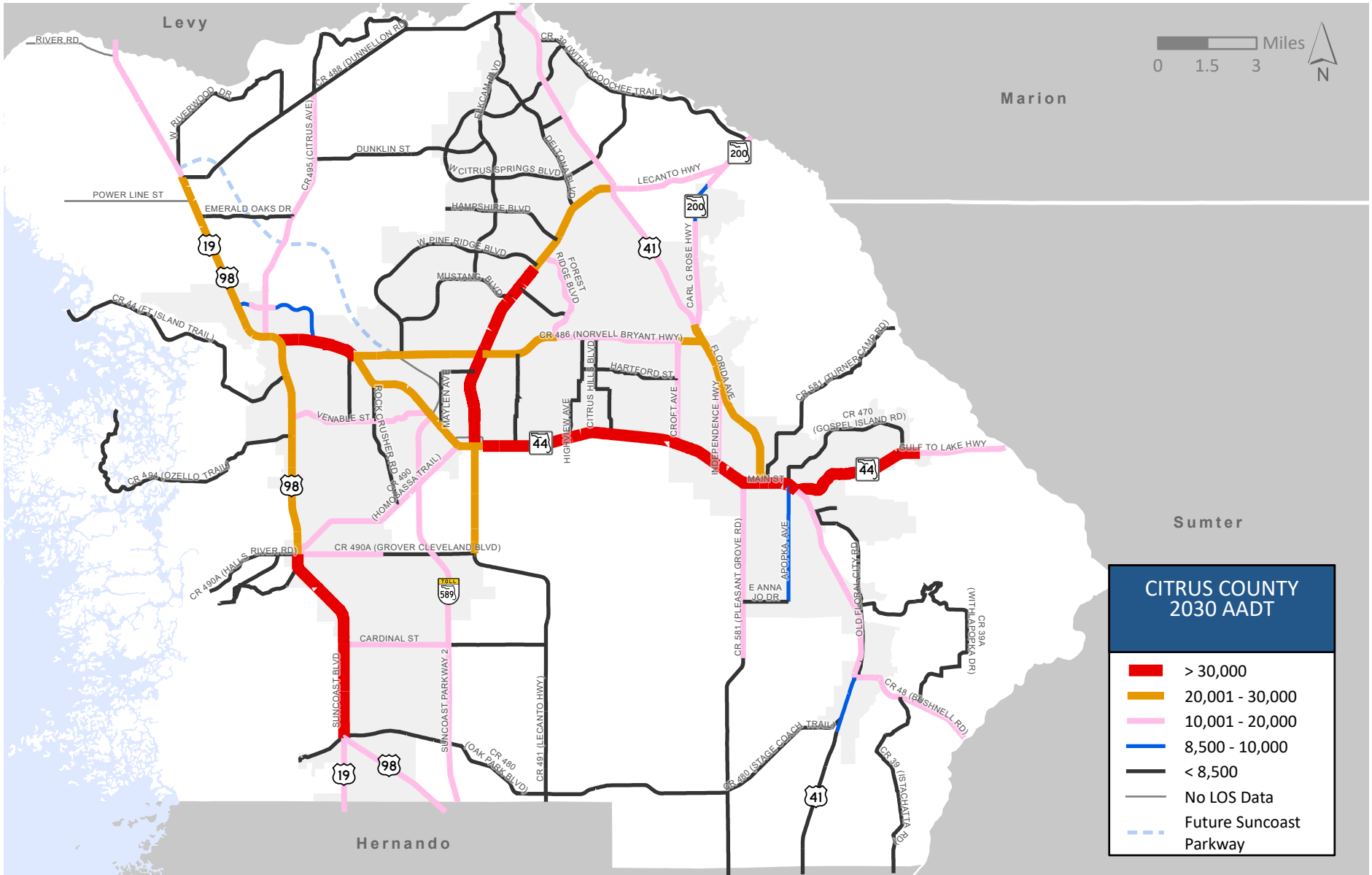


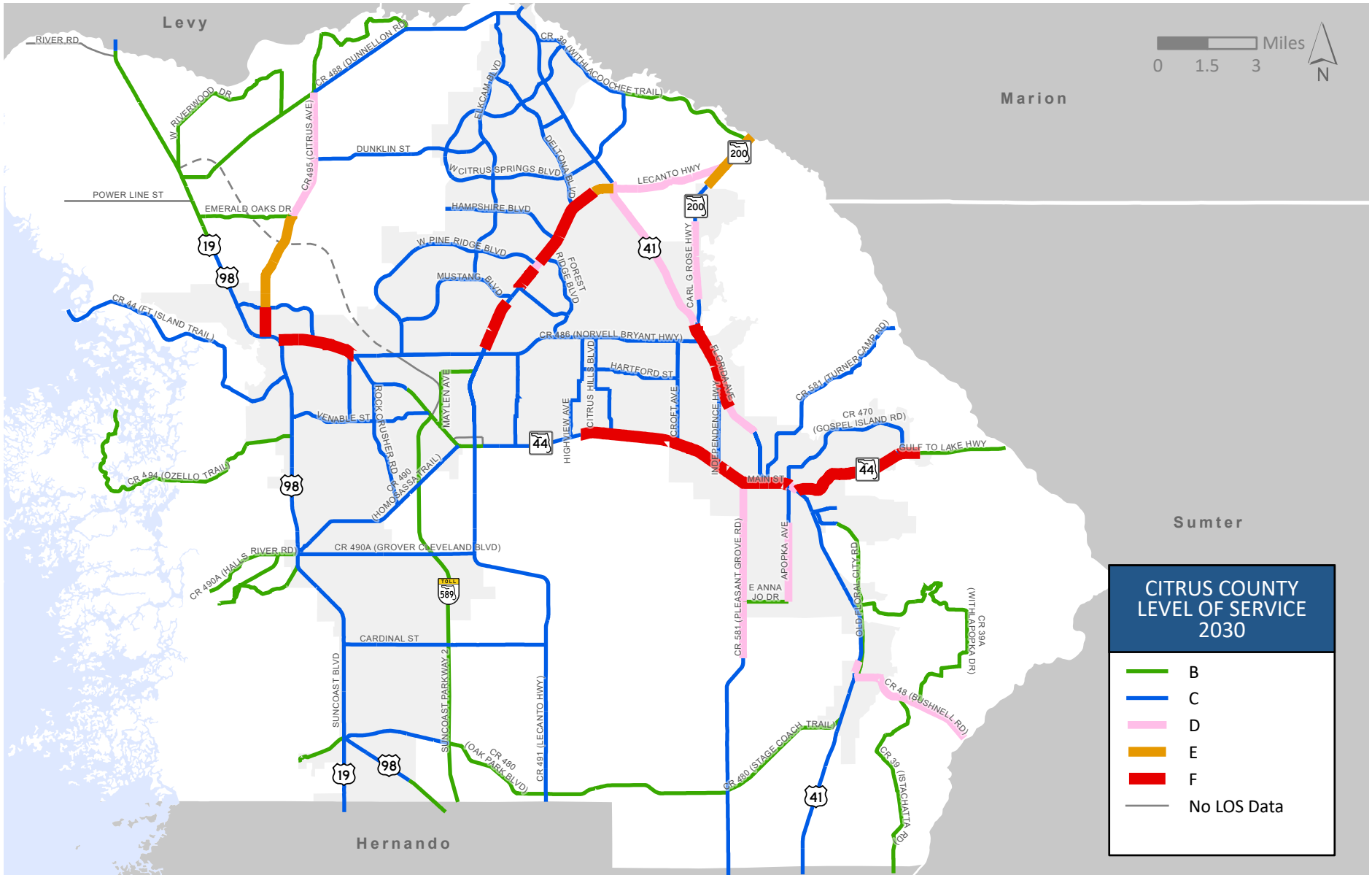
### 2025 CITRUS COUNTY CONTEXT CLASSIFICATION

- C1- Natral
- C2- Rural
- C2T- Rural Town
- C3C- Suburban Commercial
- C3R- Suburban Residential
- C4- Urban General
- LA- Limited Access
- Urban Area











## AGENDA ITEM

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### TITLE

Review and Acceptance of the Traffic Counts and Level of Service Analysis for Hernando County, as Prepared by the General Planning Consultant, Kimley-Horn

### BRIEF OVERVIEW

Kimley-Horn, serving as the Hernando-Citrus MPO's General Planning Consultant, conducted 71 routine 48-hour machine traffic counts throughout Hernando County and performed a Level of Service (LOS) evaluation in support of the MPO's Congestion Management Process (CMP). Traffic count information was updated using the County's most recent available data, supplemented by the counts collected by the Consultant and approved by the County.

The Consultant prepared the attached Quality/Level of Service Analysis on Hernando County's road network reflecting the Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook and the updated generalized service volume framework applied to the 2025 and projected 2030 roadway network. The analysis is consistent with the scope of work, FDOT Q/LOS Handbook, the adopted Hernando-Citrus MPO Congestion Management (CMP) process, and other MPO planning documents.

On May 28, 2026, the MPO's Board's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) will have reviewed the traffic counts and Level of Service analysis. Due to the timing of the Board's packet distribution, the recommendations of the Committees will be provided to the MPO Board at the June 4, 2026, meeting.

### FINANCIAL IMPACT

N/A

### LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the Hernando-Citrus MPO Board has the authority to take the recommended action.

### RECOMMENDATION

It is recommended the Hernando-Citrus MPO Board review and accept the Hernando County traffic counts and Level of Service Analysis.

# Hernando County Major Roadway Network Quality/Level of Service Analysis



DRAFT

5/20/2026

## Introduction

This memorandum documents the Quality/Level of Service (Q/LOS) analysis for the major roadway network in Hernando County within the Hernando/Citrus MPO planning area. The analysis reflects the Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook and the updated generalized service volume framework applied to the 2025 and projected 2030 roadway network.

This memorandum is intended to support planning-level decision-making and is consistent with the FDOT Q/LOS Handbook, adopted Hernando Citrus MPO Congestion Management Process (CMP), and other MPO planning documents. The analysis is appropriate for generalized planning applications, future-year assessments, and systemwide screening. It is not intended to replace detailed operational analysis for corridor studies, traffic operations, design, or project development.

## Methodology

The analysis follows the methodology presented in the FDOT 2023 Multimodal Quality/Level of Service Handbook. At a generalized planning level, the handbook identifies Florida's Generalized Service Volume Tables (GSVTs) as the primary tool for motorized vehicle LOS analysis. The handbook states that the GSVTs are intended for systemwide, areawide, and future-year planning analyses where precise operational results are not required.

Under the current methodology, the first step is to identify the appropriate roadway type and segment each facility into logical analysis lengths. The handbook distinguishes among freeways, uninterrupted flow highways, and arterials. For non-limited access highways and arterials, the analysis uses FDOT Context Classification as a core organizing characteristic. Context classifications range from C1 Natural and C2 Rural to C5 Urban Center and C6 Urban Core. Highway and arterial GSVTs are organized by context classification rather than area type because that approach better reflects varied operating environments across the state.

For each roadway segment, the analyst identifies the applicable context classification, number of through lanes, posted speed, and other relevant roadway, traffic, and control characteristics. Existing or forecast traffic demand is then compared against the applicable generalized service volume thresholds to determine LOS. The handbook further explains that all service volumes are first calculated for the peak hour in the peak direction, with two-way peak hour and daily volumes derived using the FDOT standard directional distribution factor and K factors.

For arterials, LOS is tied primarily to average travel speed relative to base free-flow speed rather than to simple capacity alone. The handbook emphasizes that arterial LOS is strongly influenced by signal spacing, progression, cycle length, and effective green ratio. For freeways, LOS is based on density. For uninterrupted flow highways, density is also a core measure. This distinction is important because roadway segments with similar traffic volumes can perform differently depending on their facility type, signal environment, and context classification.

The base year traffic data used for this analysis is 2024 Annual Average Daily Traffic (AADT). Future-year traffic volumes were developed using recent observed traffic count trends. In general, a five-year regression model was used to project future AADT based on available historic count data. Where a consistent multi-year count record was not available, a flat annual growth rate of 2 percent was applied as a reasonable planning assumption. This approach provided a consistent method for forecasting future traffic volumes across the study network while still allowing the analysis to reflect corridor-specific trends where sufficient data existed. The workbook Dashboard and LOS sheets indicate that annual forecast volumes were developed and applied at the segment level for the planning analysis.

Special attention was given to segments that showed a declining traffic trend in the forecast years. Traffic conditions during the COVID-19 period and the immediate post-COVID recovery period introduced irregular patterns that could distort a trend line if applied without review. To avoid overstating traffic decreases that may reflect temporary disruption rather than long-term change, an additional screening step was applied before allowing a segment to forecast downward. A decrease in future traffic was allowed only when both of the following conditions were met: the regression slope for the 2020 to 2024 period was negative, and at least three of the four year-to-year changes within that period were decreases. If both conditions were not met, the forecast was constrained so that each future year was greater than or equal to the previous year. In other words, the forecast was not permitted to decline unless the recent count history showed a clear and sustained downward pattern. This step was used to reduce the influence of abnormal short-term fluctuations and to produce forecasts that are more appropriate for long-range planning.

The handbook also describes several planning-level assumptions and limitations that are relevant to this memorandum. These include the use of generalized statewide average inputs, the assumption that queue spillback is not a controlling condition, and the expectation that the GSVTs should not be used for detailed design or operational analysis when volumes are near or above capacity. In the same way, the forecasting approach used in this memorandum should be understood as a planning-level estimate rather than a prediction of exact future traffic on each segment. The use of regression-based trend forecasting and a default 2 percent annual growth rate provides a practical and internally consistent basis for countywide screening, but it does not fully capture every corridor-specific influence, such as major land use changes, network modifications, project timing, or localized operational effects. As a result, the forecasts are intended to support reasonable long-range comparison across the network rather than to predict exact future traffic volumes on any individual segment.

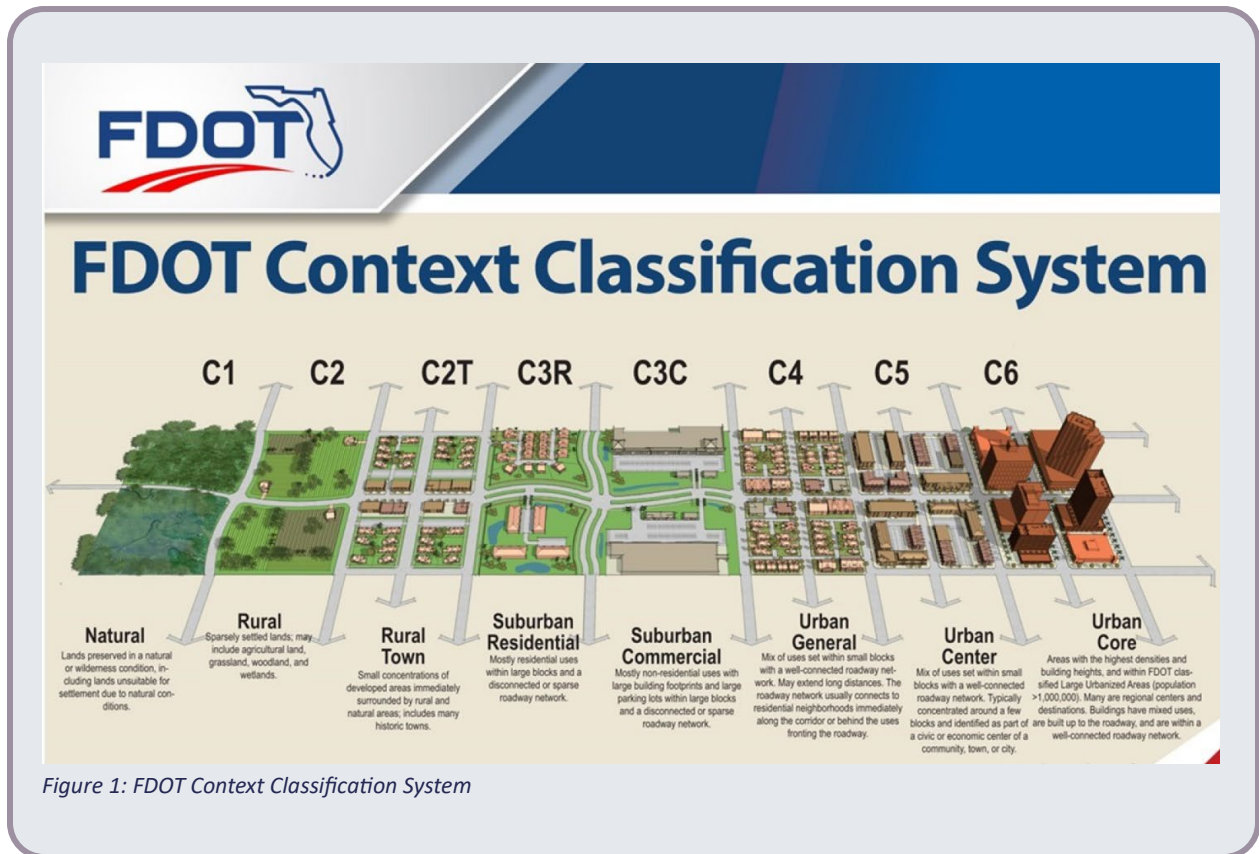
## Context Classification Framework

The 2023 handbook treats context classification as a primary input for highway and arterial LOS analysis. The context classes used by FDOT are listed below and illustrated in Figure 1 and are applied to each roadway segment using the adopted or approved county and FDOT context framework. This classification plays into developing the design criteria most appropriate to best meet the various mobility needs along the roadway.

## Florida Department of Transportation Context Classification Criteria

The context classification system is broken down into the following 8 classifications with the following descriptions:

Context Classification	Description
<b>C1 – Natural</b>	Lands preserved in a natural or wilderness condition. Not intended for future development.
<b>C2 – Rural</b>	Sparsely settled lands. Could be developed in the future.
<b>C2T – Rural Town</b>	Town area immediately surrounded by rural and natural areas
<b>C3R – Suburban Residential</b>	Residential area uses within large blocks and sparse roadway system.
<b>C3C – Suburban Commercial</b>	Nonresidential use with large building footprints and large parking lots within large blocks or sparse roadway network
<b>C4 – Urban General</b>	Mix of the uses set within a small block with a well-connected roadway. Connects to residential neighborhoods.
<b>C5 - Urban Center</b>	Mix of uses set within small blocks that have a well-connected roadway network. Concentrated around a few blocks. Identified as a civic or economic center.
<b>C6 – Urban Core</b>	Area with the highest densities of building heights. And classified as a large, urbanized area. Buildings have a mixed use; they are built up to the roadway and are in a well-connected roadway network.



## County Roadway Network Overview

The Hernando County roadway network within the MPO planning area includes a mix of state highways, county-maintained roadways, and limited-access facilities that together provide regional mobility, intercounty connectivity, and local access to established and emerging activity areas. Based on the dashboard segment set used for this Quality/Level of Service analysis, the evaluated network includes approximately 335.0 centerline miles and 875.0 lane miles in 2025. These totals provide the basis for the summaries used throughout this memorandum.

Based on the established methodology, FDOT context classifications were identified throughout the network. The largest share of roadway mileage is located within C2 Rural context, with approximately 186.8 centerline miles and 408.1 lane miles. C3R Suburban Residential accounts for about 70.1 centerline miles and 195.5 lane miles, while C3C Suburban Commercial accounts for about 66.9 centerline miles and 248.9 lane miles. Smaller portions of the network are classified as C1 Natural or C2T Rural Town.

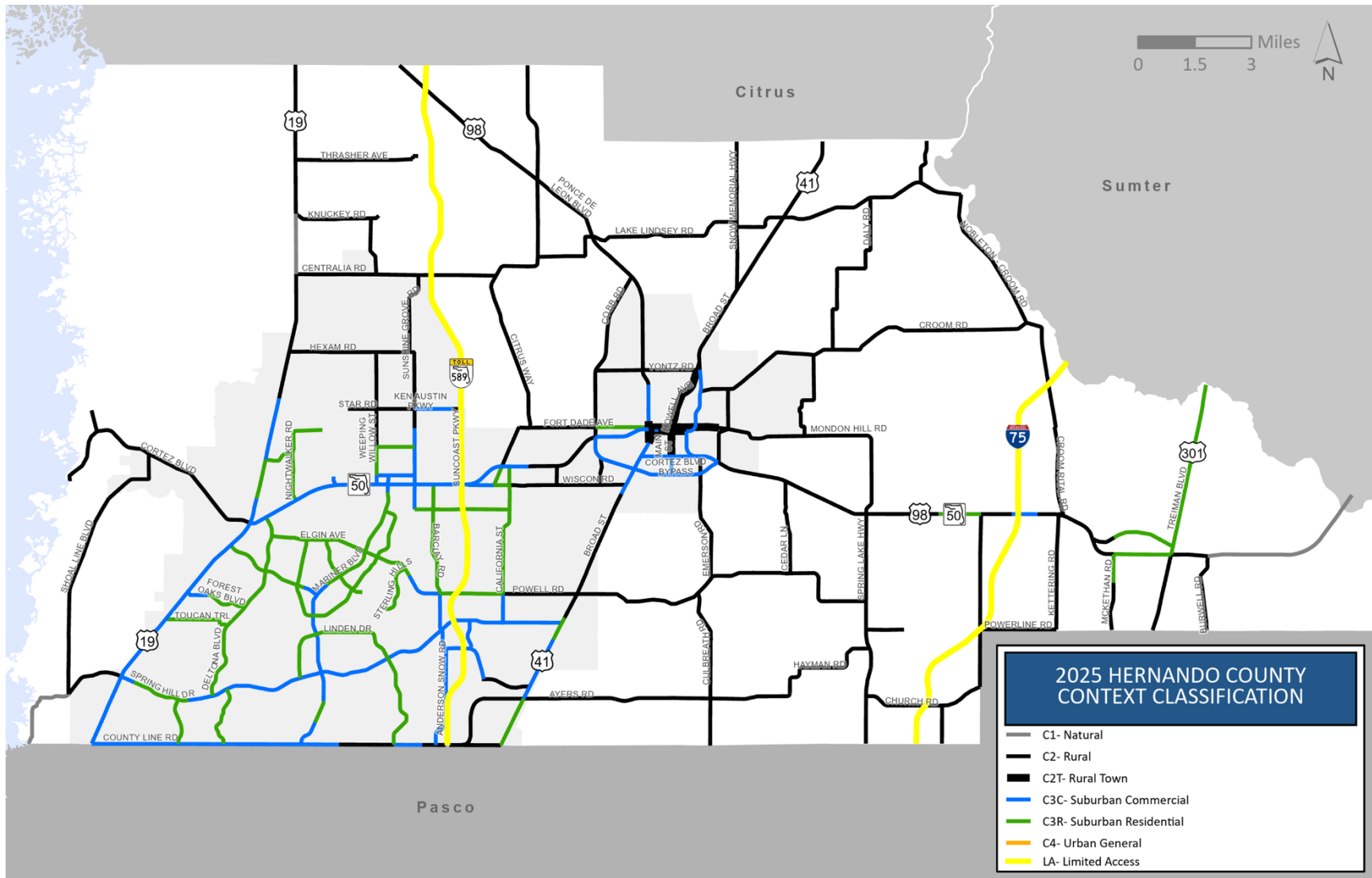


Figure 2: Hernando County Roadway Network by Context Classification

The evaluated network is weighted toward county-maintained facilities. County roadways account for approximately 254.2 centerline miles and 584.4 lane miles, while state roadways account for approximately 51.5 centerline miles and 171.5 lane miles. The remaining mileage consists of segments without a mapped ownership value in the dashboard lookup.

The network also reflects a range of roadway configurations and facility types. Undivided roadway segments account for about 237.6 centerline miles and 475.1 lane miles, while divided roadways account for about 93.2 centerline miles and 384.4 lane miles. One-way and other configurations make up the remaining small share of the analyzed mileage.

The network primarily consists of two-lane roadways, which account for about 244.5 centerline miles and 488.9 lane miles. Four-lane facilities account for about 78.5 centerline miles and 314.1 lane miles, and six-lane facilities account for about 12.0 centerline miles and 72.0 lane miles.

In lane-mile terms, the roadway inventory remains heavily weighted toward two-lane facilities, but four-lane and six-lane corridors represent a larger share of carrying capacity because each centerline mile contributes multiple lane miles. This distinction is important for planning because lane miles better reflect the carrying capacity represented by each corridor.

Several facilities stand out as the most significant corridors in the study network. US 19 (SR 55) is the largest corridor by lane mileage, followed by Lake Lindsey Rd, Cortez Blvd (SR 50), Cortez Blvd (US 98/SR 50), Spring Hill Dr, Powell Rd, and Broad St (US 41/SR 45). These corridors provide the major framework for interpreting countywide Q/LOS results and identifying locations where constrained conditions are most concentrated.

## Adopted Level of Service

Hernando County has an adopted level of service standard that serves as the benchmark for interpreting roadway performance in this analysis. Under the County's adopted standard, roadway levels of service for peak-hour traffic volume are generally D for County roadways within the Adjusted Urbanized Area and for other County roadways, and C for state roads, or as otherwise established by FDOT for state roads on the Strategic Intermodal System. This adopted standard provides the basis for distinguishing between facilities that are performing acceptably and those that fall below the applicable planning benchmark. In that way, the adopted level of service standard is a key point of reference for understanding the countywide Q/LOS results, identifying where constrained conditions occur, and evaluating the overall extent of roadway performance deficiencies across the major roadway network. The adopted level of service standard on the roadway network is shown on Figure 5.

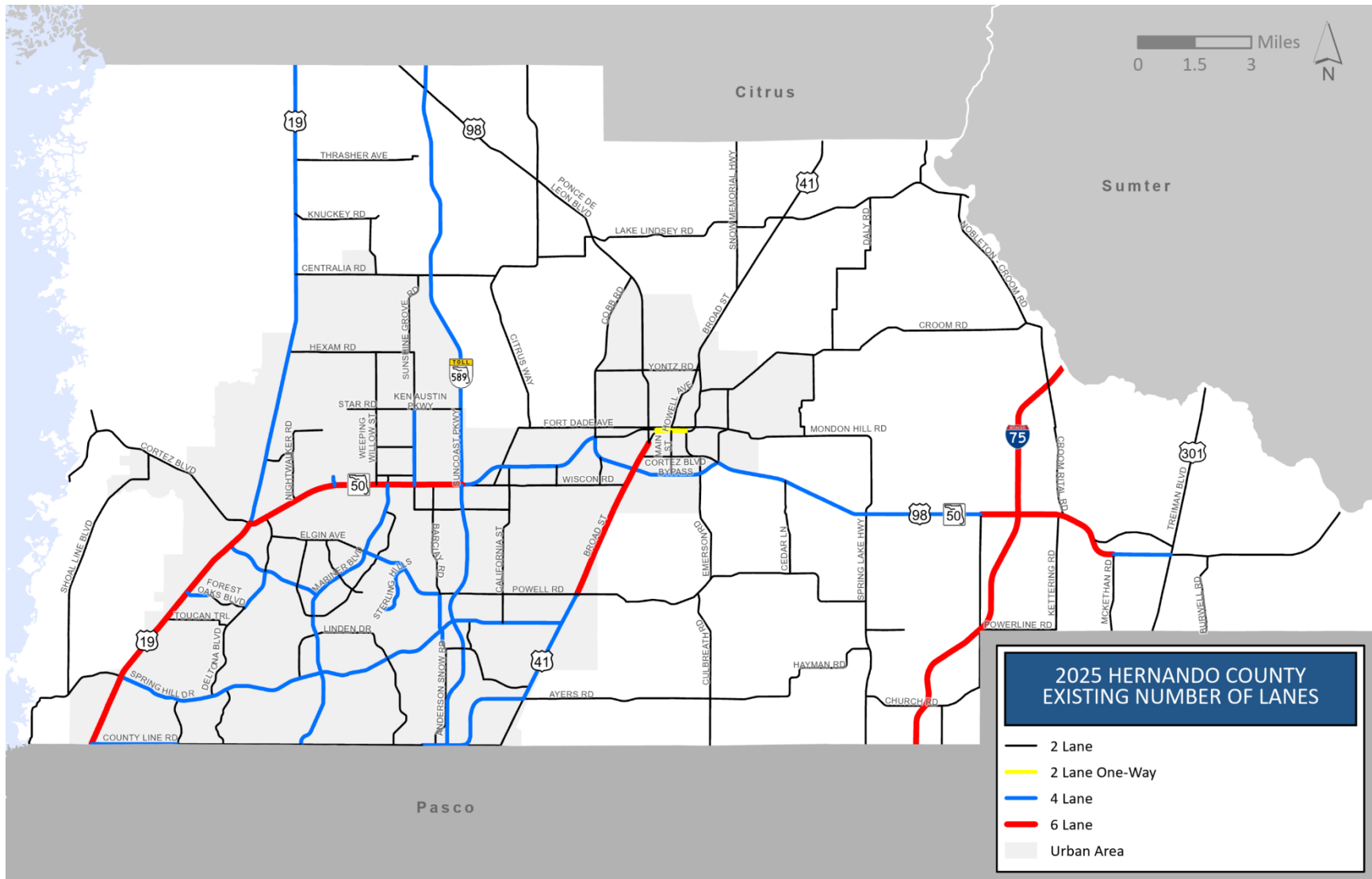


Figure 3: 2025 Hernando County Roadway Network by Number of Lanes

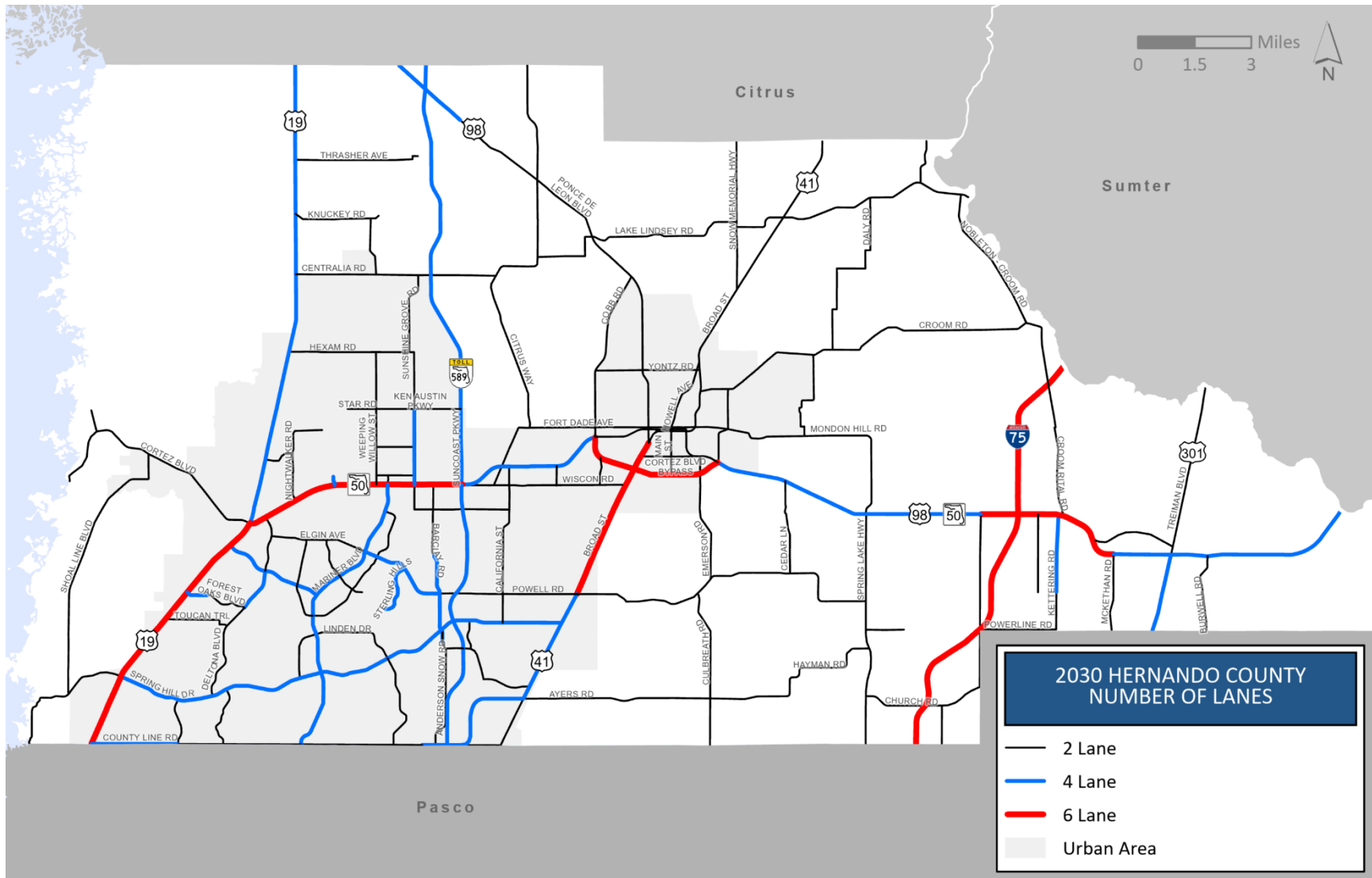


Figure 4: 2030 Hernando County Roadway Network by Number of Lanes

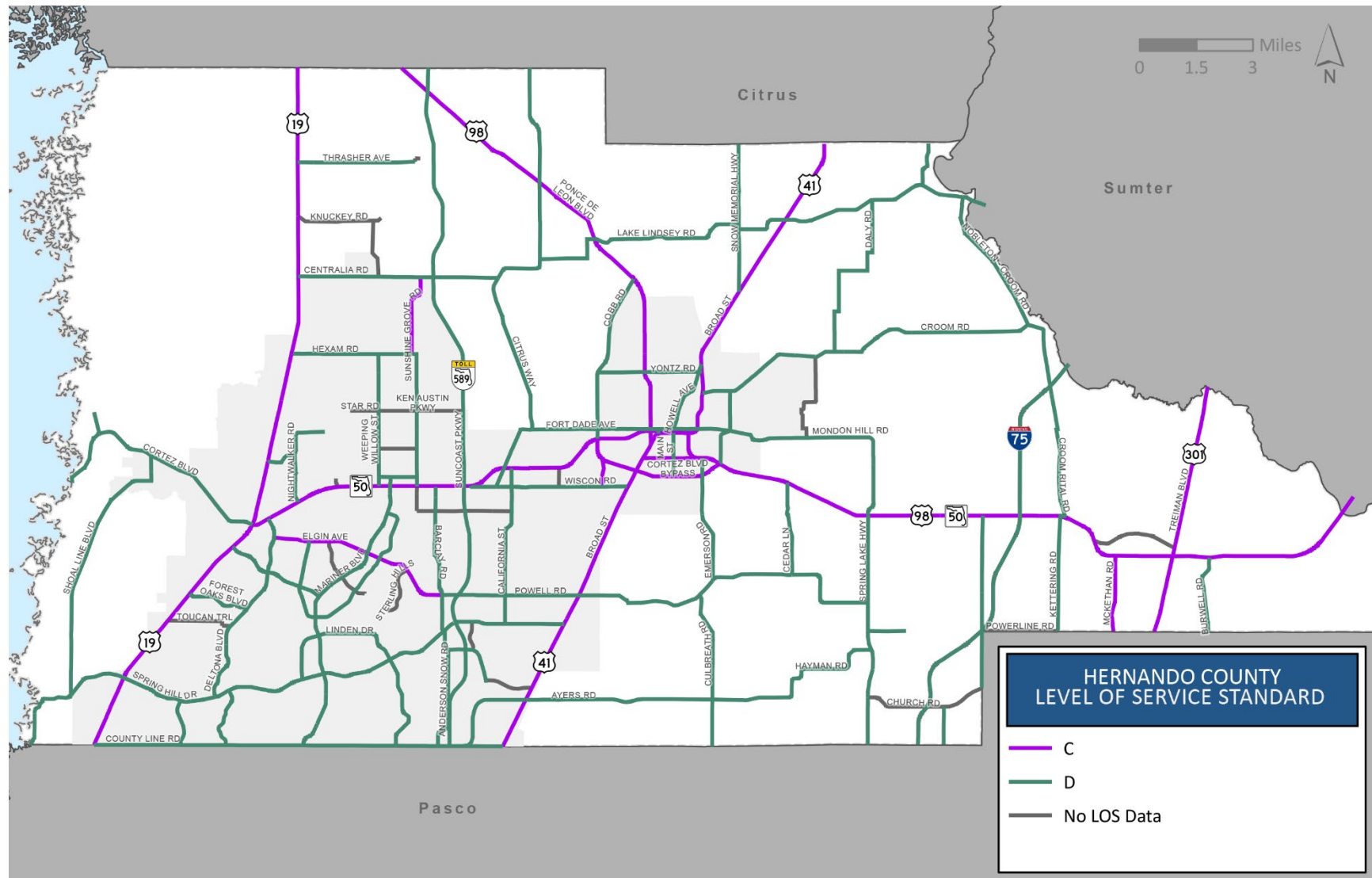


Figure 5: Hernando County Adopted Level of Service Standard

## 2025 Quality/Level of Service Analysis

In 2025, the roadway network totals approximately 335.0 centerline miles and 875.0 lane miles. Of that total, approximately 14.8 centerline miles and 35.4 lane miles are calculated at LOS E or F, equivalent to about 4.4% of total centerline miles and 4.0% of total lane miles. This indicates that constrained conditions are present but remain limited to a relatively small share of the system as a whole.

The 2025 base year traffic volumes across the network are shown on Figure 6.

Most of the network operates at LOS B, C, or D in 2025. Together, those categories account for approximately 320.2 centerline miles and 839.6 lane miles, which is about 95.6% of centerline miles and 96.0% of lane miles in the analyzed network. Among those categories, LOS C represents the largest share of the system, accounting for about 157.8 centerline miles and 436.4 lane miles, or about 47.1% of total centerline miles and 49.9% of total lane miles. LOS B accounts for about 106.4 centerline miles and 273.3 lane miles, or about 31.8% of centerline miles and 31.2% of lane miles, while LOS D accounts for about 56.0 centerline miles and 129.9 lane miles, or about 16.7% of centerline miles and 14.8% of lane miles.

The more constrained portion of the system is comparatively small in mileage terms. LOS E accounts for about 4.9 centerline miles and 9.8 lane miles, which is about 1.5% of total centerline miles and 1.1% of total lane miles. LOS F accounts for about 9.9 centerline miles and 25.6 lane miles, or about 3.0% of total centerline miles and 2.9% of total lane miles. These percentages help show that most of the system remains in the middle LOS categories, while the most constrained conditions are concentrated on a relatively limited portion of the network.

From a corridor perspective, the most constrained facilities in 2025 are those with the greatest E/F lane-mile totals. County Line Rd accounts for the largest extent of constrained conditions, with about 5.4 E/F centerline miles and 10.7 E/F lane miles. It is followed by US 19 with about 1.2 E/F miles and 7.5 E/F lane miles, Anderson Snow Rd with about 2.8 E/F miles and 5.7 E/F lane miles, Powell Rd with about 2.0 E/F miles and 3.9 E/F lane miles, and Sunshine Grove Rd with about 1.5 E/F miles and 3.0 E/F lane miles. These corridors therefore represent the greatest physical extent of constrained conditions in the 2025 analysis year. The 2025 Q/LOS results across the network are illustrated on Figure 7.

*Table 1: 2025 Countywide Quality/Level of Service Summary*

Metric	Value
Total centerline miles	335.0
Total lane miles	875.0
LOS E/F centerline miles	14.8
LOS E/F lane miles	35.4
LOS E/F share of centerline miles	4.4%
LOS E/F share of lane miles	4.0%

Table 2: 2025 LOS Distribution by Centerline Miles, Lane Miles, and System Share

LOS	Centerline Miles	% of Centerline Miles	Lane Miles	% of Lane Miles
<b>B</b>	106.4	31.8%	273.3	31.2%
<b>C</b>	157.8	47.1%	436.4	49.9%
<b>D</b>	56.0	16.7%	129.9	14.8%
<b>E</b>	4.9	1.5%	9.8	1.1%
<b>F</b>	9.9	3.0%	25.6	2.9%

Table 3: Corridors with High Rates Below LOS Standard in 2025

Corridor	E/F Centerline Miles	E/F Lane Miles
County Line Rd	5.4	10.7
US 19	1.2	7.5
Anderson Snow Rd	2.8	5.7
Powell Rd	2.0	3.9
Sunshine Grove Rd	1.5	3.0

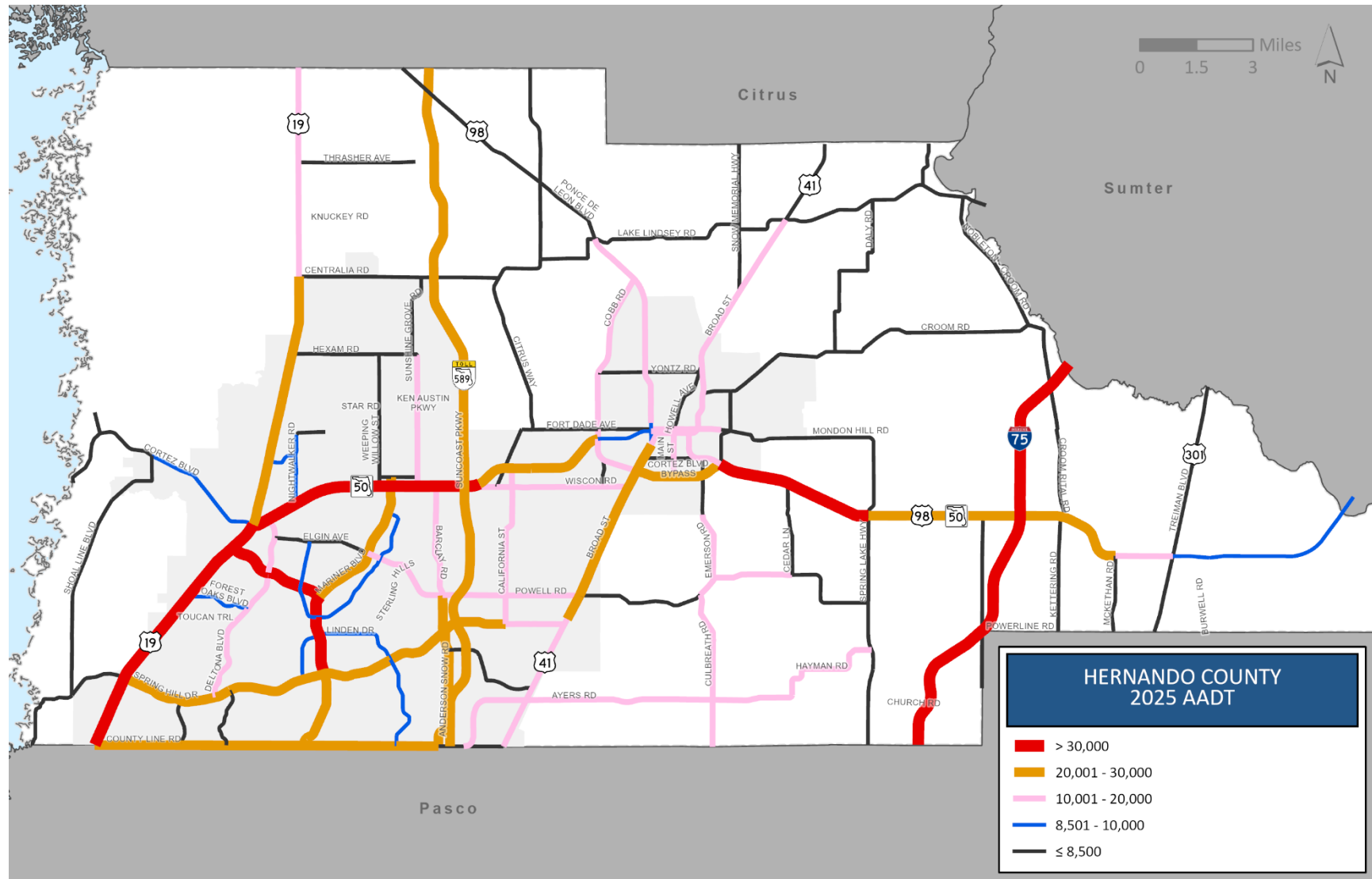


Figure 6: 2025 Average Annual Daily Traffic (AADT)

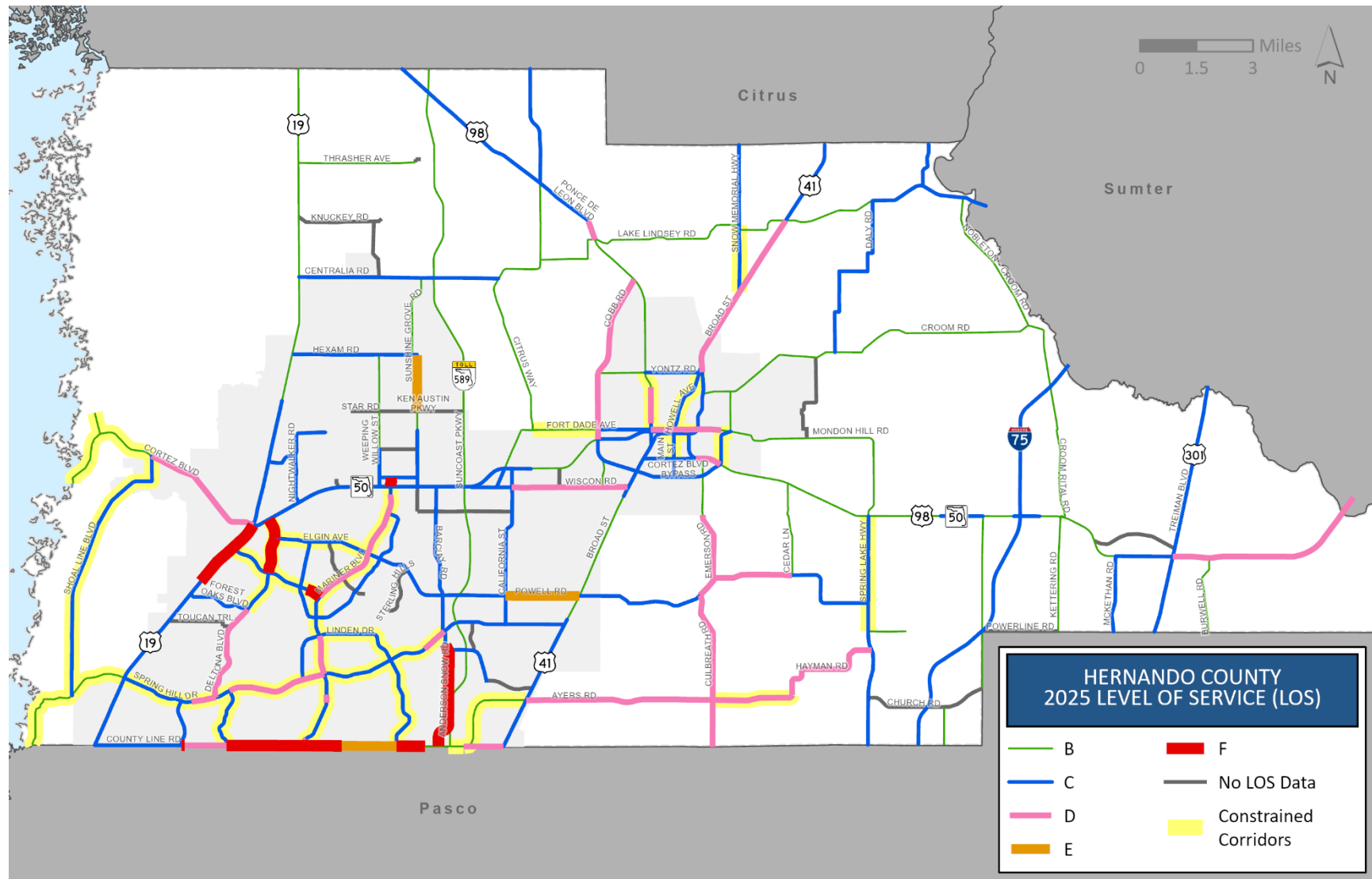


Figure 7: 2025 Hernando County Roadway Quality/Level of Service

## 2030 Quality/Level of Service Analysis

In 2030, the roadway network totals approximately 335.0 centerline miles and 904.2 lane miles. Of that total, approximately 52.1 centerline miles and 135.5 lane miles are calculated at LOS E or F, equivalent to about 15.6% of total centerline miles and 15.0% of total lane miles. This represents a meaningful increase in the physical extent of constrained conditions compared with 2025.

The 2030 forecasted traffic volumes across the network are shown on Figure 8.

Most of the network continues to operate at LOS B, C, or D in 2030. Together, those categories account for approximately 282.9 centerline miles and 768.7 lane miles, or about 84.4% of centerline miles and 85.0% of lane miles in the analyzed network. As in 2025, LOS C accounts for the greatest share of the system, with about 133.7 centerline miles and 370.4 lane miles, equivalent to about 39.9% of centerline miles and 41.0% of lane miles. LOS B accounts for about 104.0 centerline miles and 273.4 lane miles, or about 31.0% of centerline miles and 30.2% of lane miles, while LOS D accounts for about 45.2 centerline miles and 124.9 lane miles, or about 13.5% of centerline miles and 13.8% of lane miles.

The constrained portion of the system expands in 2030, particularly in LOS E and LOS F. LOS E increases to about 30.5 centerline miles and 64.2 lane miles, which is about 9.1% of total centerline miles and 7.1% of total lane miles. LOS F accounts for about 21.6 centerline miles and 71.3 lane miles, equivalent to about 6.4% of total centerline miles and 7.9% of total lane miles. This makes the increase in constrained conditions clearer than mileage totals alone, because it shows growth across both lower-performing LOS categories.

The corridor rankings indicate that US 19 is the most constrained facility in 2030, with about 4.4 E/F centerline miles and 26.7 E/F lane miles. It is followed by Ayers Rd with about 7.1 E/F miles and 14.2 E/F lane miles, County Line Rd with about 6.5 E/F miles and 12.9 E/F lane miles, Northcliffe Blvd with about 2.7 E/F miles and 10.9 E/F lane miles, and Ponce de Leon Blvd (US 98) with about 3.1 E/F miles and 9.3 E/F lane miles. These corridors therefore represent the greatest physical extent of constrained conditions in the 2030 analysis year. The 2030 Q/LOS results across the network are illustrated on Figure 9.

Table 4: 2030 Countywide Quality/Level of Service Summary

Metric	Value
Total centerline miles	335.0
Total lane miles	904.2
LOS E/F centerline miles	52.1
LOS E/F lane miles	135.5
LOS E/F share of centerline miles	15.6%
LOS E/F share of lane miles	15.0%

Table 5: 2030 LOS Distribution by Centerline Miles, Lane Miles, and System Share

LOS	Centerline Miles	% of Centerline Miles	Lane Miles	% of Lane Miles
<b>B</b>	104.0	31.0%	273.4	30.2%
<b>C</b>	133.7	39.9%	370.4	41.0%
<b>D</b>	45.2	13.5%	124.9	13.8%
<b>E</b>	30.5	9.1%	64.2	7.1%
<b>F</b>	21.6	6.4%	71.3	7.9%

Table 6: Corridors with Significant Rates of Distance Operating Below LOS Standard in 2030

Corridor	E/F Centerline Miles	E/F Lane Miles
US 19	4.4	26.7
Ayers Rd	7.1	14.2
County Line Rd	6.5	12.9
Northcliffe Blvd	2.7	10.9
Ponce de Leon Blvd (US 98)	3.1	9.3

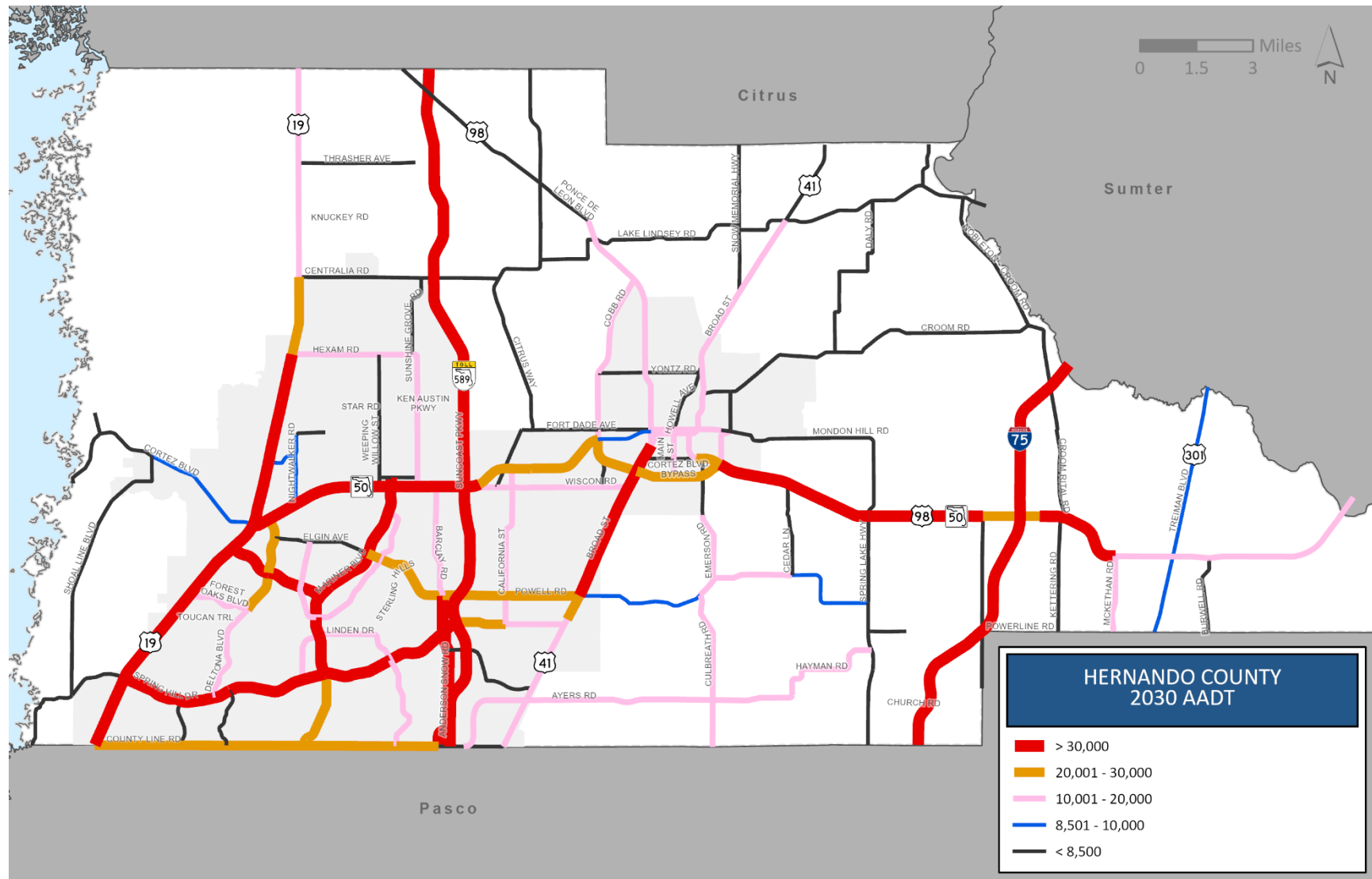


Figure 8: 2030 Forecasted Average Annual Daily Traffic (AADT)

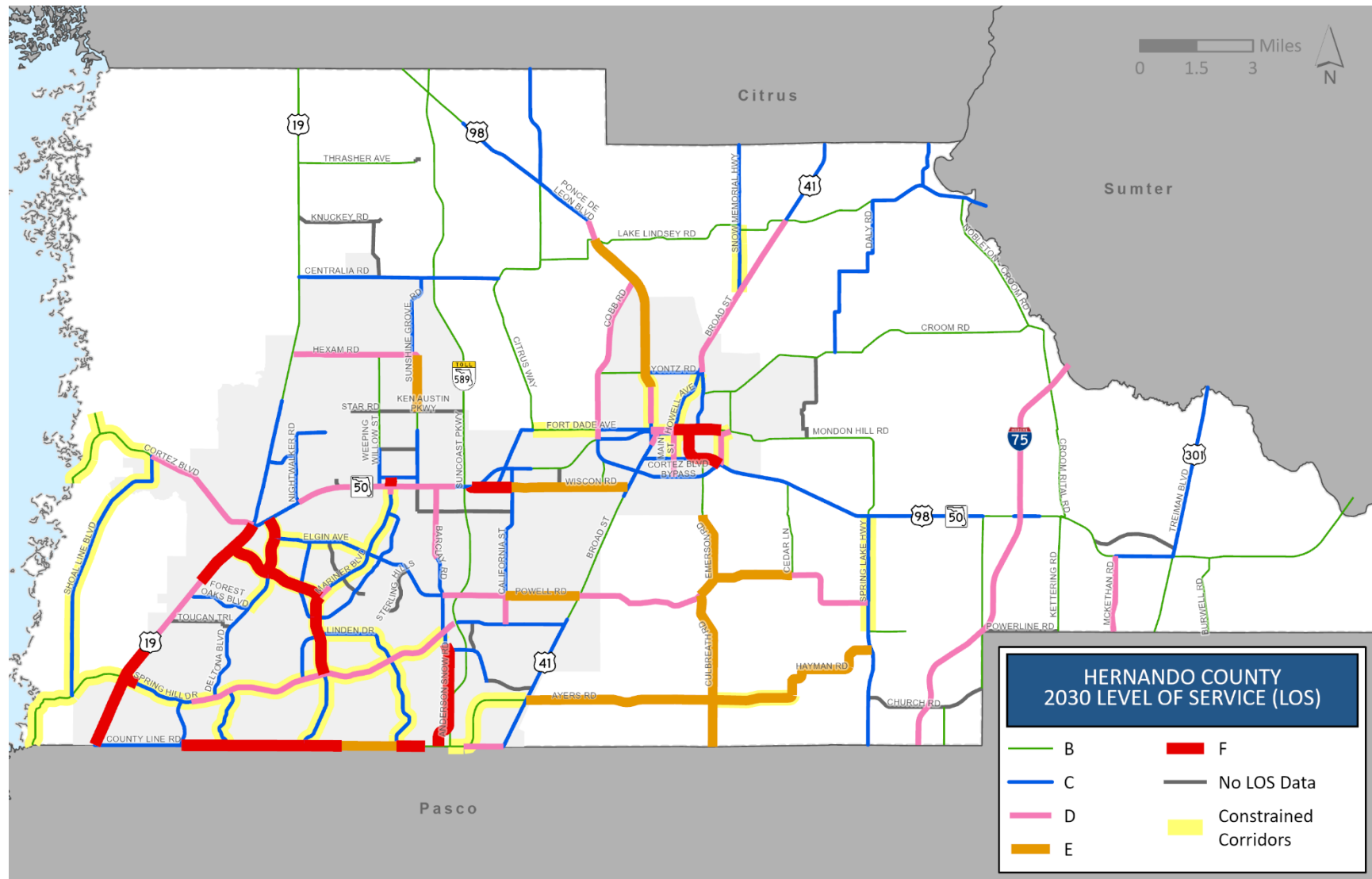


Figure 9: 2030 Forecasted Hernando County Roadway Quality/Level of Service

## Key Takeaways

The Hernando County roadway Q/LOS analysis indicates that the majority of the major roadway network continues to operate at or better than the adopted level of service standard in both years. Those corridors that have segments operating at LOS E or F conditions are concentrated on a few facilities. Overall, about 95.6% of centerline miles and 96.0% of lane miles remain in the LOS B through D range in 2025, declining to about 84.4% of centerline miles and 85.0% of lane miles in 2030 as the share operating at LOS E/F increases. Ultimately, systemwide performance is anticipated to remain generally stable in many areas, with a few specific corridors accounting for a disproportionate share of constrained miles.

# Hernando County 2025 & 2030 Level of Service (LOS)

Traffic Forecast Dashboard

Forecast Method: 5-Year Regression

Segments Using Selected Method: 278

Segments Using Other: 0

Overrides Required  
 

SegID	OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV 2025	Lanes 2025	AADT 2025	V/MSV 2025	LOS 2025	Lanes 2030	AADT 2030	V/MSV 2030	LOS 2030
10000	ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	89008	C3C	D	16,275	<b>2U</b>	<b>25,900</b>	<b>1.591</b>	<b>F</b>	<b>2U</b>	<b>31,400</b>	<b>1.929</b>	<b>F</b>
10010	ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	89008	C3R	D	16,275	<b>2U</b>	<b>25,900</b>	<b>1.591</b>	<b>F</b>	<b>2U</b>	<b>31,400</b>	<b>1.929</b>	<b>F</b>
10020	ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	89008	C3C	D	38,430	2U	25,900	0.674	C	2U	31,400	0.817	C
20050	AYERS RD	COUNTY LINE RD	BROAD ST (US41/SR45)	89018	C2	D	55,700	4D	11,100	0.199	B	4D	17,100	0.307	B
1110	AYERS RD	BROAD ST (US41/SR45)	CULBREATH RD	89018	C2	D	14,000	2U	11,100	0.793	D	<b>2U</b>	<b>17,100</b>	<b>1.221</b>	<b>E</b>
10030	BARCLAY RD	SPRING HILL DR	POWELL RD	89008	C3C	D	38,430	4D	25,900	0.674	C	4D	31,400	0.817	C
10040	BARCLAY RD	ELGIN BLVD	SAN ANTONIO RD	82018	C3R	D	16,800	2U	16,200	0.964	D	4D	19,800	0.708	C
10050.1	BARCLAY RD	SAN ANTONIO RD	LUCKY LN	82018	C3R	D	16,800	2U	16,200	0.964	D	<b>2U</b>	<b>19,800</b>	<b>1.179</b>	<b>F</b>
10050.2	BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR50)	82018	C3R	D	16,800	2U	16,200	0.964	D	<b>2U</b>	<b>19,800</b>	<b>1.179</b>	<b>F</b>
20230	BREDA BLVD	ANDERSON SNOW RD	CORPORATE BLVD	80050	C3C	D	16,275	2U	5,500	0.338	C	2U	6,800	0.418	C
10060	BROAD ST (US41/SR45)	COUNTY LINE RD	AYERS RD	80031	C3R	C	14,700	2U	10,600	0.721	C	2U	11,200	0.762	C
10070.1	BROAD ST (US41/SR45)	AYERS RD	SGT LEA MILLS BLVD	85100	C3C	C	32,235	4D	16,200	0.503	C	4D	17,900	0.555	C
10070.2	BROAD ST (US41/SR45)	SGT LEA MILLS BLVD	GLEN RAVEN BLVD	85100	C3R	C	32,235	4D	16,200	0.503	C	4D	17,900	0.555	C
10070.3	BROAD ST (US41/SR45)	GLEN RAVEN BLVD	SPRING HILL DR	85100	C3R	C	34,300	4D	16,200	0.472	C	4D	17,900	0.522	C
10080	BROAD ST (US41/SR45)	SPRING HILL DR	POWELL RD	85101	C2	C	45,800	4D	20,400	0.445	B	4D	22,600	0.493	B
10090	BROAD ST (US41/SR45)	POWELL RD	WISCON RD	85102	C2	C	68,300	6D	28,900	0.423	B	6D	34,600	0.507	B
10115	BROAD ST (US41/SR45)	WISCON RD	PONCE DE LEON BLVD (US98/SR700)	85102	C3C	C	50,085	6D	28,900	0.577	C	6D	34,600	0.691	C
10170	BROAD ST (US41/SR45)	PONCE DE LEON BLVD (US98/SR700)	MILDRED AVE	85005	C2T	C	15,215	2D	12,900	0.848	C	<b>2D</b>	<b>15,400</b>	<b>1.012</b>	<b>D</b>
10200	BROAD ST (US41/SR45)	MILDRED AVE	JEFFERSON ST (SR50)	80005	C2T	C	9,810	<b>2O</b>	<b>10,900</b>	<b>1.111</b>	<b>D</b>	<b>2U</b>	<b>12,000</b>	<b>1.087</b>	<b>D</b>
10220	BROAD ST (US41/SR45)	JEFFERSON ST (SR50)	YONTZ RD	85018	C3C	C	14,535	2U	12,900	0.888	C	<b>2U</b>	<b>14,900</b>	<b>1.025</b>	<b>D</b>
10250.2	BROAD ST (US41/SR45)	YONTZ RD	LAKE LINDSEY RD	80027	C2	C	8,200	<b>2U</b>	<b>10,400</b>	<b>1.268</b>	<b>D</b>	<b>2U</b>	<b>12,600</b>	<b>1.537</b>	<b>D</b>
10280	BROAD ST (US41/SR45)	LAKE LINDSEY RD	CITRUS COUNTY LINE	85305	C2	C	8,200	2U	4,800	0.585	C	2U	5,800	0.707	C
1410	BURWELL RD	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	89007	C2	D	14,000	2U	600	0.043	B	2U	700	0.050	B
10290	CALIFORNIA ST	SPRING HILL DR	POWELL RD	89009	C3C	D	21,645	2U	10,400	0.480	C	2U	13,800	0.638	C
10300	CALIFORNIA ST	POWELL RD	WISCON RD	89009	C3R	D	22,345	2U	10,400	0.465	C	2U	13,800	0.618	C
10310	CALIFORNIA ST	WISCON RD	CORTEZ BLVD (SR50)	89009	C3R	D	22,345	2U	10,400	0.465	C	2U	13,800	0.618	C
7000	CEDAR LN	POWELL RD	CORTEZ BLVD (SR50)	7000	C2	D	14,000	2U	1,200	0.086	B	2U	1,300	0.093	B
1610.3	CENTRALIA RD	US19 (SR55)	LELANI DR	89026	C2	D	14,000	2U	5,000	0.357	C	2U	7,500	0.536	C

SegID	OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV 2025	Lanes 2025	AADT 2025	V/MSV 2025	LOS 2025	Lanes 2030	AADT 2030	V/MSV 2030	LOS 2030
1610.4	CENTRALIA RD	LELANI DR	SUNSHINE GROVE RD	89026	C2	D	14,000	2U	5,000	0.357	C	2U	7,500	0.536	C
1620	CENTRALIA RD	SUNSHINE GROVE RD	BUCZAK RD	89026	C2	D	14,000	2U	5,000	0.357	C	2U	7,500	0.536	C
1625	CENTRALIA RD	BUCZAK RD	CITRUS WAY	89026	C2	D	14,000	2U	5,000	0.357	C	2U	7,500	0.536	C
10320	CITRUS WAY	FORT DADE AVE	CENTRALIA RD	89028	C2	D	14,000	2U	3,800	0.271	B	2U	4,300	0.307	B
10330	CITRUS WAY	CENTRALIA RD	LAKE LINDSEY RD	89028	C2	D	14,000	2U	3,800	0.271	B	2U	4,300	0.307	B
10340	CITRUS WAY	LAKE LINDSEY RD	PONCE DE LEON BLVD (US98/SR700)	89028	C2	D	14,000	2U	3,800	0.271	B	2U	4,300	0.307	B
10350	CITRUS WAY	PONCE DE LEON BLVD (US98/SR700)	CITRUS COUNTY LINE	89019	C2	D	14,000	2U	4,800	0.343	C	2U	5,300	0.379	C
10360	COBB RD (US98)	CORTEZ BLVD (SR50)	FORT DADE AVE	89001	C2	D	14,000	2U	11,300	0.807	D	2U	13,200	0.943	D
10370	COBB RD (US98)	FORT DADE AVE	YONTZ RD	89001	C2	D	14,000	2U	11,300	0.807	D	2U	13,200	0.943	D
10380	COBB RD (US98)	YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	89001	C2	D	14,000	2U	11,300	0.807	D	2U	13,200	0.943	D
20575	COBBLESTONE DR	COUNTY LINE RD	SPRING HILL DR	82028	C3R	D	22,345	2U	6,700	0.300	C	2U	7,400	0.331	C
20240.1	CORPORATE BLVD	AYERS RD	SGT LEA MILLS BLVD	89616	C2	D	14,000	2U	6,600	0.471	C	2U	8,200	0.586	D
20240.2	CORPORATE BLVD	SGT LEA MILLS BLVD	N SUNCOAST PKWY (SR589)	89616	C3C	D	21,645	2U	6,600	0.305	C	2U	8,200	0.379	C
20240.3	CORPORATE BLVD	N SUNCOAST PKWY (SR589)	BREAD BLVD	89616	C3C	D	21,645	2U	6,600	0.305	C	2U	8,200	0.379	C
1905.1	CORTEZ BLVD (CR550)	TERMINUS	1200 FT N OF AZTEC CT	89004	C2	D	14,000	2U	2,800	0.200	B	2U	3,200	0.229	B
1905.2	CORTEZ BLVD (CR550)	1200 FT N OF AZTEC CT	PINE ISLAND DR	89004	C2	D	14,000	2U	2,800	0.200	B	2U	3,200	0.229	B
1910	CORTEZ BLVD (CR550)	PINE ISLAND DR	SHOAL LINE BLVD	89004	C2	D	14,000	2U	2,800	0.200	B	2U	3,200	0.229	B
1920	CORTEZ BLVD (CR550)	SHOAL LINE BLVD	US19 (SR55)	82022	C2	D	14,000	2U	8,600	0.614	D	2U	9,900	0.707	D
2005	CORTEZ BLVD (SR50)	US19 (SR55)	DELTONA BLVD	80007	C3C	C	50,085	6D	36,500	0.729	C	6D	45,500	0.908	C
2010	CORTEZ BLVD (SR50)	DELTONA BLVD	NIGHTWALKER RD	88603	C3C	C	47,700	6D	30,300	0.635	C	6D	32,700	0.686	C
2015.1	CORTEZ BLVD (SR50)	NIGHTWALKER RD	OAK HILL HOSPITAL	80049	C3C	C	50,085	6D	44,100	0.881	C	6D	50,300	1.004	D
2015.2	CORTEZ BLVD (SR50)	OAK HILL HOSPITAL	HIGHPOINT BLVD	80049	C3C	C	50,085	6D	44,100	0.881	C	6D	50,300	1.004	D
2025	CORTEZ BLVD (SR50)	HIGHPOINT BLVD	GROVE RD	80049	C3C	C	47,700	6D	44,100	0.925	C	6D	50,300	1.055	D
2040.5	CORTEZ BLVD (SR50)	GROVE RD	WINTER ST	80048	C3C	C	47,700	6D	39,300	0.824	C	6D	46,100	0.966	C
2045.1	CORTEZ BLVD (SR50)	WINTER ST	CALIFORNIA ST	80017	C3C	C	32,235	4D	23,300	0.723	C	4D	23,300	0.723	C
2045.2	CORTEZ BLVD (SR50)	CALIFORNIA ST	CITRUS WAY	80017	C3C	C	32,235	4D	23,300	0.723	C	4D	23,300	0.723	C
2055	CORTEZ BLVD (SR50)	CITRUS WAY	COBB RD	80047	C3C	C	45,800	4D	21,000	0.459	B	4D	21,900	0.478	B
8	CORTEZ BLVD (US98/SR50)	JASMINE DR	SPRING LAKE HWY	80019	C2	C	45,800	4D	30,500	0.666	B	4D	38,500	0.841	C
2215.1	CORTEZ BLVD (US98/SR50)	SPRING LAKE HWY	GOODWAY DR	88610	C3R	C	45,800	4D	25,500	0.557	B	4D	32,500	0.710	C
2215.2	CORTEZ BLVD (US98/SR50)	GOODWAY DR	LOCKHART RD	88610	C3R	C	27,010	4D	25,500	0.944	C	4D	32,500	1.203	F
2220.1	CORTEZ BLVD (US98/SR50)	LOCKHART RD	I-75 (SR93) FRONTAGE (W)	80046	C3R	C	68,300	4D	22,800	0.334	B	6D	26,000	0.381	B
2223.1	CORTEZ BLVD (US98/SR50)	I-75 (SR93) FRONTAGE (W)	SHERMAN HILLS BLVD	80046	C3R	C	47,700	6D	22,800	0.478	C	6D	26,000	0.545	C
2230	CORTEZ BLVD (US98/SR50)	SHERMAN HILLS BLVD	MCKETHAN RD (US98/SR700)	80018	C2	C	68,300	4D	25,000	0.366	B	6D	31,700	0.464	B
2245	CORTEZ BLVD (US98/SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US301/SR35)	80025	C3R	C	36,015	2U	10,100	0.280	C	4D	11,000	0.305	C
2250	CORTEZ BLVD (US98/SR50)	TREIMAN BLVD (US301/SR35)	BURWELL RD	80024	C2	C	8,200	2U	9,500	1.159	D	4D	12,700	0.277	B
2255	CORTEZ BLVD (SR50)	BURWELL RD	SUMTER COUNTY LINE	85303	C1	C	8,200	2U	9,600	1.171	D	4D	13,300	0.290	B
2110	CORTEZ BLVD BYPASS (SR50)	COBB RD	W OF BUCK HOPE RD	80038	C3C	C	30,700	4D	18,400	0.599	C	6D	20,300	0.426	C
2120.1	CORTEZ BLVD BYPASS (SR50)	W OF BUCK HOPE RD	MAIN ST	80039	C3C	C	30,700	4D	21,800	0.710	C	6D	28,100	0.589	C
2130	CORTEZ BLVD BYPASS (SR50)	MAIN ST	JASMINE DR	80042	C3C	C	30,700	4D	24,500	0.798	C	6D	27,100	0.568	C
2355.5	COUNTY LINE RD	BROAD ST (US41/SR45)	AYERS RD	82020	C2	D	14,000	2U	8,200	0.586	D	2U	8,400	0.600	D
2305.1	COUNTY LINE RD	US 19	DARTMOUTH AVE	89600	C3C	D	36,600	4D	22,000	0.601	C	6D	24,300	0.664	C
2305.2	COUNTY LINE RD	DARTMOUTH AVE	COBBLESTONE DR	89600	C3C	D	38,430	4D	22,000	0.572	C	4D	24,300	0.632	C

SegID	OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV 2025	Lanes 2025	AADT 2025	V/MSV 2025	LOS 2025	Lanes 2030	AADT 2030	V/MSV 2030	LOS 2030
2310.1	COUNTY LINE RD	COBBLESTONE DR	EAST OF COBBLESTONE DR	89600	C3C	D	21,645	2U	22,000	1.016	F	2U	24,300	1.123	F
2310.2	COUNTY LINE RD	EAST OF COBBLESTONE DR	WATERFALL DR	82015	C3C	D	21,645	2U	20,900	0.966	D	2U	22,600	1.044	F
2320.3	COUNTY LINE RD	WATERFALL DR	1/4 MI W OF MARINER	89602	C3C	D	20,615	2U	23,500	1.140	F	2U	26,300	1.276	F
2320.4	COUNTY LINE RD	1/4 MI W OF MARINER	MARINER BLVD	89602	C3C	D	20,615	2U	23,500	1.140	F	2U	26,300	1.276	F
2330.1	COUNTY LINE RD	MARINER BLVD	1/4 MI E OF MARINER	89602	C3C	D	21,645	2U	23,500	1.086	F	2U	26,300	1.215	F
2330.2	COUNTY LINE RD	1/4 MI E OF MARINER	FARNSWORTH BLVD	89602	C2	D	20,615	2U	23,500	1.140	F	2U	26,300	1.276	F
2330.3	COUNTY LINE RD	FARNSWORTH BLVD	LINDEN DR	89602	C3C	D	14,000	2U	23,500	1.679	E	2U	26,300	1.879	E
2340.1	COUNTY LINE RD	LINDEN DR	OAK CHASE BLVD	89602	C3C	D	21,645	2U	23,500	1.086	F	2U	26,300	1.215	F
2340.2	COUNTY LINE RD	OAK CHASE BLVD	ANDERSON SNOW RD	89602	C2	D	55,700	4D	23,500	0.422	B	4D	26,300	0.472	B
2350.3	COUNTY LINE RD	ANDERSON SNOW RD	N SUNCOAST PKWY (SB RAMP)	82020	C2	D	55,700	4D	8,200	0.147	B	4D	8,400	0.151	B
2355.6	COUNTY LINE RD	N SUNCOAST PKWY (NB RAMP)	AYERS RD	82020	C2	D	55,700	4D	8,200	0.147	B	4D	8,400	0.151	B
11060	CROOM RD	BROAD ST (US41/SR45)	MCINTYRE RD	89025	C2	D	14,000	2U	3,500	0.250	B	2U	3,500	0.250	B
11070	CROOM RD	MCINTYRE RD	YONTZ RD EXT	89619	C2	D	14,000	2U	2,200	0.157	B	2U	2,700	0.193	B
11080	CROOM RD	YONTZ RD EXT	WEATHERLY RD	89619	C2	D	14,000	2U	2,200	0.157	B	2U	2,700	0.193	B
11090	CROOM RD	WEATHERLY RD	ALCOTT RD	89619	C2	D	14,000	2U	2,200	0.157	B	2U	2,700	0.193	B
11100	CROOM RD	ALCOTT RD	WITHROW RD	89619	C2	D	14,000	2U	2,200	0.157	B	2U	2,700	0.193	B
11110.1	CROOM RD	WITHROW RD	NEW ROAD	89619	C2	D	14,000	2U	2,200	0.157	B	2U	2,700	0.193	B
11110.2	CROOM RD	NEW ROAD	CROOM RITAL RD	89619	C2	D	14,000	2U	2,200	0.157	B	2U	2,700	0.193	B
6910.3	CROOM RITAL RD	CORTEZ BLVD (SR50)	1200 FT S OF I-75	89003	C2	D	14,000	2U	800	0.057	B	2U	900	0.064	B
6910.4	CROOM RITAL RD	1200 FT S OF I-75	CROOM RD	89003	C2	D	14,000	2U	800	0.057	B	2U	900	0.064	B
10390	CULBREATH RD	PASCO COUNTY LINE	AYERS RD	89029	C2	D	14,000	2U	10,700	0.764	D	2U	16,400	1.171	E
10400	CULBREATH RD	AYERS RD	POWELL RD	89029	C2	D	14,000	2U	10,700	0.764	D	2U	16,400	1.171	E
8070	DALY RD	CROOM RD	LAKE LINDSEY RD	89022	C2	D	14,000	2U	4,700	0.336	C	2U	6,100	0.436	C
10415	DELTONA BLVD	SPRING HILL DR	ABELINE RD	89603	C3R	D	16,800	2D	15,400	0.917	D	2D	17,300	1.030	F
10420	DELTONA BLVD	ABELINE RD	FOREST OAKS BLVD	89603	C3R	D	16,800	2D	15,400	0.917	D	2D	17,300	1.030	F
10430	DELTONA BLVD	FOREST OAKS BLVD	NORTHCLIFFE BLVD	82003	C3R	D	27,975	4D	18,500	0.661	C	4D	20,700	0.740	C
10440	DELTONA BLVD	NORTHCLIFFE BLVD	ELGIN BLVD	82003	C3R	D	16,800	2U	18,500	1.101	F	2U	20,700	1.232	F
10450	DELTONA BLVD	ELGIN BLVD	CORTEZ BLVD (SR50)	82003	C3R	D	16,800	2U	18,500	1.101	F	2U	20,700	1.232	F
2805	ELGIN AVE	DELTONA BLVD	MARINER BLVD	89613	C3R	C	14,700	2U	1,400	0.095	C	2U	1,600	0.109	C
2810	ELGIN BLVD/POWELL RD	MARINER BLVD	LANDOVER RD	82014	C3R	C	25,725	4D	17,700	0.688	C	4D	20,500	0.797	C
2813.1	ELGIN BLVD/POWELL RD	LANDOVER RD	TANNER RD	82014	C3R	C	25,725	4D	17,700	0.688	C	4D	20,500	0.797	C
2813.2	ELGIN BLVD/POWELL RD	TANNER RD	LAUREN DR	82014	C3R	C	25,725	4D	17,700	0.688	C	4D	20,500	0.797	C
2816	ELGIN BLVD/POWELL RD	LAUREN DR	FENIAN DR	82014	C3R	C	25,725	4D	17,700	0.688	C	4D	20,500	0.797	C
2819.1	ELGIN BLVD/POWELL RD	FENIAN DR	STERLING HILL BLVD	82014	C3R	C	25,725	4D	17,700	0.688	C	4D	20,500	0.797	C
2819.2	ELGIN BLVD/POWELL RD	STERLING HILL BLVD	BARCLAY RD	82014	C3C	C	23,025	4D	17,700	0.769	C	4D	20,500	0.890	C
2910.1	EMERSON RD	POWELL RD	URBAN BOUNDARY	89029	C2	D	14,000	2U	10,700	0.764	D	2U	16,400	1.171	E
2910.2	EMERSON RD	URBAN BOUNDARY	CORTEZ BLVD (SR50)	82024	C2	D	14,000	2U	2,800	0.200	B	2U	3,100	0.221	B
2920	EMERSON RD	CORTEZ BLVD (SR50)	JEFFERSON ST (SR50)	82024	C2	D	14,000	2U	2,800	0.200	B	2U	3,100	0.221	B
8090.1	FOREST OAKS BLVD	US19 (SR55)	W OF FOREST VILLAS CIR	82004	C3C	D	27,450	4D	9,700	0.353	C	4D	11,100	0.404	C
8090.2	FOREST OAKS BLVD	W OF FOREST VILLAS CIR	DELTONA BLVD	82004	C3R	D	16,800	2U	9,700	0.577	C	2U	11,100	0.661	C
20060	FORT DADE AVE	WISCON RD	CORTEZ BLVD (SR50)	20060	C3R	D	21,280	2U	2,700	0.127	C	2U	2,900	0.136	C
3010.1	FORT DADE AVE	CORTEZ BLVD (SR50)	RESTER DR	82027	C2	D	14,000	2U	4,500	0.321	B	2U	6,100	0.436	C

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3010.2	FORT DADE AVE	RESTER DR	CITRUS WAY	82027	C2	D	14,000	2U	4,500	0.321	B	2U	6,100	0.436	C
3020.3	FORT DADE AVE	CITRUS WAY	KOCHER DR	89039	C2	D	14,000	2U	2,900	0.207	B	2U	3,600	0.257	B
3020.4	FORT DADE AVE	KOCHER DR	COBB RD	89039	C2	D	14,000	2U	2,900	0.207	B	2U	3,600	0.257	B
3030	FORT DADE AVE	COBB RD	PONCE DE LEON BLVD (US98/SR700)	89037	C3R	D	16,800	2U	1,800	0.107	C	2U	2,200	0.131	C
3040.1	FORT DADE AVE	PONCE DE LEON BLVD (US98)	JASMINE DR	85015	C2T	D	14,400	2U	12,200	0.847	D	<b>2U</b>	<b>14,900</b>	<b>1.035</b>	<b>F</b>
3040.2	FORT DADE AVE	JASMINE DR	HOWELL AVE	85015	C2T	D	14,130	2U	12,200	0.863	D	<b>2U</b>	<b>14,900</b>	<b>1.035</b>	<b>F</b>
3060	FULTON AVE	NIGHTWALKER RD	FURLEY AVE	3060	C3R	D	16,800	2U	2,600	0.155	C	2U	2,900	0.173	C
1120.1	HAYMAN RD	CULBREATH RD	HAYMAN RD EXT	89018	C2	D	14,000	2U	11,100	0.793	D	<b>2U</b>	<b>17,100</b>	<b>1.221</b>	<b>E</b>
1120.2	HAYMAN RD	HAYMAN RD EXT	FAIR FORTUNE LN	89018	C2	D	14,000	2U	11,100	0.793	D	<b>2U</b>	<b>17,100</b>	<b>1.221</b>	<b>E</b>
3110.6	HEXAM RD	SUNSHINE GROVE RD	SUNSHINE GROVE RD (N)	89606	C2	D	14,000	2U	8,000	0.571	C	2U	10,300	0.736	D
3110.7	HEXAM RD	SUNSHINE GROVE RD (N)	US19 (SR55)	89606	C2	D	14,000	2U	8,000	0.571	C	2U	10,300	0.736	D
3210	HICKORY HILL RD	SPRING LAKE HWY	BASEBALL POND RD	89016	C2	D	14,000	2U	600	0.043	B	2U	800	0.057	B
20290.2	HORSE LAKE RD	WISCON RD	CORTEZ BLVD BYPASS (SR50)	89013	C2	C	8,200	2U	1,000	0.122	B	2U	1,100	0.134	B
3310	HOWELL AVE	FORT DADE AVE	YONTZ RD	82001	C2T	D	14,400	2U	5,100	0.354	C	2U	6,700	0.465	C
3315	HOWELL AVE	YONTZ RD	BROAD ST (US41/SR45)	82001	C2	D	14,000	2U	5,100	0.364	C	2U	6,700	0.479	C
10460	I-75 (SR93)	PASCO COUNTY LINE	POWERLINE RD	40094	C2T	C	86,600	6F	70,000	0.808	C	<b>6F</b>	<b>94,000</b>	<b>1.085</b>	<b>D</b>
6	I-75 (SR93)	POWERLINE RD	CORTEZ BLVD (SR50)	40094	C2T	C	86,600	6F	70,000	0.808	C	<b>6F</b>	<b>94,000</b>	<b>1.085</b>	<b>D</b>
10480	I-75 (SR93)	CORTEZ BLVD (SR50)	1 MILE NORTH OF CORTEZ BLVD	80037	C2T	C	86,600	6F	68,300	0.789	C	<b>6F</b>	<b>90,300</b>	<b>1.043</b>	<b>D</b>
10490	I-75 (SR93)	1 MILE NORTH OF CORTEZ BLVD	SUMTER COUNTY LINE	80037	C2T	C	86,600	6F	68,300	0.789	C	<b>6F</b>	<b>90,300</b>	<b>1.043</b>	<b>D</b>
20420.1	JACQUELINE RD	WEeping WILLOW ST	MARINER BLVD (CR587)	20420.1	C3C	D	16,275	2U	3,500	0.215	C	2U	3,900	0.240	C
20420.2	JACQUELINE RD	MARINER BLVD (CR587)	SUNSHINE GROVE RD	20420.2	C3C	D	21,645	2U	3,500	0.162	C	2U	3,900	0.180	C
3480	JASMINE DR	JEFFERSON ST (SR50)	MONDON HILL RD	89014	C2	D	14,000	2U	7,100	0.507	C	2U	10,100	0.721	D
3510	JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR700)	80020	C3C	C	15,260	2U	9,900	0.649	C	2U	9,900	0.649	C
3520	JEFFERSON ST (SR50A)	PONCE DE LEON BLVD (US98/SR700)	MILDRED AVE	85015	C2T	C	13,800	2D	12,200	0.884	C	<b>2D</b>	<b>14,900</b>	<b>1.080</b>	<b>D</b>
3530	JEFFERSON ST (SR50A)	MILDRED AVE	BROAD ST (US41/SR45)	85012	C2T	C	13,735	2O	11,500	0.837	C	2U	13,500	0.932	C
3545	JEFFERSON ST (SR50A)	BROAD ST (US41/SR45)	MLK BLVD	85009	C3C	C	14,535	2U	14,300	0.984	C	<b>2U</b>	<b>19,500</b>	<b>1.342</b>	<b>D</b>
3550	JEFFERSON ST (SR50A)	MLK BLVD	EMERSON RD (CR581)	80026	C3C	C	14,535	<b>2U</b>	<b>16,600</b>	<b>1.142</b>	<b>D</b>	<b>2U</b>	<b>20,700</b>	<b>1.424</b>	<b>F</b>
3570.1	KETTERING RD	POWERLINE RD	DASHBACH RD	89004	C2	D	14,000	2U	2,800	0.200	B	2U	3,200	0.229	B
3570.2	KETTERING RD	DASHBACH RD	CORTEZ BLVD (SR50)	89004	C2	D	14,000	4D	2,800	0.200	B	4D	3,200	0.057	B
3610	LAKE LINDSEY RD	CITRUS WAY	PONCE DE LEON BLVD (US98/SR700)	89021	C2	D	14,000	2U	2,000	0.143	B	2U	2,800	0.200	B
3620	LAKE LINDSEY RD	PONCE DE LEON BLVD (US98/SR700)	OLD CRYSTAL RIVER	89020	C2	D	14,000	2U	2,100	0.150	B	2U	3,100	0.221	B
3625	LAKE LINDSEY RD	OLD CRYSTAL RIVER	SNOW MEMORIAL HWY	89020	C2	D	14,000	2U	2,100	0.150	B	2U	3,100	0.221	B
3630	LAKE LINDSEY RD	SNOW MEMORIAL HWY	BROAD ST (US41/SR45)	89020	C2	D	14,000	2U	2,100	0.150	B	2U	3,100	0.221	B
3640	LAKE LINDSEY RD	BROAD ST (US41/SR45)	DALY RD	89020	C2	D	14,000	2U	2,100	0.150	B	2U	3,100	0.221	B
3643	LAKE LINDSEY RD	DALY RD	LINGLE RD	89022	C2	D	14,000	2U	4,700	0.336	C	2U	6,100	0.436	C
3650	LAKE LINDSEY RD	LINGLE RD	NOBLETON - CROOM RD	89022	C2	D	14,000	2U	4,700	0.336	C	2U	6,100	0.436	C
3660	LAKE LINDSEY RD	NOBLETON - CROOM RD	SUMTER COUNTY	89022	C2	D	14,000	2U	4,700	0.336	C	2U	6,100	0.436	C
20210.1	LANDOVER BLVD	ELGIN AVE	NORTHCLIFFE BLVD	20210.1	C3R	D	21,280	2U	9,700	0.456	C	2U	10,700	0.503	C
20210	LANDOVER BLVD	NORTHCLIFFE BLVD	S. MARINER BLVD (CR587)	20210	C3R	D	21,280	2U	9,700	0.456	C	2U	10,700	0.503	C
20545.1	LANDOVER BLVD	S. MARINER BLVD (CR587)	ELGIN BLVD	20545.1	C3R	D	21,280	2U	9,700	0.456	C	2U	10,700	0.503	C
20545.2	LANDOVER BLVD	ELGIN BLVD	N. MARINER BLVD (CR587)	20545.2	C3R	D	21,280	2U	9,700	0.456	C	2U	10,700	0.503	C
11120	LINDEN DR	COUNTY LINE RD	ORIANA DR	82004	C3R	D	21,280	2U	9,700	0.456	C	2U	11,100	0.522	C

SegID	OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV 2025	Lanes 2025	AADT 2025	V/MSV 2025	LOS 2025	Lanes 2030	AADT 2030	V/MSV 2030	LOS 2030
11130	LINDEN DR	ORIANA DR	CORONADO DR	82004	C3R	D	21,280	2U	9,700	0.456	C	2U	11,100	0.522	C
11140	LINDEN DR	CORONADO DR	SPRING HILL DR	82004	C3R	D	21,280	2U	9,700	0.456	C	2U	11,100	0.522	C
11150	LINDEN DR	SPRING HILL DR	MARINER BLVD (CR587)	82004	C3R	D	21,280	2U	9,700	0.456	C	2U	11,100	0.522	C
20200	LINDEN DR	MARINER BLVD (CR587)	SPRING HILL DR (W)	82004	C3R	D	21,280	2U	9,700	0.456	C	2U	11,100	0.522	C
3810	LINGLE RD	LAKE LINDSEY RD	CITRUS COUNTY LINE	89022	C2	D	14,000	2U	4,700	0.336	C	2U	6,100	0.436	C
11220	LOCKHART RD	MYERS RD	POWERLINE RD	89006	C2	D	14,000	2U	1,300	0.093	B	2U	1,500	0.107	B
11250.3	LOCKHART RD	I-75 (SR93)	DASHBACH RD	89006	C2	D	14,000	2U	1,300	0.093	B	2U	1,500	0.107	B
11250.4	LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR50)	89006	C2	D	14,000	2U	1,300	0.093	B	2U	1,500	0.107	B
10500	MAIN ST	CORTEZ BLVD (SR50)	MLK	89029	C3C	D	20,615	2U	10,700	0.519	C	2U	16,400	0.796	D
10510	MAIN ST	CR 490 (HOMOSASSA TRAIL)	BROAD ST (US41/SR45)	89029	C2T	D	18,000	2U	10,700	0.594	C	2U	16,400	0.911	D
10530	MAIN ST	S.R. 44	SOUTHERN ST	82001	C2T	D	18,000	2U	5,100	0.283	C	2U	6,700	0.372	C
10540.1	MARINER BLVD (CR587)	COUNTY LINE RD	QUALITY DR	82019	C3C	D	27,450	4D	25,500	0.929	D	4D	28,200	1.027	F
10540.3	MARINER BLVD (CR587)	QUALITY DR	FAIRCHILD RD	82019	C3C	D	38,430	4D	25,500	0.664	C	4D	28,200	0.734	C
10540.4	MARINER BLVD (CR587)	FAIRCHILD RD	AUDIE BROOK DR	82019	C3R	D	39,165	4D	25,500	0.651	C	4D	28,200	0.720	C
10550.1	MARINER BLVD (CR587)	AUDIE BROOK DR	HENDERSON ST	82019	C3C	D	27,450	4D	25,500	0.929	D	4D	28,200	1.027	F
10550.2	MARINER BLVD (CR587)	HENDERSON ST	SPRING HILL DR	82019	C3C	D	38,430	4D	25,500	0.664	C	4D	28,200	0.734	C
10560	MARINER BLVD (CR587)	SPRING HILL DR	LINDEN DR	82002	C3C	D	36,600	4D	31,800	0.869	D	4D	40,000	1.093	F
10570	MARINER BLVD (CR587)	LINDEN DR	LANDOVER RD	82002	C3C	D	38,430	4D	31,800	0.827	C	4D	40,000	1.041	F
10580	MARINER BLVD (CR587)	LANDOVER RD	NORTHCLIFFE BLVD	82002	C3C	D	38,430	4D	31,800	0.827	C	4D	40,000	1.041	F
10590	MARINER BLVD (CR587)	NORTHCLIFFE BLVD	AUGUSTINE RD	89015	C3C	D	27,450	4D	26,900	0.980	D	4D	32,400	1.180	F
10600	MARINER BLVD (CR587)	AUGUSTINE RD	ELGIN BLVD	89015	C3R	D	27,975	4D	26,900	0.962	D	4D	32,400	1.158	F
10610.1	MARINER BLVD (CR587)	ELGIN BLVD	SAMS CLUB RD	89015	C3R	D	27,975	4D	26,900	0.962	D	4D	32,400	1.158	F
10610.2	MARINER BLVD (CR587)	SAMS CLUB RD	CORTEZ BLVD (SR50)	89015	C3C	D	36,600	4D	26,900	0.735	C	4D	32,400	0.885	D
3980	MCINTYRE RD	MONDON HILL RD	CROOM RD	82021	C2	D	14,000	2U	2,400	0.171	B	2U	3,100	0.221	B
4010	MCKETHAN RD (US98/SR700)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	80023	C2	C	8,200	2U	8,000	0.976	C	2U	10,100	1.232	D
1333	MILDRED AVE (SR45/SR700/SR50A)	BROAD ST (US41/SR45)	JEFFERSON ST (SR50)	85311	C3C	D	16,470	2U	12,200	0.741	C	2U	15,500	0.952	D
10790	MLK	BROAD ST (US41/SR45)	MAIN ST	82008	C3C	C	15,260	2U	5,500	0.360	C	2U	6,000	0.393	C
10800	MLK	MAIN ST	JEFFERSON ST (SR50A)	89030	C3C	C	15,260	2U	6,800	0.446	C	2U	7,900	0.518	C
4100	MONDON HILL RD	JASMINE DR	GOOD NEIGHBOR TRL	82006	C2	D	14,000	2U	2,700	0.193	B	2U	3,600	0.257	B
4110	MONDON HILL RD	GOOD NEIGHBOR TRL	MCINTYRE RD	82006	C2	D	14,000	2U	2,700	0.193	B	2U	3,600	0.257	B
4117	MONDON HILL RD	WEATHERLY RD	POPIEL RD	82006	C2	D	14,000	2U	2,700	0.193	B	2U	3,600	0.257	B
4120	MONDON HILL RD	POPIEL RD	CORTEZ BLVD (SR50)	82006	C2	D	14,000	2U	2,700	0.193	B	2U	3,600	0.257	B
6710	MYERS RD	PASCO COUNTY LINE	CHURCH RD	6710	C2	D	14,000	2U	400	0.029	B	2U	500	0.036	B
4210	NIGHTWALKER RD	CORTEZ BLVD (SR50)	RIDGE RD	82022	C3R	D	16,800	2U	8,600	0.512	C	2U	9,900	0.589	C
20310	NIGHTWALKER RD	RIDGE RD	FULTON AVE	82022	C3R	D	16,800	2U	8,600	0.512	C	2U	9,900	0.589	C
6920	NOBLETON - CROOM RD	CROOM RD	LAKE LINDSEY RD	89003	C2	D	14,000	2U	800	0.057	B	2U	900	0.064	B
4310	NORTHCLIFFE BLVD	US19 (SR55)	DELTONA BLVD	82002	C3R	D	37,300	4D	31,800	0.853	C	4D	40,000	1.072	F
4320.5	NORTHCLIFFE BLVD	DELTONA BLVD	CENTURY DR	82002	C3R	D	37,300	4D	31,800	0.853	C	4D	40,000	1.072	F
4320.6	NORTHCLIFFE BLVD	CENTURY DR	AZORA RD	82002	C3R	D	37,300	4D	31,800	0.853	C	4D	40,000	1.072	F
4320.4	NORTHCLIFFE BLVD	AZORA RD	PORTILLO RD	82002	C3R	D	39,165	4D	31,800	0.812	C	4D	40,000	1.021	F
4330	NORTHCLIFFE BLVD	PORTILLO RD	MARINER BLVD	82002	C3C	D	27,450	4D	31,800	1.158	F	4D	40,000	1.457	F
4410.1	OSOWAW BLVD (CR595)	PASCO COUNTY LINE	1600 FT N OF ALOHA LN	89040	C1	D	14,000	2U	1,900	0.136	B	2U	2,300	0.164	B

SegID	OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV 2025	Lanes 2025	AADT 2025	V/MSV 2025	LOS 2025	Lanes 2030	AADT 2030	V/MSV 2030	LOS 2030
4410.2	OSOWAW BLVD (CR595)	1600 FT N OF ALOHA LN	SHOAL LINE BLVD	89040	C1	D	14,000	2U	1,900	0.136	B	2U	2,300	0.164	B
4420	OSOWAW BLVD (CR595)	SHOAL LINE BLVD	US19 (SR55)	89006	C2	D	14,000	2U	1,300	0.093	B	2U	1,500	0.107	B
4510.1	PINE ISLAND DR	CORTEZ BLVD (SR50)	1500 FT S OF PALOMINO DR	89041	C2	D	14,000	2U	1,200	0.086	B	2U	1,500	0.107	B
10615	PONCE DE LEON BLVD (US98/SR700)	BROAD ST (US41/SR45)	FORT DADE AVE	85016	C2T	C	11,040	2U	10,000	0.906	C	<b>2U</b>	<b>14,000</b>	<b>1.268</b>	<b>D</b>
10630.1	PONCE DE LEON BLVD (US98/SR700)	FORT DADE AVE	OLD HAMMOCK RD	85017	C3C	C	11,475	<b>2D</b>	<b>13,400</b>	<b>1.168</b>	<b>D</b>	<b>2D</b>	<b>17,100</b>	<b>1.490</b>	<b>F</b>
10630.2	PONCE DE LEON BLVD (US98/SR700)	OLD HAMMOCK RD	NORTH OF YONTZ RD	85017	C3C	C	45,800	4D	13,400	0.293	B	<b>4D</b>	<b>17,100</b>	<b>2.085</b>	<b>E</b>
10630.3	PONCE DE LEON BLVD (US98/SR700)	NORTH OF YONTZ RD	LAKE LINDSEY RD	85017	C3C	C	8,200	<b>2D</b>	<b>13,400</b>	<b>1.634</b>	<b>D</b>	<b>2D</b>	<b>17,100</b>	<b>2.085</b>	<b>E</b>
10660	PONCE DE LEON BLVD (US98/SR700)	LAKE LINDSEY RD	BRITTLE RD	80011	C2	C	8,200	<b>2U</b>	<b>8,300</b>	<b>1.012</b>	<b>D</b>	<b>2U</b>	<b>11,100</b>	<b>1.354</b>	<b>D</b>
10670.6	PONCE DE LEON BLVD (US98/SR700)	BRITTLE RD	LANDFILL RD	80033	C2	C	8,200	2U	5,700	0.695	C	2U	6,300	0.768	C
10670.8	PONCE DE LEON BLVD (US98/SR700)	LANDFILL RD	CITRUS COUNTY LINE	80033	C2	C	8,200	4D	5,700	0.695	C	4D	6,300	0.138	B
2820	POWELL RD	BARCLAY AVE	CALIFORNIA ST	82014	C3R	D	21,280	2U	17,700	0.832	C	2U	20,500	0.963	D
2830	POWELL RD	CALIFORNIA ST	BROAD ST (US41/SR45)	82014	C2	D	14,000	<b>2U</b>	<b>17,700</b>	<b>1.264</b>	<b>E</b>	<b>2U</b>	<b>20,500</b>	<b>1.464</b>	<b>E</b>
2840.4	POWELL RD	BROAD ST (US41/SR45)	URBAN BOUNDARY	82007	C2	D	14,000	2U	8,100	0.579	C	2U	9,400	0.671	D
2840.5	POWELL RD	URBAN BOUNDARY	CULBREATH RD	82007	C2	D	14,000	2U	8,100	0.579	C	2U	9,400	0.671	D
2850	POWELL RD	CULBREATH RD	EMERSON RD	89029	C2	D	14,000	2U	10,700	0.764	D	<b>2U</b>	<b>16,400</b>	<b>1.171</b>	<b>E</b>
2860	POWELL RD	EMERSON RD	CEDAR LN	89029	C2	D	14,000	2U	10,700	0.764	D	<b>2U</b>	<b>16,400</b>	<b>1.171</b>	<b>E</b>
2870	POWELL RD	CEDAR LN	SPRING LAKE HWY	82007	C2	D	14,000	2U	8,100	0.579	C	2U	9,400	0.671	D
4910	RIDGE RD	US19 (SR55)	NIGHTWALKER RD	82022	C3R	D	16,800	2U	8,600	0.512	C	2U	9,900	0.589	C
5110.3	SHOAL LINE BLVD	URBAN BOUNDARY	COFER RD	89036	C2	D	14,000	2U	7,400	0.529	C	2U	8,100	0.579	C
5110.4	SHOAL LINE BLVD	COFER RD	CORTEZ BLVD (SR50)	89036	C2	D	14,000	2U	7,400	0.529	C	2U	8,100	0.579	C
5110.1	SHOAL LINE BLVD	OSOWAW BLVD	URBAN BOUNDARY	89036	C2	D	14,000	2U	7,400	0.529	C	2U	8,100	0.579	C
10700.1	SNOW MEMORIAL HWY	BROAD ST (US41/SR45)	900 FT S OF LAKE VILLAGE LN	89031	C2	D	14,000	2U	4,700	0.336	C	2U	6,400	0.457	C
10700.2	SNOW MEMORIAL HWY	900 FT S OF LAKE VILLAGE LN	LAKE LINDSEY RD (S)	89031	C2	D	14,000	2U	4,700	0.336	C	2U	6,400	0.457	C
10710	SNOW MEMORIAL HWY	LAKE LINDSEY RD (S)	LAKE LINDSEY RD (N)	89031	C2	D	14,000	2U	4,700	0.336	C	2U	6,400	0.457	C
10720	SNOW MEMORIAL HWY	LAKE LINDSEY RD (N)	CITRUS COUNTY LINE	89032	C2	D	14,000	2U	4,700	0.336	C	2U	6,400	0.457	C
5400	SPRING HILL DR	US19 (SR55)	KENLAKE AVE	82013	C3C	D	38,430	4D	25,300	0.658	C	4D	32,700	0.851	D
5402	SPRING HILL DR	KENLAKE AVE	TREE HAVEN DR	82013	C3R	D	29,375	4D	25,300	0.861	C	<b>4D</b>	<b>32,700</b>	<b>1.113</b>	<b>F</b>
5405	SPRING HILL DR	TREE HAVEN DR	PINEHURST DR (W)	82013	C3R	D	27,975	4D	25,300	0.904	C	<b>4D</b>	<b>32,700</b>	<b>1.169</b>	<b>F</b>
5407	SPRING HILL DR	PINEHURST DR (W)	PINEHURST DR (E)	82013	C3R	D	39,165	4D	25,300	0.646	C	4D	32,700	0.835	C
5410	SPRING HILL DR	PINEHURST DR (E)	DELTONA BLVD	82013	C3C	D	28,825	4D	25,300	0.878	D	<b>4D</b>	<b>32,700</b>	<b>1.135</b>	<b>F</b>
5415	SPRING HILL DR	DELTONA BLVD	WATERFALL DR	82013	C3C	D	38,430	4D	25,300	0.658	C	4D	32,700	0.851	D
5420	SPRING HILL DR	WATERFALL DR	MARINER BLVD	82013	C3C	D	27,450	4D	25,300	0.922	D	<b>4D</b>	<b>32,700</b>	<b>1.191</b>	<b>F</b>
5425	SPRING HILL DR	MARINER BLVD	FENTRESS CT	82013	C3C	D	36,600	4D	25,300	0.691	C	4D	32,700	0.893	D
5430.1	SPRING HILL DR	FENTRESS CT	GLENRIDGE DR	82013	C3C	D	38,430	4D	25,300	0.658	C	4D	32,700	0.851	D
5430.2	SPRING HILL DR	GLENRIDGE DR	LINDEN DR (W)	82013	C3C	D	36,600	4D	25,300	0.691	C	4D	32,700	0.893	D
5435.1	SPRING HILL DR	LINDEN DR (W)	CORONADO DR	82013	C3C	D	36,600	4D	25,300	0.691	C	4D	32,700	0.893	D
5435.2	SPRING HILL DR	CORONADO DR	BARCLAY AVE	82013	C3C	D	27,450	4D	25,300	0.922	D	<b>4D</b>	<b>32,700</b>	<b>1.191</b>	<b>F</b>
5440.5	SPRING HILL DR	BARCLAY AVE	N SUNCOAST PKWY (NB RAMPS)	82013	C3C	D	36,600	4D	25,300	0.691	C	4D	32,700	0.893	D
5440.4	SPRING HILL DR	N SUNCOAST PKWY (SB RAMPS)	SPRING PARK WAY	82017	C3C	D	27,450	4D	21,400	0.780	C	4D	23,700	0.863	D
5443	SPRING HILL DR	SPRING PARK WAY	CALIFORNIA ST	82017	C3C	D	36,600	4D	21,400	0.585	C	4D	23,700	0.648	C
5445	SPRING HILL DR	CALIFORNIA ST	BROAD ST (US41/SR45)	89005	C3C	D	27,450	4D	16,300	0.594	C	4D	19,900	0.725	C
10730	SPRING LAKE HWY	PASCO COUNTY LINE	CHURCH RD	82023	C2	D	14,000	2U	6,100	0.436	C	2U	7,600	0.543	C

SegID	OnStreet	FromStreet	ToStreet	Count Station	Context Class	LOS Std	MSV 2025	Lanes 2025	AADT 2025	V/MSV 2025	LOS 2025	Lanes 2030	AADT 2030	V/MSV 2030	LOS 2030
10740	SPRING LAKE HWY	CHURCH RD	AYERS RD EXT	82023	C2	D	14,000	2U	6,100	0.436	C	2U	7,600	0.543	C
10750	SPRING LAKE HWY	AYERS RD EXT	AYERS/HAYMAN RD	82023	C2	D	14,000	2U	6,100	0.436	C	2U	7,600	0.543	C
10760	SPRING LAKE HWY	AYERS/HAYMAN RD	HICKORY HILL RD	82023	C2	D	14,000	2U	6,100	0.436	C	2U	7,600	0.543	C
10770	SPRING LAKE HWY	HICKORY HILL RD	POWELL RD	82023	C2	D	14,000	2U	6,100	0.436	C	2U	7,600	0.543	C
10780	SPRING LAKE HWY	POWELL RD	CORTEZ BLVD (SR50)	82023	C2	D	14,000	2U	6,100	0.436	C	2U	7,600	0.543	C
11260	SUNCOAST PKWY (SR589)	COUNTY LINE RD	CITRUS COUNTY LINE	970400	C3R	D	82,200	4F	28,000	0.341	B	4F	40,600	0.494	B
11160	SUNSHINE GROVE RD	CORTEZ BLVD (SR50)	HARRISON ST	82025	C3C	D	27,450	4D	15,900	0.579	C	4D	18,800	0.685	C
11170.1	SUNSHINE GROVE RD	HARRISON ST	KEN AUSTIN PKWY	82025	C2	D	55,700	4D	15,900	0.285	B	4D	18,800	0.338	B
11170.2	SUNSHINE GROVE RD	KEN AUSTIN PKWY	HEXAM RD	82025	C2	D	14,000	<b>2U</b>	<b>15,900</b>	<b>1.136</b>	<b>E</b>	<b>2U</b>	<b>18,800</b>	<b>1.343</b>	<b>E</b>
11180	SUNSHINE GROVE RD	HEXAM RD	CENTRALIA RD	89017	C2	C	8,200	2U	4,200	0.512	B	2U	5,900	0.720	C
5710	THRASHER AVE	US19 (SR55)	MT SPARROW RD	5710	C2	D	14,000	2U	1,300	0.093	B	2U	1,400	0.100	B
5720	THRASHER AVE	MT SPARROW RD	DOWNY WOODPECKER RD	5720	C2	D	14,000	2U	1,300	0.093	B	2U	1,400	0.100	B
10810	TREIMAN BLVD (US301/SR35)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	80008	C2	C	8,200	2U	7,900	0.963	C	4D	9,300	0.203	B
10820	TREIMAN BLVD (US301/SR35)	CORTEZ BLVD (SR50)	SUMTER COUNTY LINE	85307	C3R	C	19,550	2U	6,400	0.327	C	2U	8,600	0.440	C
10840.1	US19 (SR55)	COUNTY LINE RD	HUNTERS LAKE RD	85300	C3C	C	50,085	6D	43,400	0.867	C	6D	47,900	0.956	C
10840.2	US19 (SR55)	HUNTERS LAKE RD	PINE FOREST DR	85300	C3C	C	50,085	6D	43,400	0.867	C	6D	47,900	0.956	C
10870.3	US19 (SR55)	PINE FOREST DR	SEALAWN DR	80036	C3C	C	50,085	6D	43,900	0.877	C	6D	48,500	0.968	C
10870.4	US19 (SR55)	SEALAWN DR	BERKELEY MANOR BLVD	80036	C3C	C	47,700	6D	43,900	0.920	C	<b>6D</b>	<b>48,500</b>	<b>1.017</b>	<b>D</b>
10890.4	US19 (SR55)	BERKELEY MANOR BLVD	NORTHCLIFFE BLVD	85104	C3C	C	47,700	<b>6D</b>	<b>54,100</b>	<b>1.134</b>	<b>F</b>	<b>6D</b>	<b>61,900</b>	<b>1.298</b>	<b>F</b>
10900	US19 (SR55)	NORTHCLIFFE BLVD	CORTEZ BLVD (SR50)	80014	C3C	C	50,085	6D	41,400	0.827	C	6D	47,400	0.946	C
11000.1	US19 (SR55)	CORTEZ BLVD (SR50)	GRAND PARK DR	80283	C3R	C	32,235	4D	27,200	0.844	C	4D	30,700	0.952	C
11000.2	US19 (SR55)	GRAND PARK DR	RIDGE RD	80283	C3R	C	34,300	4D	27,200	0.793	C	4D	30,700	0.895	C
11010.1	US19 (SR55)	RIDGE RD	GLEN LAKES BLVD	80283	C3C	C	30,700	4D	27,200	0.886	C	<b>4D</b>	<b>30,700</b>	<b>1.000</b>	<b>D</b>
11010.2	US19 (SR55)	GLEN LAKES BLVD	HEXAM RD	80283	C3C	C	45,800	4D	27,200	0.594	B	4D	30,700	0.670	B
11020.1	US19 (SR55)	HEXAM RD	CENTRALIA BLVD	80045	C2	C	45,800	4D	20,300	0.443	B	4D	25,000	0.546	B
11030	US19 (SR55)	CENTRALIA RD	KNUCKEY RD	85306	C2	C	45,800	4D	13,300	0.290	B	4D	14,700	0.321	B
11040	US19 (SR55)	KNUCKEY RD	CITRUS COUNTY LINE	85306	C2	C	45,800	4D	13,300	0.290	B	4D	14,700	0.321	B
6010	WATERFALL DR	COUNTY LINE RD	SPRING HILL DR	82016	C3R	D	16,800	2U	5,400	0.321	C	2U	6,400	0.381	C
20360.1	WEeping WILLOW ST	CORTEZ BLVD (SR50)	JACQUELINE RD	20360.1	C3C	D	16,275	2U	3,000	0.184	C	2U	3,300	0.203	C
20360.2	WEeping WILLOW ST	JACQUELINE RD	MONTOUR ST	20360.2	C3R	D	16,800	2U	3,000	0.179	C	2U	3,300	0.196	C
20360.3	WEeping WILLOW ST	MONTOUR ST	STAR RD	20360.3	C2	D	14,000	2U	3,000	0.214	B	2U	3,300	0.236	B
20365.1	WEeping WILLOW ST	STAR RD	BOURASSA BLVD	20365.1	C2	D	14,000	2U	3,000	0.214	B	2U	3,300	0.236	B
20365.2	WEeping WILLOW ST	BOURASSA BLVD	HEXAM RD	20365.2	C2	D	14,000	2U	3,000	0.214	B	2U	3,300	0.236	B
6110	WISCON RD	CORTEZ BLVD (SR50)	FORT DADE AVE	82011	C3C	D	21,645	2U	12,700	0.587	C	2U	17,000	0.785	D
6115	WISCON RD	FORT DADE AVE	CALIFORNIA ST	82011	C3R	D	16,800	2U	12,700	0.756	C	<b>2U</b>	<b>17,000</b>	<b>1.012</b>	<b>F</b>
6120	WISCON RD	CALIFORNIA ST	MOBLEY RD	82011	C2	D	14,000	2U	12,700	0.907	D	<b>2U</b>	<b>17,000</b>	<b>1.214</b>	<b>E</b>

