CONGESTION MANAGEMENT PROCESS (CMP) 2025 UPDATE

Committee Meeting Briefings

April 23, 2026

METROPOLITAN PLANNING ORGANIZATION
HERNANDO / CITRUS

Today's Agenda

- Congestion Screening Methodology
- Mitigation Strategy Examples
- CMP Strategy Recommendation Review
- Next Steps

Methodology & Primary Data Sources Used

- **26** Potential Congestion 'Hot Spots' (Tier 1 Screening)
  - ✓ 2030 Volume/Capacity Ratio (TBRPM)
  - ✓ 2024 Top Recurring Bottleneck Locations (RITIS)
  - ✓ Stakeholder Feedback from November TAC Meeting

- Narrowed down to **9** Priority Locations (Tier 2 Screening)
  'Hot Spots' meet 2 of the following 3 Criteria:
  1. Roadway Segment with a 2030 V/C Ratio > 1.2
  2. Top 5 Worst Recurring Bottlenecks in Each County
  3. Locations Identified on at Least 4 Stakeholder Maps

Congestion ‘Hot Spots’

ID #	ROADWAY	FROM	TO	2030 Maximum Volume/Capacity Ratio	2024 County Bottleneck Ranking	Stakeholder Feedback (# of Maps)
HERNANDO COUNTY						
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-7	**Barclay Ave**	Elgin Blvd / Powell Rd	Spring Hill Dr	0.50	**#2, #4**	**5**
H-8	**Wiscon Road**	SR 50 (Cortez Blvd)	California Street	0.39	**#5**	**2**
CITRUS COUNTY						
C-6	**Dunnellon Road**	US 19/US 98	Chabaud Terrace	**1.23**	N/A	0
C-8	**SR 44 (Gulf to Lake Hwy)**	US 19/US98	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**
C-2	**Main St**	Grace Street (Citrus Hospital)	SR 44	**1.45**	**#7**	**5**

Mitigation Strategy Types for Consideration

Demand Management Strategies

- Providing & Promoting Transportation Alternatives
- Managing & Pricing Facilities or Parking
- Promoting Flexible Work Patterns or Regional Rideshare Programs
- Managing Land Use, Growth, & Development

Traffic Operations Strategies

- Optimizing Signal Timing
- Managing Access & Turning Movements
- Improving Traffic Incident Response/Clearance Times
- Managing School Zones & Roadway Construction
- Geometry Improvements for High Freight Activity Areas

Roadway Capacity Strategies

- Adding or Extending Turn Lanes at Intersections or High-Traffic Areas
- Constructing New Roadways
- Adding Travel Lanes to Existing Roadways
- Closing Gaps in the Roadway Network

School Congestion Strategies

- **Circulation Improvement**
  - Evaluate and optimize traffic signals around school dismissal times
  - Evaluate the street network to optimize routing to and from school sites
- **Site-Design**
  - Establish a priority parking and loading zone for carpool vehicles
  - Establish off-site waiting lots and curbing and parking zones
- **Encouragement Solutions**
  - Awareness campaign about school bus routes among eligible students
  - School Carpooling Apps (e.g. GoKid, Carpool.School, Hop Skip Drive, etc.)
- **Demand Scheduling**
- **School Transportation Working Group**

H-2: County Line Rd
Linden Drive to Oak Chase Blvd

County Line Rd from Linden Dr to Oak Chase Blvd	
County	Hernando
Segment Length	0.5 Miles
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 Truck Share	4.7%
2024 Max Travel Time Index	1.3 (WB @ 5:15pm)
Transit Service	Route 8
Crash Hot Spot	No
Non-Motorized Facilities	None
Land Use Factors	Multi-family Residential, New Development

H-2: County Line Rd
Linden Drive to Oak Chase Blvd

- County Line Road tapers from 4-lanes to 2-lanes
- Widening of County Line Road from Mariner to Suncoast (FY 2031)
- Potential interim strategies:
  - Westbound right-turn lane on Greymanor Road (Avalon West)
  - Completion of Newbridge Street West to Linden (Frontage Road)

H-3: Mariner Blvd
Northcliffe Blvd to Linden Drive

Mariner Blvd from Northcliffe Blvd to Linden Dr	
County	Hernando
Segment Length	1.1 Miles
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 Truck Share	2.5%
2024 Max Travel Time Index	1.6 (NB @ 2:15pm)
Transit Service	Route 2 (Blue)
Crash Hot Spot	Yes
Non-Motorized Facilities	Sidewalks
Land Use Factors	Schools (x2), Multi-family Residential, Shopping/Activity Centers, New Development

H-3: Mariner Blvd
Northcliffe Blvd to Linden Dr

- Bottleneck associated with school dismissal time.
  - Coordinate with schools to promote transportation options
- Intersection at Northcliffe constrained
  - Quadrant intersection using Chalmer & Lamson for NB to WB and EB to SB movements
- Monitor impacts from completion of Chalmer Street/Bay Drive to Deltona Blvd

10

H-7: Barclay Ave
Elgin Blvd / Powell Rd to Spring Hill Dr

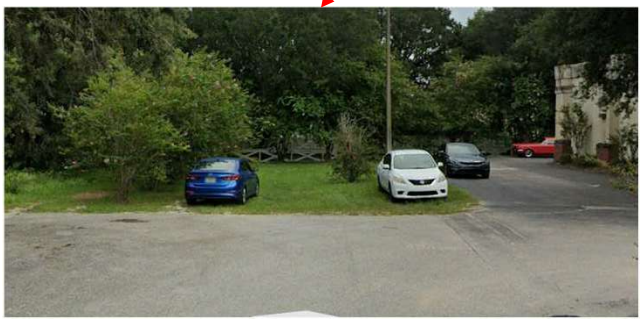
Barclay Ave from Elgin Blvd / Powell Rd to Spring Hill Dr	
County	Hernando
Segment Length	1.0 Miles
Existing # of Lanes	4 (w/ Center Turn Lane)
2030 Max Volume/Capacity Ratio	0.50
2024 County Bottleneck Rank	#2,#4
2030 Max Total Vehicle Volume	25,438
2040 Max Truck Share	2.3%
2024 Max Travel Time Index	1.6 (NB @ 7:15am)
Transit Service	Route 4 (Green)
Crash Hot Spot	No
Non-Motorized Facilities	Sidewalks
Land Use Factors	Schools (x2), Multi-family Residential, Shopping/Activity Centers, New Development

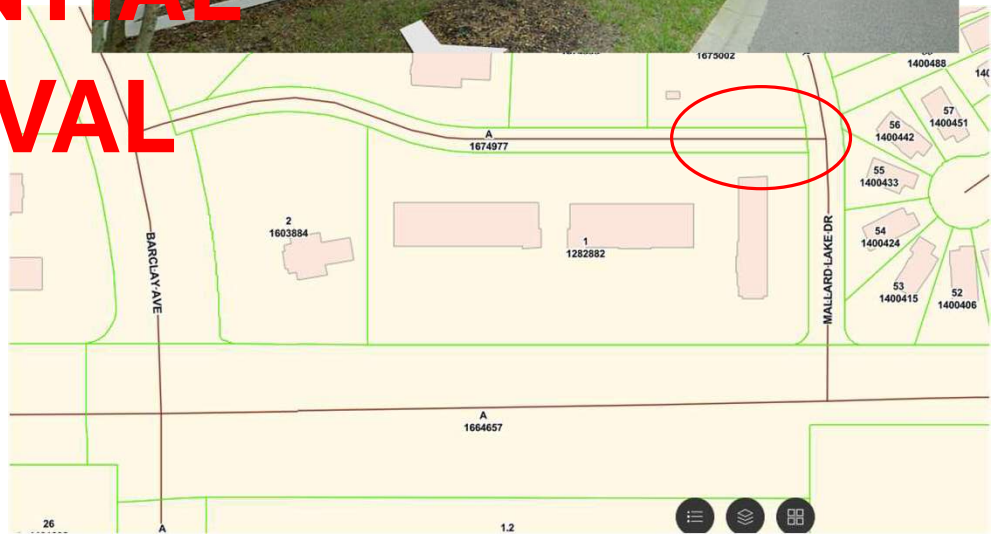
H-7: Barclay Ave
Elgin Blvd / Powell Rd to Spring Hill Dr

- Bottleneck associated with school start time.
  - Coordinate with schools to promote transportation options
- Barclay 2-lanes north of Elgin / Powell.
  - Construction additional SB storage and NB receiving lane on Barclay
  - Convert NB to EB right to shared thru/right
  - Connect Odyssey Drive to Mallard Lake Dr.
- County programmed improvements on Barclay

H-7: Barclay Ave
Elgin Blvd / Powell Rd to Spring Hill Dr

POTENTIAL REMOVAL



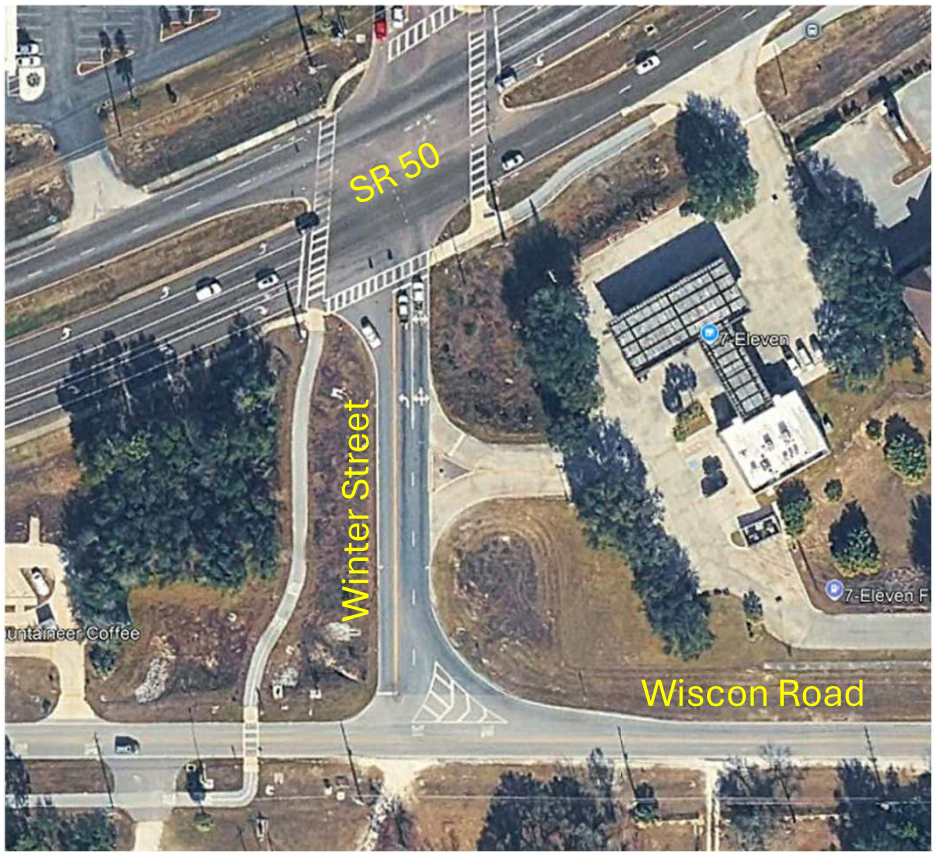


H-8: Wiscon Rd
SR 50 (Cortez Blvd) to California St

Wiscon Rd from SR 50 / Cortez Blvd to California St	
County	Hernando
Segment Length	1.1 Miles
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 Truck 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	Multi-family Residential, Shopping/Activity Centers, New Development

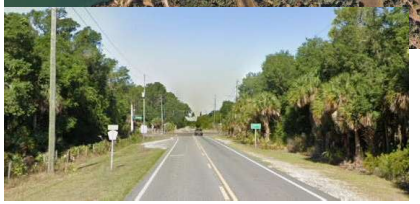
H-8: Wiscon Rd
SR 50 (Cortez Blvd) to California St

- Delay associated with SR 50 signal occurs throughout the day
- Wiscon serves as local bypass of SR 50
- Traffic Study of Wiscon and Winter Street intersection
  - Lane utilization
  - Affect of uncontrolled EB movement
  - Evaluate Origin-Destination of trips



C-6: Dunnellon Rd
US 19 / US 98 to Chabaud Terrace

Dunnellon Rd from US 19 / Suncoast Blvd to Chabaud Ter	
County	Citrus
Segment Length	0.7 Miles
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 Truck 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	Multi-family Residential

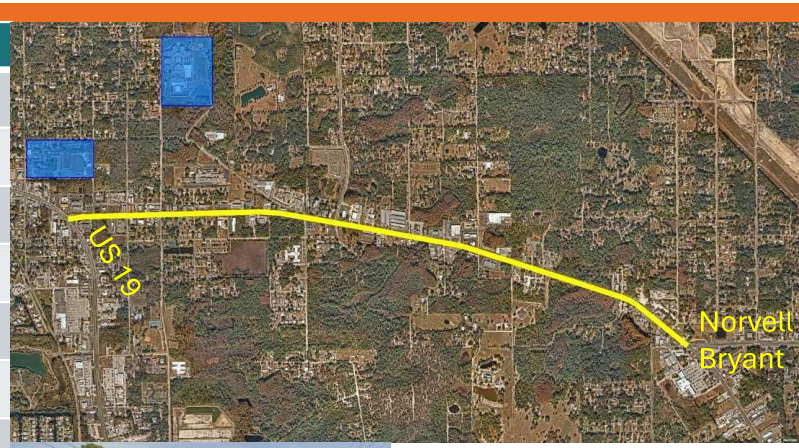


C-6: Dunnellon Rd
US 19 / US 98 to Chabaud Terrace

- High truck percentage
  - Identify destinations and potential turning movement delays
- US 19 Resurfacing (NW 7th Ave to S of Withlacoochee River Bridge)
  - Programmed in FY 2027
- Suncoast Parkway Phase 3 Extension to US 19
  - Realignment of Dunnellon Road
  - Construction Programmed FY 2028
- Complete Traffic Study
  - Determine need for addition of right-turn lane
  - Signal re-timing options
  - Adaptive traffic signal consideration for random arrivals
  - Confirm changes to future travel patterns

C-8: SR 44 (Gulf to Lake Hwy)
US 19 / US 98 to Norvell Bryant Hwy

SR 44 / Gulf to Lake Hwy from US 98 / Suncoast Blvd to Norvell Bryant Hwy	
County	Citrus
Segment Length	1.1 Miles
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 Truck Share	2.6%
2024 Max Travel Time Index	1.1 (WB @ 2:15pm)
Transit Service	Crystal River Route
Crash Hot Spot	Yes
Non-Motorized Facilities	Sidewalks
Land Use Factors	Schools (x2), Multi-family Residential, Shopping/Activity Centers, New Development

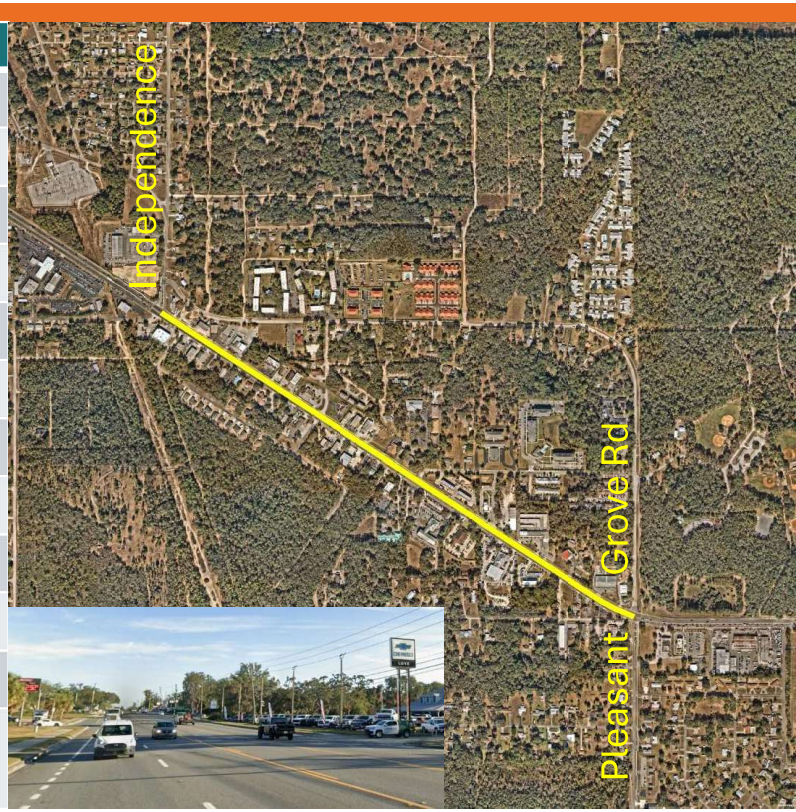


C-8: SR 44 (Gulf to Lake Hwy)
US 19 / US 98 to Norvell Bryant Hwy

- High traffic demand
  - Norvell Bryant and SR 44 traffic merging together
- Regional option once Suncoast Phase 3 is completed
- Advance recommendations from Turkey Oak Drive Corridor Evaluation
  - Extend SB to EB left-turn at SR 44
  - Adjust signal phases at US 19/98 and at SR 44 to reduce crashes
- Evaluate Access Management and Two-Way Left Turn Lane
- Implement Recommendation from Citrus County TDP
  - Cross County Shuttle – connect Inverness and Crystal River
  - Bus shelters at high ridership stops
- Coordinate with schools to promote transportation options

C-12: SR 44 (Gulf to Lake Hwy)
Independence Hwy to Pleasant Grove Rd

SR 44 / Gulf to Lake Hwy from Independence Hwy/Crystal Blvd to Pleasant Grove Rd / Forest Dr	
County	Citrus
Segment Length	0.9 Miles
Existing # of Lanes	4 (w/ Center Turn Lane)
2030 Max Volume/Capacity Ratio	0.77
2024 County Bottleneck Rank	#6,#2
2030 Max Total Vehicle Volume	22,358
2040 Max Truck 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	Multi-family Residential, Parks Shopping/Activity Centers, New Development

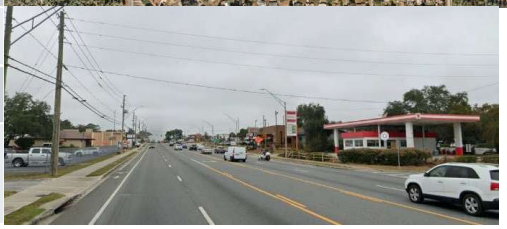


C-12: SR 44 (Gulf to Lake Hwy)
Independence Hwy to Pleasant Grove Rd

- Split Phase Signal at Pleasant Grove Road
  - Northbound and Southbound operating at different times
- Conduct Signal Timing Study
  - Coordination of arrivals to accommodate EB to SB right turns
- Potential intersection modifications at Pleasant Grove Road
  - Move crosswalks and stop bars closer to intersection
  - Reduce all red clearance interval
  - Can an EB to SB right-turn lane be added (limited ROW)
  - Coordination with Citrus County on proposed intersection recommendations

C-13: SR 44 (Gulf to Lake Hwy / Main St) Pleasant Grove Rd to Citrus High School

SR 44 / Gulf to Lake Hwy / Main St from Pleasant Grove Rd / Forest Dr to US 41 / Citrus High School	
County	Citrus
Segment Length	0.8 Miles
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 Truck 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), Multi-family Residential, Parks Shopping/Activity Centers, New Development

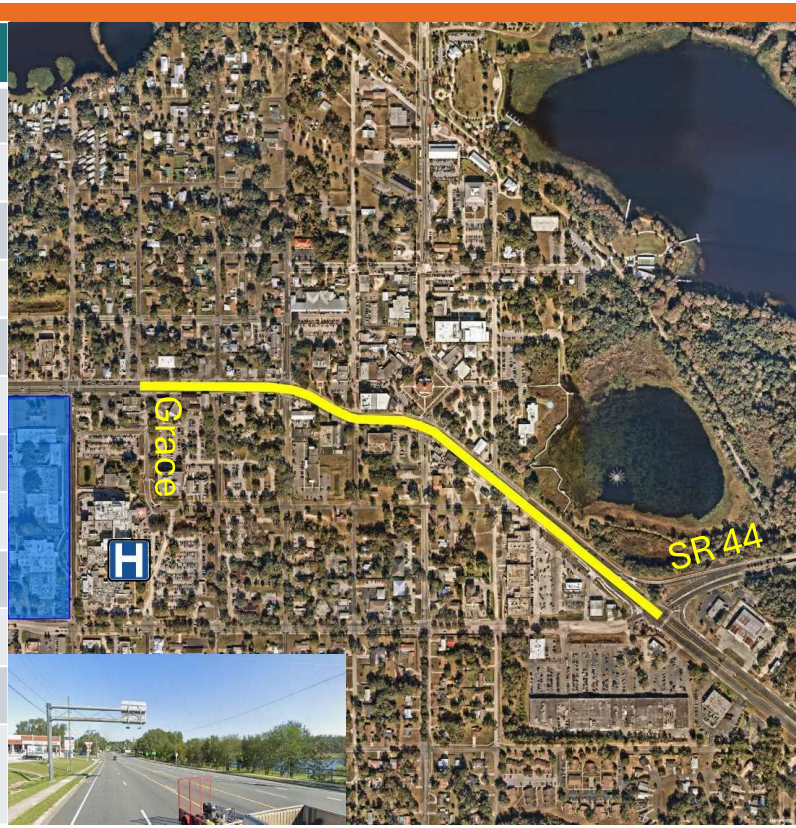


C-13: SR 44 (Gulf to Lake Hwy / Main St) Pleasant Grove Rd to Citrus High School

- Split Phase Signal at Pleasant Grove Road
  - Northbound and Southbound operating at different times
- Conduct Signal Timing Study
  - Coordination of arrivals to accommodate EB to SB right turns
- Potential intersection modifications at Pleasant Grove Road
  - Move crosswalks and stop bars closer to intersection
  - Reduce all red clearance interval
  - Add EB to SB right-turn lane
- Incorporate median islands to improve safety

C-2: Main St
Grace Street (Citrus Hospital) to SR 44

US 41 / Main St from Citrus High School to SR 44 / Gulf to Lake Hwy	
County	Citrus
Segment Length	0.9 Miles
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 Truck 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 (x2), Multi-family Residential, Shopping/Activity Centers, New Development



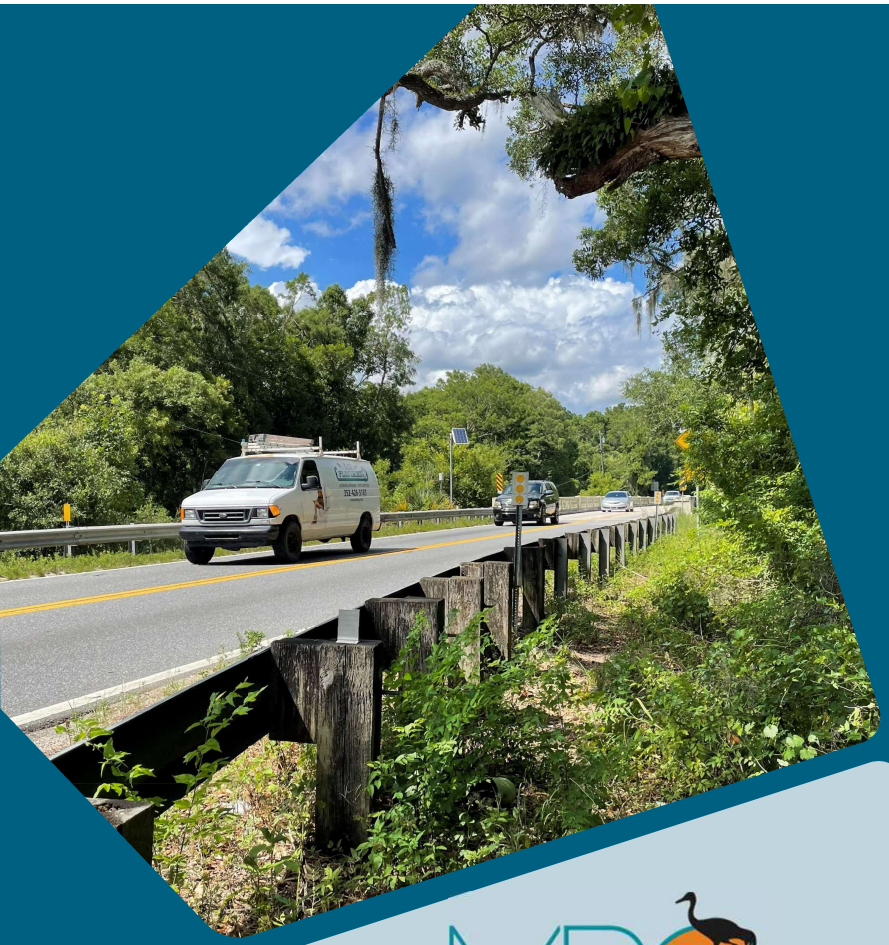
C-2: Main St
Grace Street (Citrus Hospital) to SR 44

- High traffic demand
  - US 41 and SR 44 traffic merging together
  - Both US 41/SR 44 intersections under construction in 2024
- Conduct corridor traffic study
  - Consider Highland Blvd / Montgomery Ave as an alternative route
  - Include advanced travel time information for routing options
- Extend Multi-Use Path on Highland Blvd east of Apopka St (0.25 miles)
- Implement Recommendation from Citrus County TDP
  - Cross County Shuttle – connect Inverness and Crystal River
  - Bus shelters at high ridership stops
- Coordinate with schools to promote transportation options
- Incorporate median islands to improve safety

Next Steps

- Receive committee feedback on location-specific recommendations
  May 8th
- Present results to the MPO Board and Advisory Committees
  May 28th / June 4th
- Finalize CMP Documentation
  End of June

THANK YOU!



Roadway LOS (Level of Service)

Hernando County

&

Citrus County

METROPOLITAN PLANNING ORGANIZATION
HERNANDO / CITRUS

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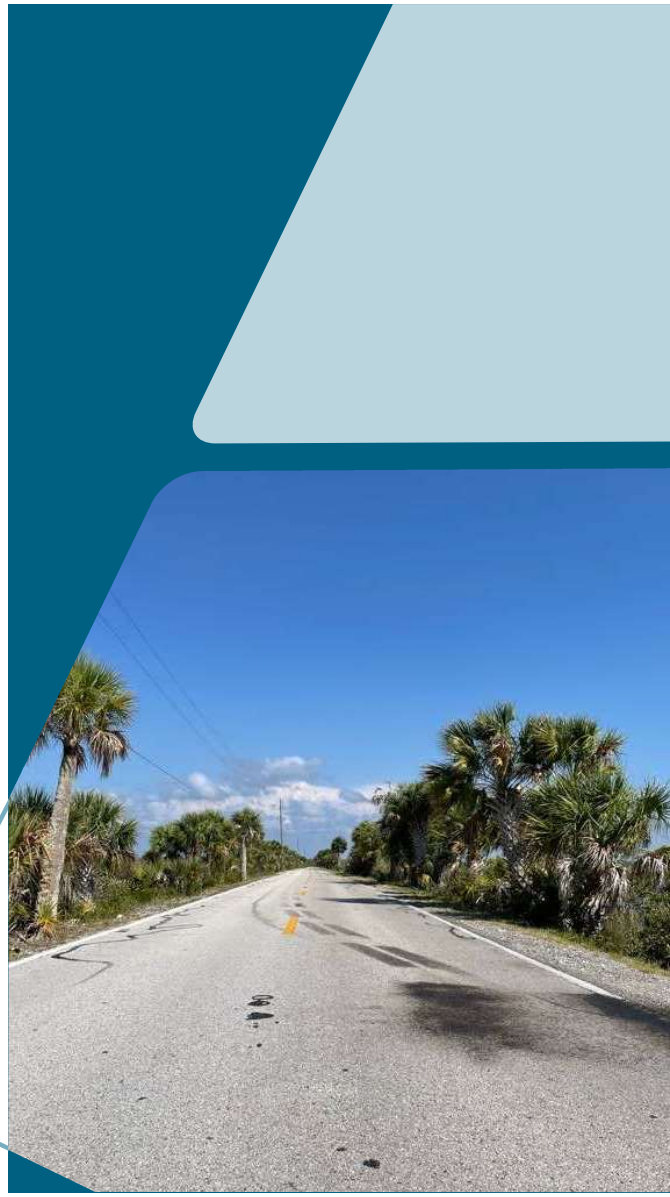
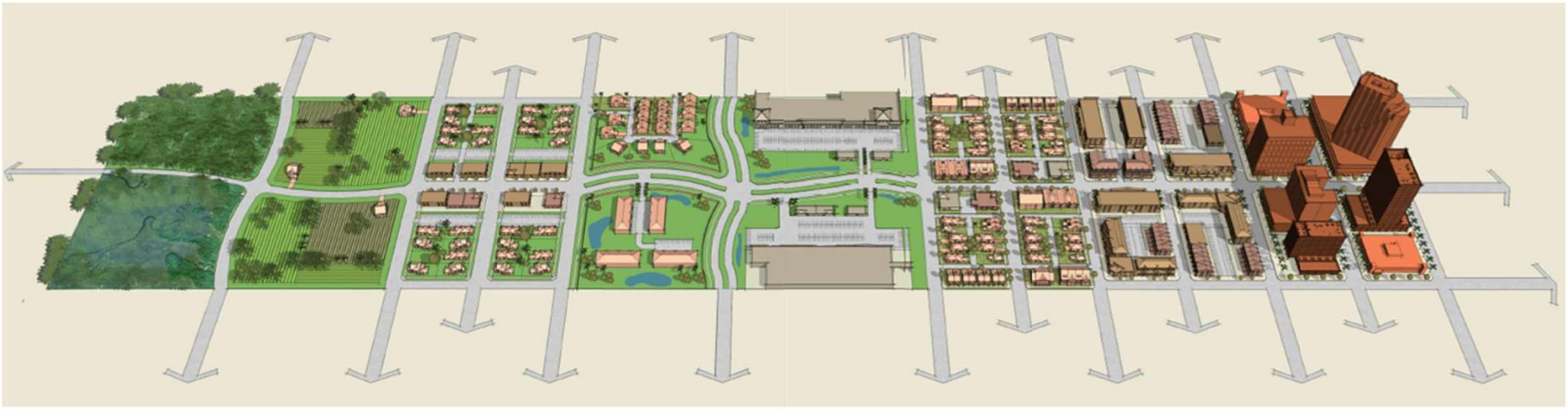
Introduction/Overview

- Context Classification & Level of Service Explained
- Select Local Input Variables
- Draft 2025 Level of Service
- Next Steps



Context Classification



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 Town
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 or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

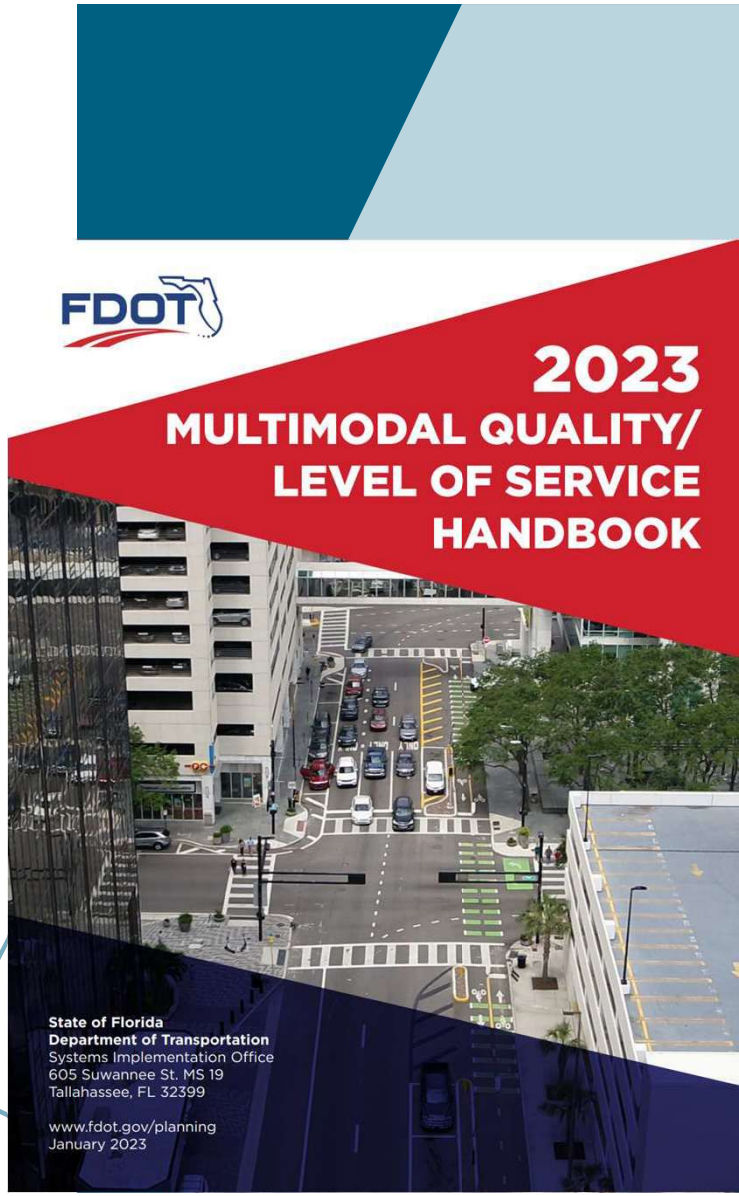
C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

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 a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

Level of Service

- Roadway Types (What LOS Measures)
  - Freeways/Turnpike (Density)
  - 2 Lane Uninterrupted Flow Roads (% Time Following)
  - Multi-Lane Uninterrupted Flow Roads (Density)
  - Signalized Arterials and Collectors (Average Speed)



C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C3R-Suburban Residential)

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

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

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

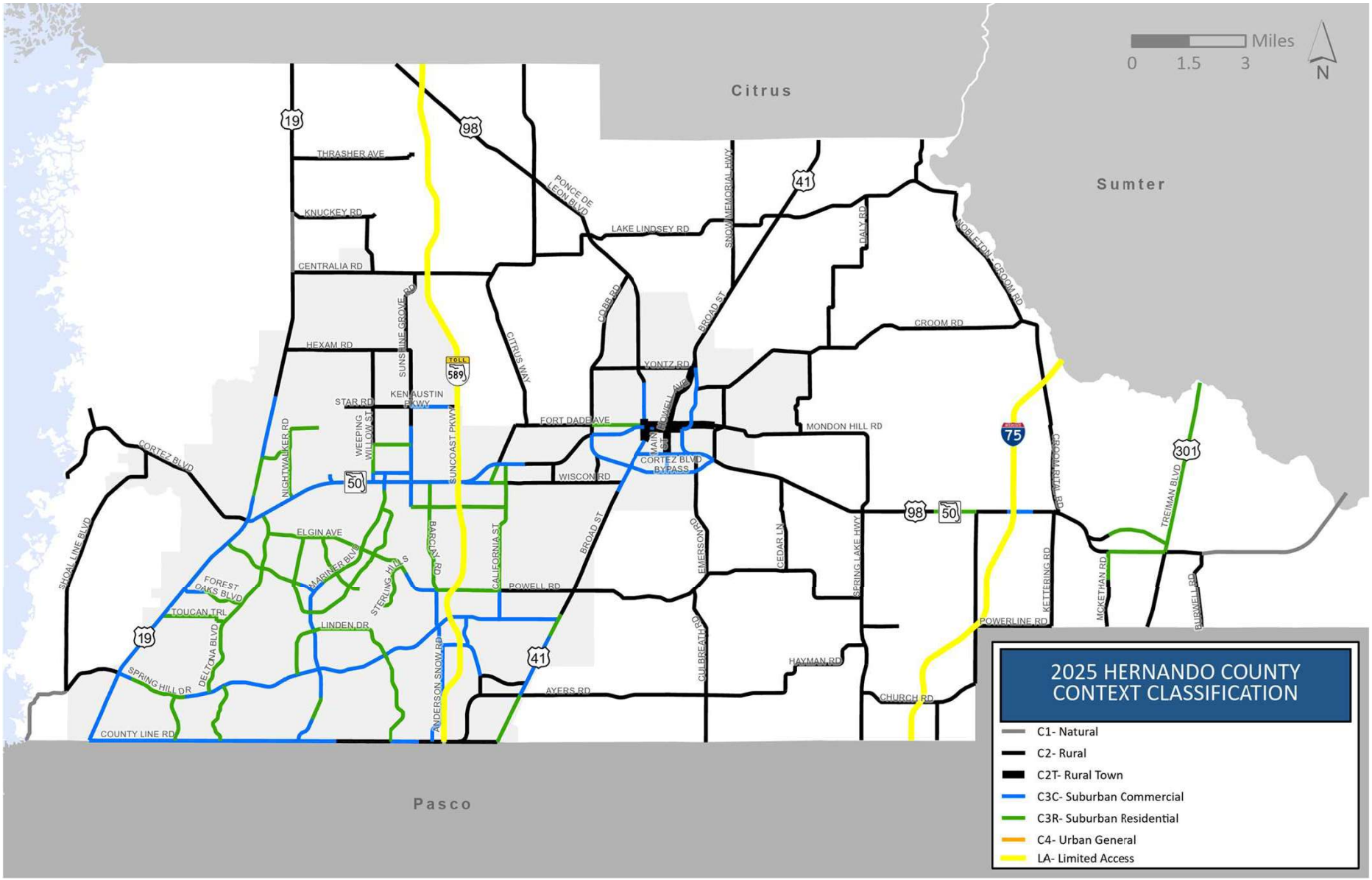
Adjustment Factors

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

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

LEVEL OF SERVICE THRESHOLDS						
	Level of Service	**Freeways**	**Highways**		**Arterials**	
		Density	Two-Lane	Multilane	Class I	Class II
			%ffs	Density	ats	ats
	B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph
	C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph
	D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph
	E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph

% ffs = Percent free flow speed ats = Average travel speed


Citrus
Sumter
Pasco
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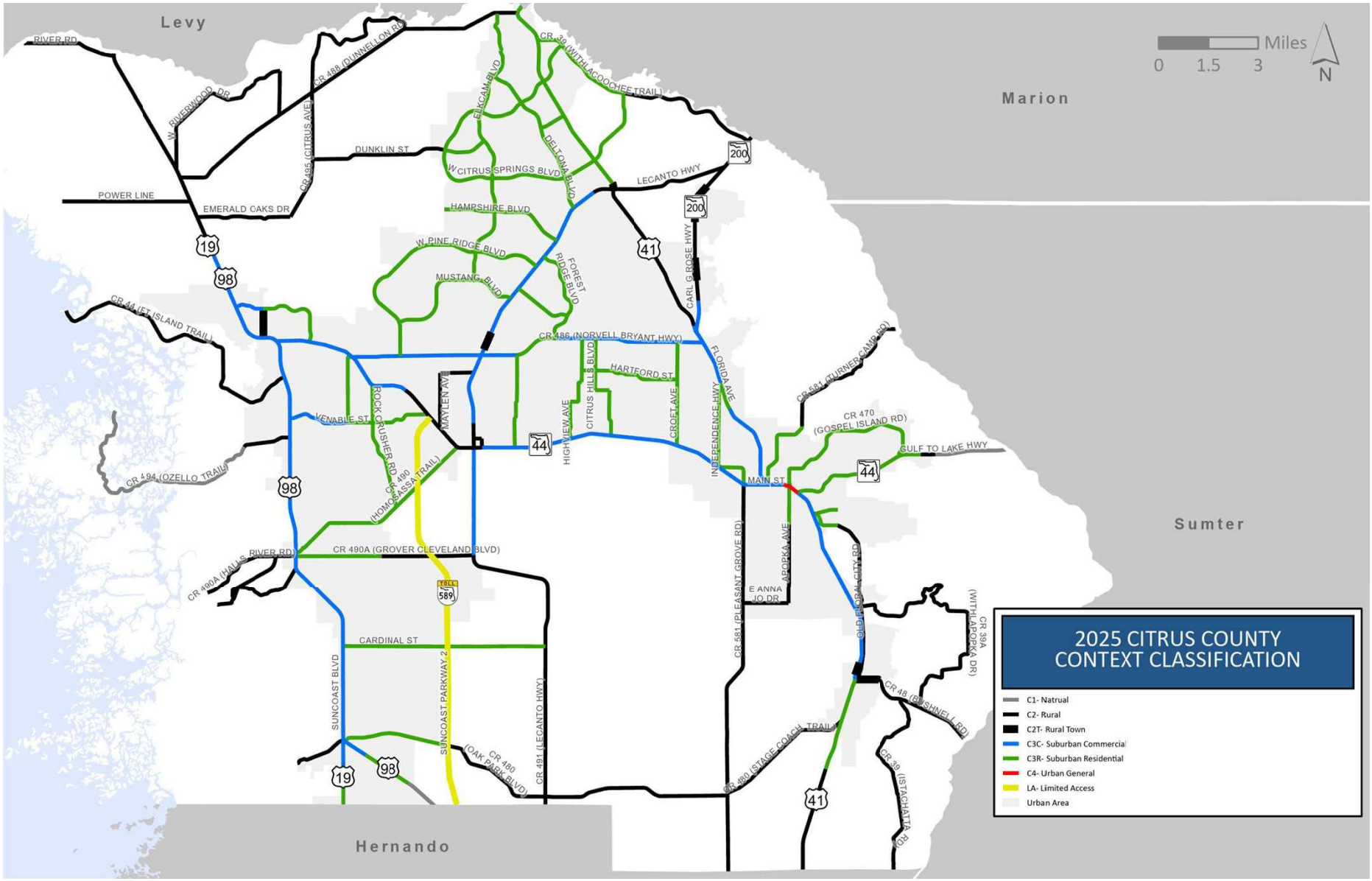
THRASHER AVE
KNUCKEY RD
CENTRALIA RD
HEXAM RD
STAR RD
KEN AUSTIN PKWY
FORT DADE AVE
WISCON RD
CORTEZ BLVD
CORTEZ BLVD BYPASS
ELGIN AVE
MARINER BLVD
FOREST OAKS BLVD
TOUCAN TRL
LINDEN DR
SPRING HILL DR
COUNTY LINE RD
POWELL RD
AYERS RD
LAKE LINDSEY RD
CROOM RD
MONDON HILL RD
POWERLINE RD
HAYMAN RD
CHURCH RD
SUNSHINE GROVE RD
WEEPING WILLOW ST
NIGHTWALKER RD
SUNCOAST PKWY
CITRUS WAY
CORBB RD
BROAD ST
PONCE DE LEON BLVD
SNOW MEMORIAL HWY
DAILY RD
NOBLETON - CROOM RD
CROOM RUM RD
TREIMAN BLVD
KETTERING RD
MCKETHAN RD
BURWELL RD
SHOAL LINE BLVD
DELTONA BLVD
STERLING HILLS
BARCLAY RD
ANDERSON SNOW RD
CALIFORNIA ST
EMERSON RD
CEDAR LN
CULBREATH RD
SPRING LAKE HWY
19
98
41
50
75
301
589
TOLL
2025 HERNANDO COUNTY CONTEXT CLASSIFICATION
C1- Natural
C2- Rural
C2T- Rural Town
C3C- Suburban Commercial
C3R- Suburban Residential
C4- Urban General
LA- Limited Access


Levy
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Sumter
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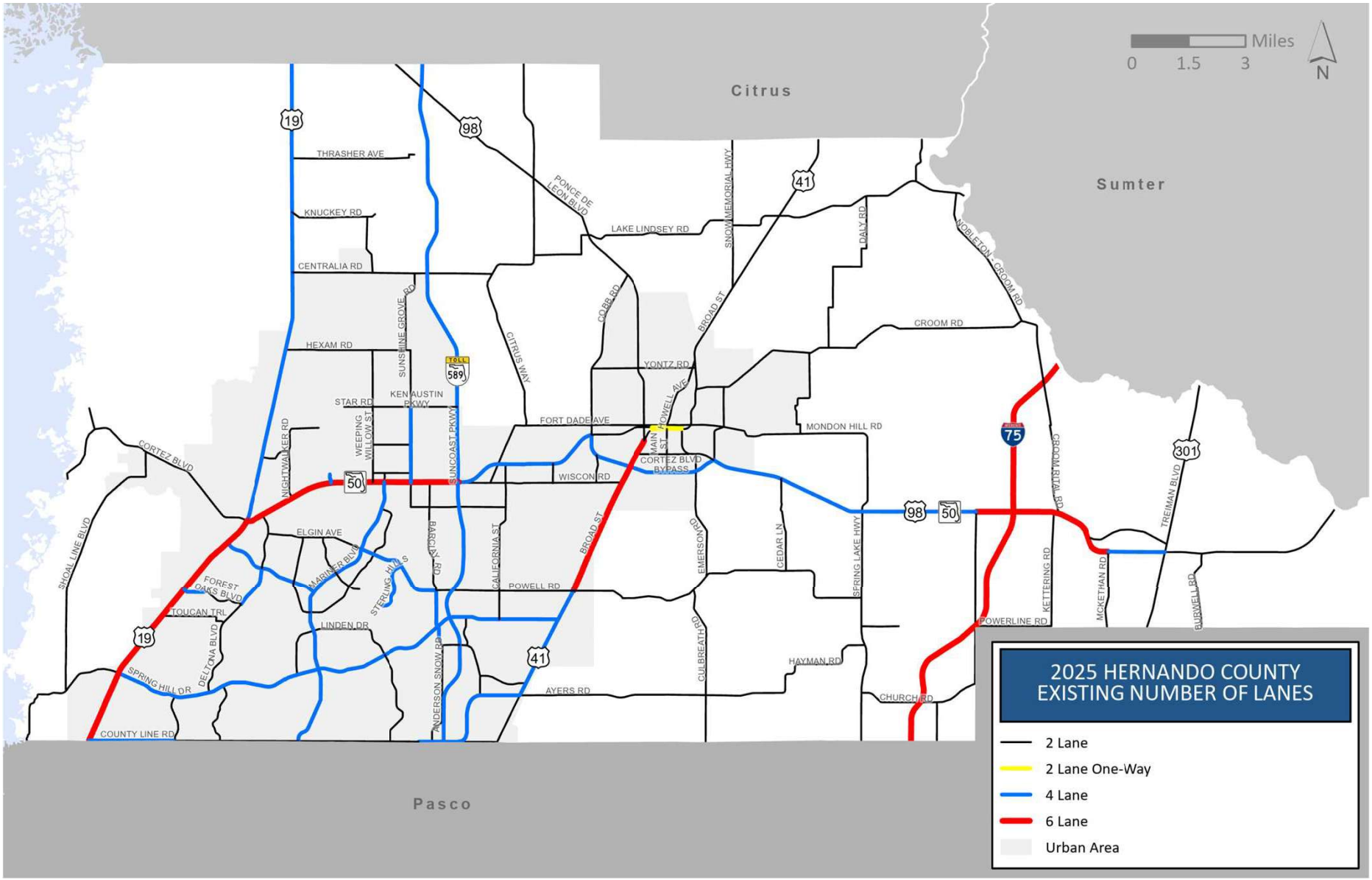
N
RIVER RD
W RIVERWOOD DR
CR 488 (DUNNELLON RD)
CR 495 (CITRUS AVE)
DUNKLIN ST
POWER LINE
EMERALD OAKS DR
ELKCAM BLVD
CR 39 (WITHLACOOCHEE TRAIL)
DELTONA BLVD
W CITRUS SPRINGS BLVD
LECANTO HWY
200
HAMPSHIRE BLVD
W PINE RIDGE BLVD
MUSTANG BLVD
FOREST RIDGE BLVD
19
98
41
CARL G ROSE HWY
CR 44 (FT ISLAND TRAIL)
CR 486 (NORVELL BRYANT HWY)
HARTFORD ST
CITRUS HILLS BLVD
CROFT AVE
FLORIDA AVE
INDEPENDENCE HWY
CR 581 (TURNER CAMP RD)
CR 470 (GOSPEL ISLAND RD)
GULF TO LAKE HWY
44
MAYTEN AVE
KENABLE ST
ROCK CRUSHER RD
HIGHVIEW AVE
CR 490 (HOMOSASSA TRAIL)
CR 494 (OZELLO TRAIL)
MAIN ST
APOPKA AVE
CR 490A (GROVER CLEVELAND BLVD)
CR 490A (HALLS RIVER RD)
TOLL 589
E ANNA JO DR
CR 581 (PLEASANT GROVE RD)
OLD FLORIDA CITY RD
CR 39A (WITHLAPOPKA DR)
CARDINAL ST
SUNCOAST BLVD
SUNCOAST PARKWAY 2
CR 491 (LECANTO HWY)
CR 480 (OAK PARK BLVD)
CR 480 (STAGE COACH TRAIL)
CR 48 (GUSHNELL RD)
CR 39 (ISTACHATTA RD)
2025 CITRUS COUNTY CONTEXT CLASSIFICATION
C1- Natrual
C2- Rural
C2T- Rural Town
C3C- Suburban Commercial
C3R- Suburban Residential
C4- Urban General
LA- Limited Access
Urban Area


Citrus
Sumter
Pasco
Miles
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2025 HERNANDO COUNTY
EXISTING NUMBER OF LANES
2 Lane
2 Lane One-Way
4 Lane
6 Lane
Urban Area
THRASHER AVE
KNUCKEY RD
CENTRALIA RD
HEXAM RD
STAR RD
KEN AUSTIN PKWY
FORT DADE AVE
WISCON RD
CORTEZ BLVD
CORTEZ BLVD BYPASS
ELGIN AVE
FOREST OAKS BLVD
TOUCAN TRL
LINDEN DR
SPRING HILL DR
COUNTY LINE RD
POWELL RD
AYERS RD
LAKE LINDSEY RD
CROOM RD
MONDON HILL RD
YONTZ RD
HAYMAN RD
CHURCH RD
POWERLINE RD
SUNSHINE GROVE RD
CITRUS WAY
CORBB RD
BROAD ST
SNOW MEMORIAL HWY
DAILY RD
NOBLETON - CROOM RD
CROOM RITAL RD
KETTERING RD
MCKETHAN RD
TREIMAN BLVD
BURWELL RD
SPRING LAKE HWY
CEDAR LN
EMERSON RD
CULBREATH RD
PONCE DE LEON BLVD
NIGHTWALKER RD
WEEPING WILLOW ST
SUNCOAST PKWY
MAIN ST
POWELL AVE
SHOAL LINE BLVD
MARINER BLVD
STERLING HILLS
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CALIFORNIA ST
DELTONA BLVD
ANDERSON SNOW RD
TOLL
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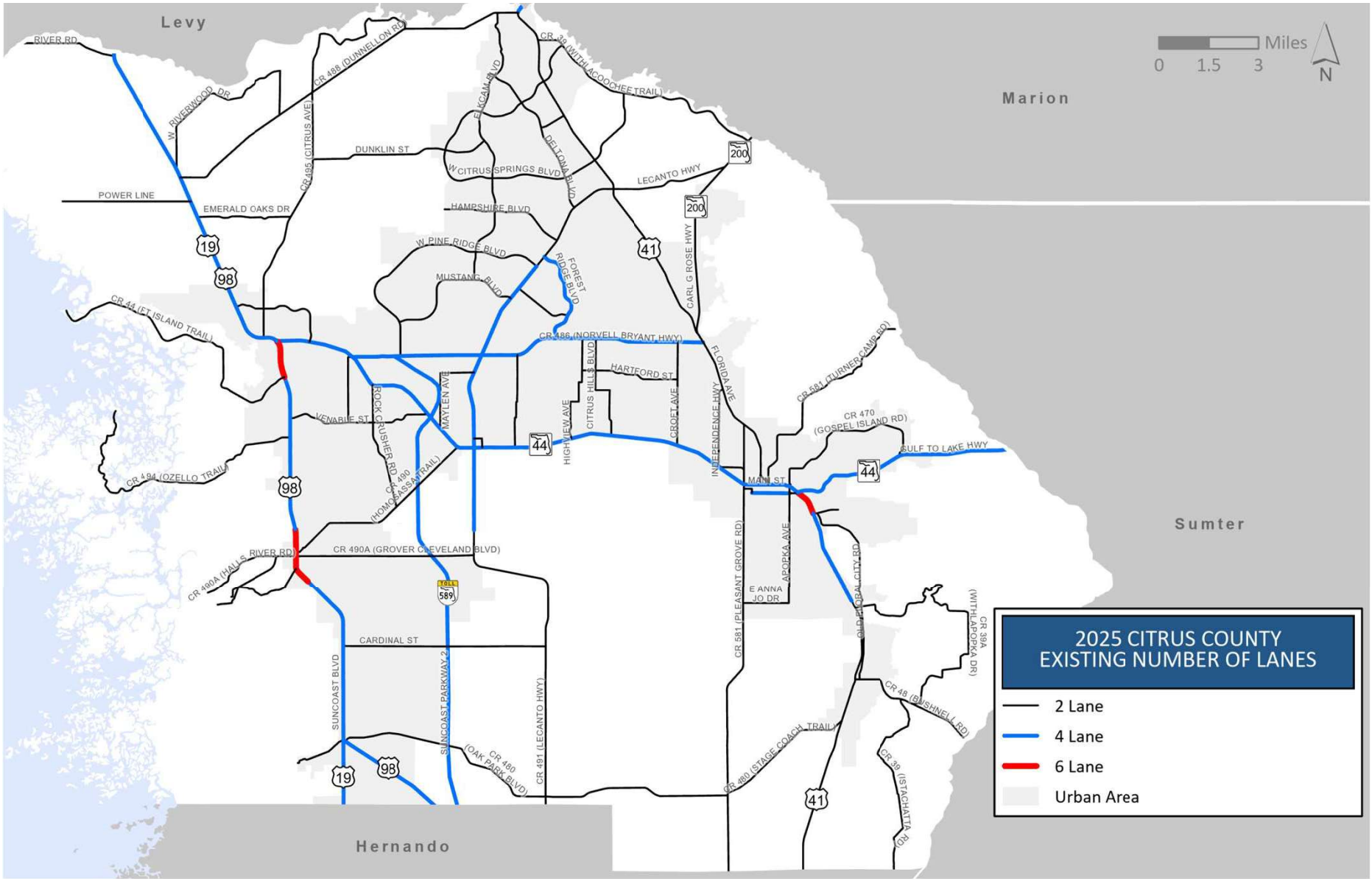
Levy
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RIVER RD
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CR 495 (CITRUS AVE)
DUNKLIN ST
POWER LINE
EMERALD OAKS DR
W CITRUS SPRINGS BLVD
HAMPSHIRE BLVD
W PINE RIDGE BLVD
MUSTANG BLVD
FOREST RIDGE BLVD
DELTONA BLVD
PELICAN BLVD
CR 39 (WITHLACOOCHEE TRAIL)
LECANTO HWY
CARL G ROSE HWY
CR 44 (FT ISLAND TRAIL)
CR 486 (NORVELL BRYANT HWY)
HARTFORD ST
CITRUS HILLS BLVD
CROFT AVE
FLORIDA AVE
INDEPENDENCE HWY
CR 581 (TURNER CAMP RD)
CR 470 (GOSPEL ISLAND RD)
GULF TO LAKE HWY
MAIN ST
VENABLE ST
ROCK CRUSHER RD
MAYLEN AVE
HIGHVIEW AVE
CR 494 (OZELLO TRAIL)
CR 490 (HOMOSASSA TRAIL)
CR 490A (GROVER CLEVELAND BLVD)
CR 490A (HALLS RIVER RD)
CR 581 (PLEASANT GROVE RD)
APOPKA AVE
E ANNA JO DR
CR 581 (FLORAL CITY RD)
CR 39A (WITHLACOOCHEE TRAIL)
CARDINAL ST
SUNCOAST BLVD
SUNCOAST PARKWAY 2
CR 491 (LECANTO HWY)
CR 480 (OAK PARK BLVD)
CR 480 (STAGE COACH TRAIL)
CR 48 (BUSHNELL RD)
CR 39 (ISTACHATTA RD)
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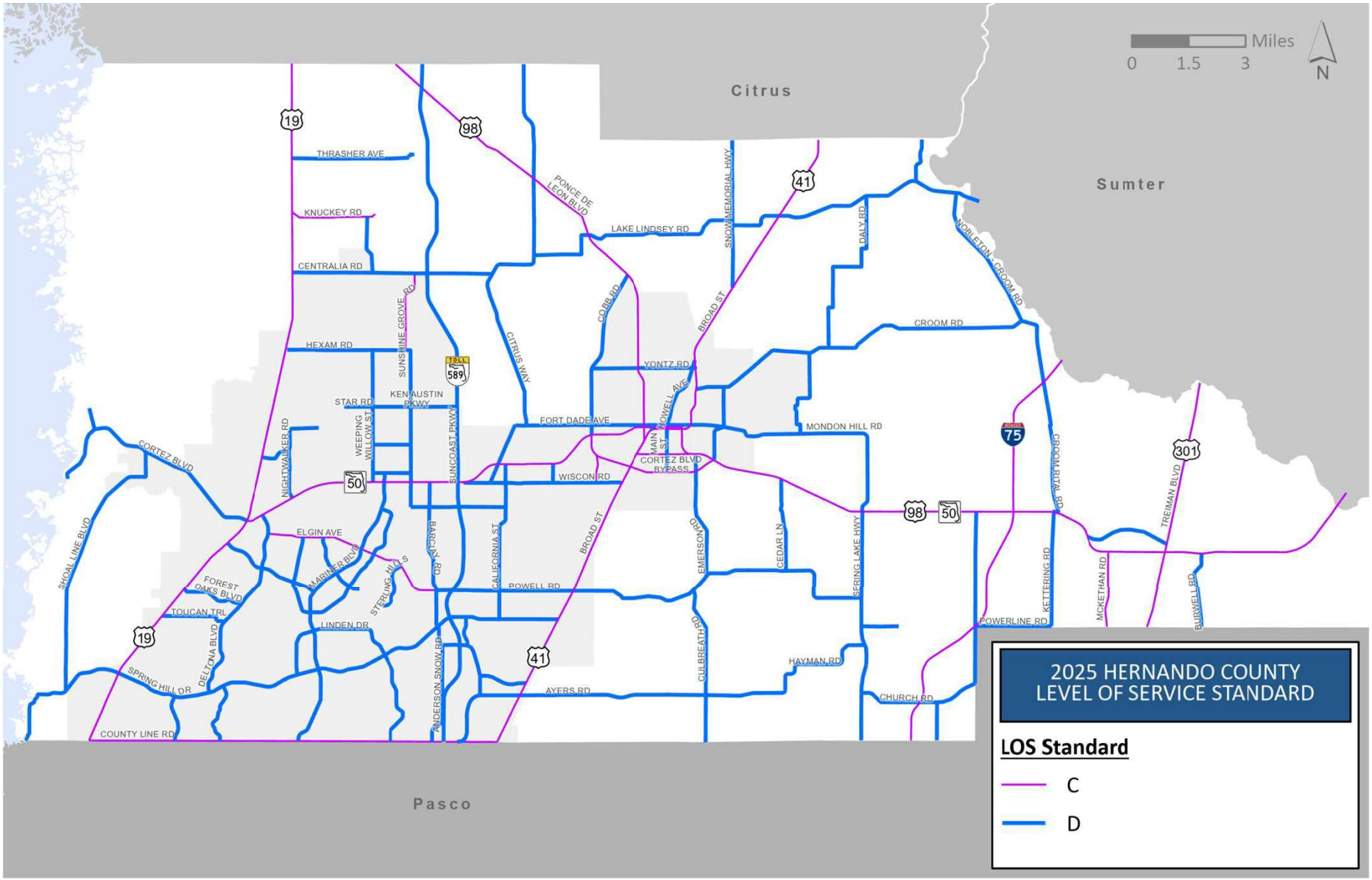
2025 CITRUS COUNTY
EXISTING NUMBER OF LANES
2 Lane
4 Lane
6 Lane
Urban Area


Citrus
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2025 HERNANDO COUNTY
LEVEL OF SERVICE STANDARD
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KNUCKEY RD
CENTRALIA RD
HEXAM RD
STAR RD
KEN AUSTIN PKWY
FORT DADE AVE
WISCON RD
ELGIN AVE
POWELL RD
LINDEN DR
TOUCAN TRL
FOREST OAKS BLVD
SPRING HILL DR
COUNTY LINE RD
CORTEZ BLVD
SHOAL LINE BLVD
NIGHTWALKER RD
WEEPING WILLOW ST
SUNSHINE GROVE RD
SUNCOAST PKWY
CITRUS WAY
PONCE DE LEON BLVD
LAKE LINDSEY RD
CORBB RD
BROAD ST
YONTZ RD
POWELL AVE
MAIN ST
CORTEZ BLVD BYPASS
MONDON HILL RD
SNOW MEMORIAL HWY
DAILY RD
NOBLETON - CROOM RD
CROOM RD
CROOM RITAL RD
KETTERING RD
TREIMAN BLVD
MCKETHAN RD
BURWELL RD
POWERLINE RD
CHURCH RD
HAYMAN RD
AYERS RD
CULBREATH RD
EMERSON RD
CEDAR LN
SPRING LAKE HWY
CALIFORNIA ST
BARCLAY RD
ANDERSON SNOW RD
DELTONA BLVD
MARINER BLVD
STERLING HILLS
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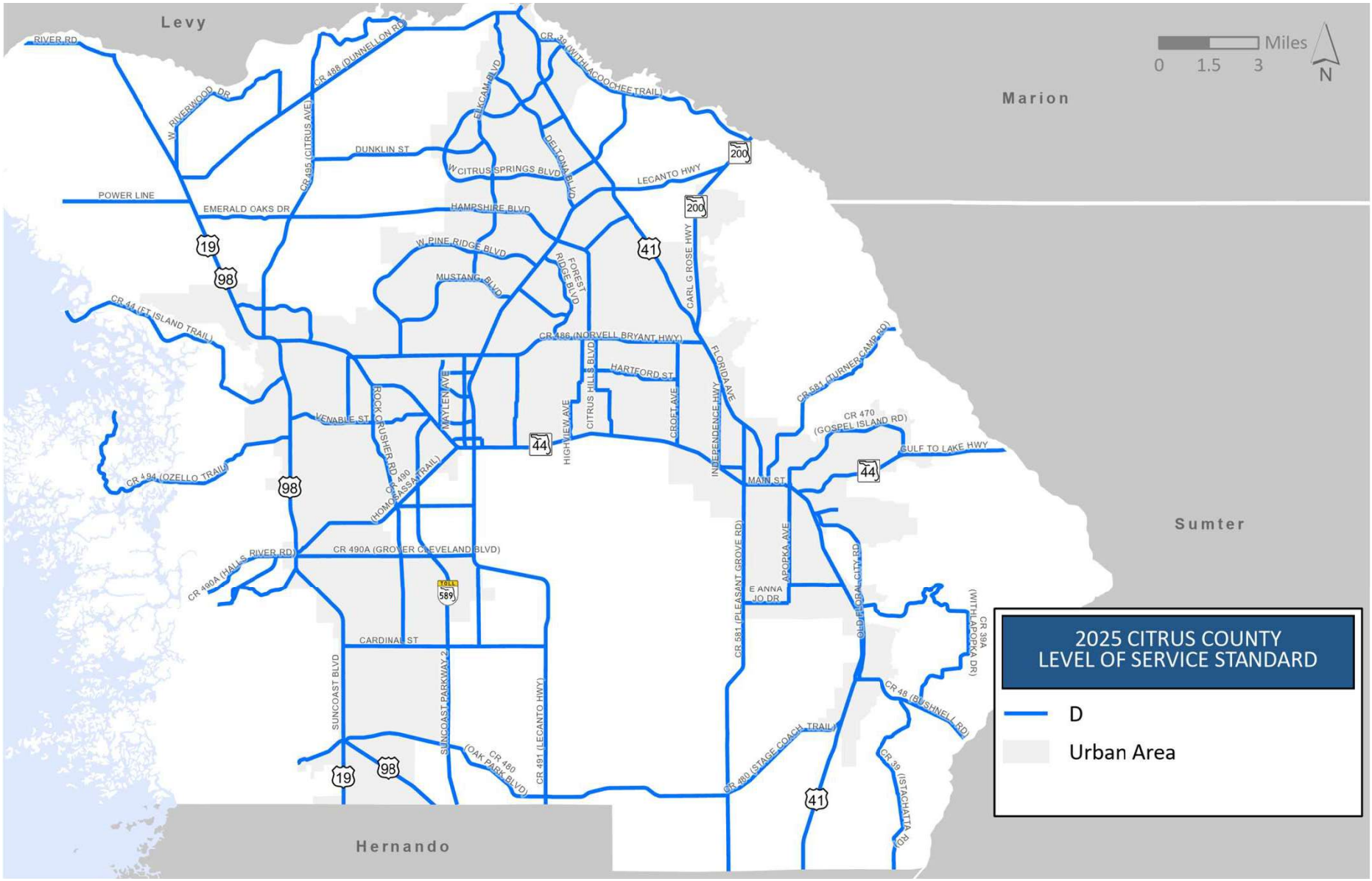
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CITRUS HILLS BLVD
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CR 581 (TURNER CAMP RD)
CR 470 (GOSPEL ISLAND RD)
GULF TO LAKE HWY
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VENABLE ST
MAYLEN AVE
ROCK CRUSHER RD
CR 490 (HOMOSASSA TRAIL)
HIGHVIEW AVE
CR 494 (OZELLO TRAIL)
CR 490A (GROVER CLEVELAND BLVD)
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CARDINAL ST
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CR 581 (PLEASANT GROVE RD)
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OLD FLORAL CITY RD
CR 39A (WITHLAPOPKA DR)
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CR 480 (STAGE COACH TRAIL)
CR 39 (ISTACHATTA RD)
2025 CITRUS COUNTY
LEVEL OF SERVICE STANDARD
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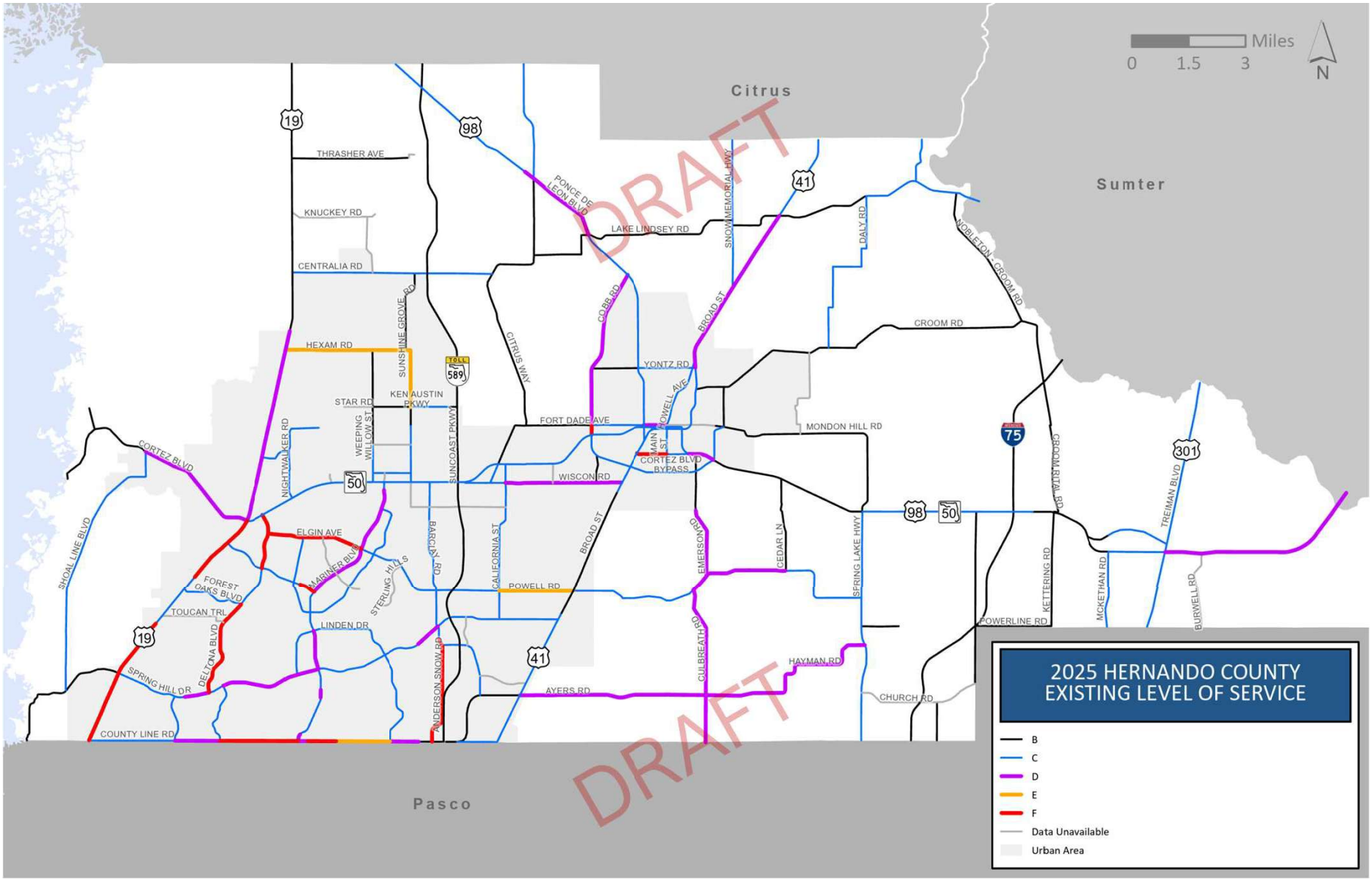
Urban Area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CROOM RD
MONDON HILL RD
CROOM RIVAL RD
TREIMAN BLVD
KETTERING RD
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EMERSON RD
CEDAR LN
CULBREATH RD
HAYMAN RD
CHURCH RD
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2025 HERNANDO COUNTY
EXISTING LEVEL OF SERVICE
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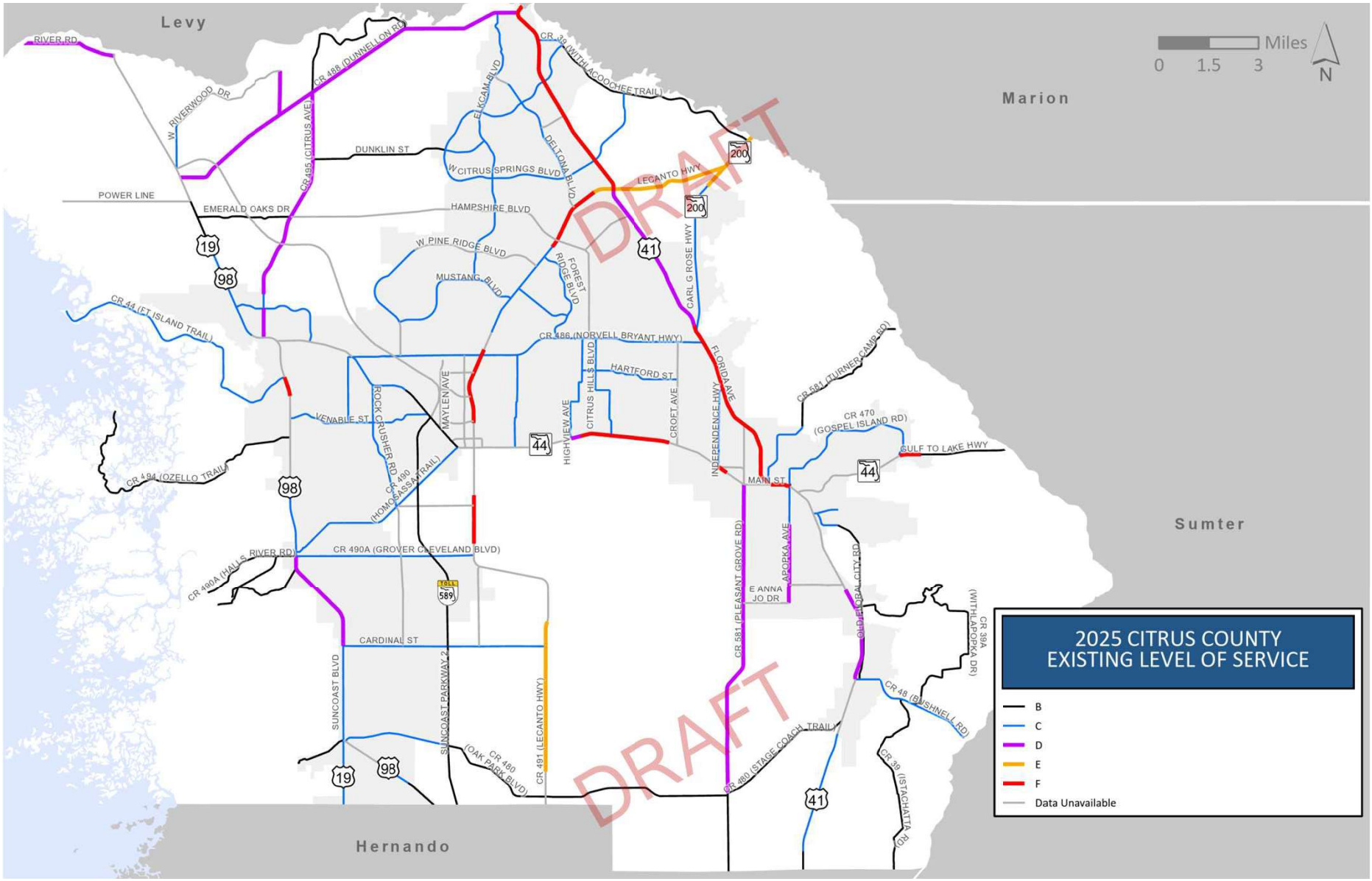
Data Unavailable
Urban Area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CR 480 (STAGE COACH TRAIL)
CR 39 (ISTACHATTA RD)
2025 CITRUS COUNTY
EXISTING LEVEL OF SERVICE
B
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D
E
F
Data Unavailable

Next Steps

- Local LOS Review
- LOS Revisions
- LOS Spreadsheet Release
- Finalize Documentation

Q&A

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

(C2T-Rural Town)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C4-Urban General)

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

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

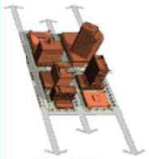
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

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

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

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



(C6-Urban Core)

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

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

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

Adjustment Factors

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

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.