Citrus County 2050

TRANSPORTATION

Multimodal Transportation, Aviation, & Port

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Introduction

Citrus County's transportation system is essential in facilitating the movement of people, goods, and services efficiently throughout the County. It also ensures residents have access to vital community resources, including schools, healthcare facilities, parks, and recreational spaces. The Data & Analysis section of this element provides a foundation for informed decision-making on transportation issues, offering insights into the current state of the County's transportation network. The County's transportation network includes roadways, pedestrian and bicycle facilities, public transportation, and airports. This document concludes with a summary of recommended updates to the Transportation Element based on analysis of the data presented and input from multiple community engagement events, aiming to ensure the transportation system continues to serve the County's needs through the 2050 planning horizon.

Roadway Network

Maintenance Responsibility

Understanding who owns and is responsible for maintaining and improving a road is important for the continued successful operation of a roadways system. The roadway system in Citrus County is owned and maintained by multiple entities including the Florida Department of Transportation (FDOT), Citrus County, private entities, and the cities of Crystal River and Inverness. **Map TRA-1** is a map of all roadways within Citrus County by maintenance responsibility.

Functional Classifications

The Florida Department of Transportation (FDOT) uses the Federal Functional Classification System. Each functional classification is based on the type of service a roadway provides and its relationship with the entire roadway system. Design standards are tied to functional classifications. Each classification has a range of allowable lane widths, shoulder widths, curve radii, etc. **Table TRA-1** provides a summary of all functional classifications and **Map TRA-2** shows all roadways with a functional classification assigned by FDOT within Citrus County.

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Table TRA - 1: Functional Classifications

Functional Classification	Road Type	Rural/Urban
01	Principal Arterial - Interstate	Rural
11		Urban
02	Principal Arterial - Freeway / Expressway	Rural
12		Urban
04	Principal Arterial - Other	Rural
14		Urban
06	Minor Arterial	Rural
16		Urban
07	Major Collector	Rural
17		Urban
08	Minor Collector	Rural
18		Urban
09	Local	Rural
19		Urban

Source: Florida Department of Transportation, 2025

Context Classifications

Florida Department of Transportation's (FDOT) context classification system describes the general characteristics of the land use, development patterns, and roadway connectivity along a roadway, providing cues as to the types of uses and user groups that will likely utilize the roadway. Context classification is a system based on the complete streets initiative of identifying roads according to their context in the built or natural environment and is a step in the planning and design processes for establishing more comprehensive design criteria and standards for multiple modes of transportation. For the purposes of this section, the eight different context classifications used by the FDOT are described below in **Table TRA-2** and **Map TRA-3** displays the context classifications for some of Citrus County's major roadways.

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Table TRA - 2: Context Classifications

Context Classification	Descriptions
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 greater than one million). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

Source: Florida Department of Transportation, 2024

Level of Service

Roadway performance within Citrus County is currently being measured using Quality / Level of Service (Q / LOS) standards, a key tool used by transportation planners and engineers to evaluate how well a roadway is operating under current or projected traffic volumes. LOS describes the quality of traffic flow and overall user experience by assessing factors such as speed, travel time, traffic interruptions, and roadway capacity. These performance ratings help the County determine where improvements

may be needed to maintain safe and efficient travel, support economic development, and accommodate future growth. LOS conditions are generally classified into six categories ranging from free-flow traffic to heavily congested conditions, which are displayed in **Table TRA-3**.

Table TRA - 3: Level of Service Descriptions

Level of Service	Description
LOS A	Users are practically unaffected by the presence of other vehicles in the road section. The choice of speed and the maneuverability are free. The level of comfort is excellent, as drivers need minimal attention.
LOS B	The presence of other vehicles begins to affect the behavior of individual drivers. The choice of the speed is free, but the maneuverability has somewhat decreased. The comfort is excellent, as drivers simply need to keep an eye on nearby vehicles.
LOS C	The presence of other vehicles affects drivers. The choice of speed is affected and maneuvering requires vigilance. The level of comfort decreases quickly at this level, because drivers have a growing impression of being caught between other vehicles.
LOS D	The speed and the maneuverability are severely reduced. Low level of comfort for drivers, such as collisions with other vehicles, must constantly be avoided. A slight increase in the traffic risks causing some operational problems and saturating the network.
LOS E	Low but uniform speed. Maneuverability is possible only under constraint for another vehicle. Users are in a state of frustration.
LOS F	Unstable speed with the formation of waiting lines (aka “stop-and-go”) at several points. Cycles of stop and departure with no apparent pattern created by the behavior of other drivers. A high level of vigilance is required for the user with practically no comfort.

Source: Transportation Research Board, 2024

Adopted Level of Service

Citrus County has adopted level of service standards in the Multimodal Transportation Element of its Comprehensive Plan. The adopted level of service standards for roadways in Citrus County are based on the roadway’s highway system and context and are for monitoring purposes only. The adopted roadway level of service standards for Citrus County are summarized below in **Table TRA-4** and can be seen on **Map TRA-4.**

Table TRA - 4: Adopted Level of Service Standards

Highway System	Context	Adopted LOS
State	Urbanized Area	D
	Non-Urbanized Area	C
County	All Areas	D

Source: Citrus County Comprehensive Plan

Current and Projected Level of Service

Analysis presented in this section was conducted for monitoring purposes and does not represent concurrency as allowed by statutes. The County does not currently administer transportation concurrency. The current and projected roadway performance for 2036 and 2050 is captured in **Table TRA-5** and on **Map TRA-5**, **TRA-6**, **TRA-7**, and **TRA-8** respectively. These numbers were determined using Average Annual Daily Traffic (AADT), a calculated Average Annual Growth Rate (AAGR), and LOS standards from the Florida Department of Transportation's (FDOT) 2023 Quality Level of Service Handbook. Based on the LOS analysis there are currently 16 roadway segments with a failing level of service. 23 roadway segments will have a failing LOS by 2036, 25 by 2045, and 26 roadway segments will have a failing level of service by 2050. These roadways may require roadway capacity improvements to maintain their adopted level of service.

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Table TRA - 5: Current and Projected Level of Service

Roadway	From/To	Level of Service				
		Adopted	Current	2036	2045	2050
Carl G Rose Hwy	N Florida Ave to SR-200/N Carl G Rose	D	C	C	C	C
Carl G Rose Hwy	SR200/Carl G Rose HW to CR-491/N Lecanto Hwy	D	C	C	C	C
Citrus Ave	Suncoast Blvd to W Dunellon Rd	D	C	C	D	D
Courthouse Square	US Hwy 41 S to N Apopka Ave	D	C	C	C	C
Courthouse Square	Courthouse Square to E Gulf To Lake Hwy	D	C	C	C	C
Courthouse Square	Courthouse Square to Courthouse Square	D	C	C	C	C
Courthouse Square	US-41 to SR-45/Florida Ave	D	C	C	C	C
Cr488/W Dunnellon Rd	N Suncoast Blvd to N Florida Ave	D	C	C	D	D
Cypress Cir	Cypress Cir to Cypress Blvd E	D	C	C	C	C
Cypress Cir	S Suncoast Blvd to W Oak Park Blvd	D	C	C	C	C
E Anna Jo Dr	S Pleasant Grove Rd to S Apopka Ave	D	C	C	C	C
E Bushnell Rd	S Florida Ave to Sumter County Line	D	C	C	C	C
E Bushnell Rd	N Suncoast Blvd to N Northcut Ave	D	C	C	C	C
E Dawson Dr	S Croft Ave to N Independence Hwy	D	C	C	C	C
E England Blvd	Royal Cres St to US-41 / Sr-45 / S Fl	D	C	C	C	C
E England Blvd	Hernando County to E Bushnell Rd/CR-48	D	C	C	C	C
E England Blvd	W Oakhill St to N Riverbend Rd	D	C	C	C	C
E Floral Park Dr	US-41/SR-45/S Fla Av to CR39/S Istachatta Rd	D	C	C	C	C
E Gobbler Dr	E Bushnell Rd to S Pike Way	D	C	C	C	C
E Gobbler Dr	E Orange Ave to E Gobbler Dr	D	C	C	C	C
E Gobbler Dr	S Old Floral City Rd to S Plover Ave	D	C	C	C	C
E Gobbler Dr	E Floral Park Dr to E Orange Ave	D	C	C	C	C
E Moccasin Slough Rd	Carnegie Dr to S Martins Dr	D	C	C	C	C
E Moccasin Slough Rd	S Pleasant Grove Rd to S Cascade Ave	D	C	C	C	C
E Parsons Point Rd	N Florida Ave to N Wheaton Pt	D	C	C	C	C
Eden Dr	E Gobbler Dr to US-41 S	D	C	C	C	C
Eden Dr	S Florida Ave to S Pike Way	D	C	C	C	C

Roadway	From/To	Level of Service				
		Adopted	Current	2036	2045	2050
Eden Dr	S Carnegie Dr to Eden Dr	D	C	C	C	C
Florida Ave	US-41 / Sr-45 to US-41 / Sr-45	D	C	F	F	F
Florida Ave	Sr-44 E to S Apopka Ave	D	C	F	F	F
N Annapolis Ave	E Liberty St to N Indianhead Rd	D	C	C	C	C
N Annapolis Ave	W Highland Blvd to N Florida Ave	D	C	C	C	C
N Annapolis Ave	S Border Av to SR-44	D	C	C	C	C
N Annapolis Ave	Ella Ave to N Seminole Ave	D	C	C	C	C
N Carl G Rose Hwy	N County Line to N Lecanto Hwy	C	D	F	F	F
N Citrus Springs Blv	N Elkcam Blvd to N Withlacoochlee Trl	D	C	C	C	C
N Citrus Springs Blv	N Deltona Blvd to CR-39	D	C	C	C	C
N Dunkenfield Ave	W Venable St to W Gulf to Lake Hwy	D	C	C	C	C
N Elkcam Blvd	W Texaco Ct to CR 488/W Dunnellon Rd	D	C	C	C	C
N Elkcam Blvd	CR-488/W Dunnellon R to CR-488/W Dunnellon Rd	D	C	C	C	C
N Elkcam Blvd	W Citrus Springs Blv to N/A	D	C	C	C	C
N Elkcam Blvd	N Citrus Ave to N Elkcam Blvd	D	C	C	C	C
N Elkcam Blvd	CR-488 / W Dunnellon to W Ivy St	D	C	C	C	C
N Elkcam Blvd	CR-488/W Dunnellon R to W Cypress Dr	D	C	C	C	C
N Elkcam Blvd	N Ranch Head Ave to N Riverbend Rd	D	C	C	C	C
N Elkcam Blvd	N Lecanto Hwy to N Elkcam Blvd	D	C	C	C	C
N Emerald Oaks Dr	US-19 / Us-98 / Sr-5 to Cr-495 / N Citrus Av	D	C	C	C	C
N Emerald Oaks Dr	E Haven St to Crystal Blvd	D	C	C	C	C
N Emerald Oaks Dr	W Oakhill St to CR-488/W Dunnellon R	D	C	C	C	C
N Essex Ave	W Keller St to E Norvell Bryant Hwy	D	C	C	C	C
N Forest Ridge Blvd	W Norvell Bryant Hwy to CR-491/N Lecanto Hwy	D	C	C	C	C
N Horse Prairie Rd	E Gospel Island Rd to N Horse Prairie Rd	D	C	C	C	C
N Independence Hwy	W Gulf to Lake Hwy to N Florida Ave	D	C	C	C	C
N Kensington Ave	E Gulf to Lake Hwy to E Norvell Bryant Hwy	D	C	C	C	C
N Kensington Ave	W Gulf to Lake Hwy to W Norvell Bryant Hwy	D	C	C	C	C
N Larue Denise Dr	US-19 / N Suncoast B to Pamondeho Circle	D	C	C	C	C

Roadway	From/To	Level of Service				
		Adopted	Current	2036	2045	2050
N Northcut Ave	CR-488/Dunnellon Rd to W Riverwood Dr	D	C	C	D	D
N Rock Crusher Rd	W Seven Rivers Dr to SR44/Gulf to Lake Hy	D	C	C	C	C
N Suncoast Blvd	N County Line to W Dunnellon Rd	D	C	C	D	D
NE 5th St	S Croft Ave to CR 581/S Pleasant Gr Rd	C	D	F	F	F
NE 5th St	Suncoast Blvd to N Dunkenfield Ave	C	D	F	F	F
NE 5th St	N Rock Crusher Rd to CR 490/W Homosassa Trl	C	C	C	C	C
NE 5th St	S Country Oaks Ter To CR-491/S Lecanto Hwy	C	C	C	D	F
NE 5th St	N Dunkenfield Ave to N Rock Crusher Rd	C	C	C	C	C
NE 5th St	S Trail 13 to S Croft Ave	C	D	F	F	F
NE 5th St	CR 581/S Pleasant Gr Rd to N US-41/SR-45	C	C	D	F	F
NE 5th St	S Shad Ter to Sumter Co Line	C	C	C	C	C
NE 5th St	US 41/SR45/44/S US 41 to S Shad Ter	C	D	F	F	F
NE 5th St	CR 490/W Homosassa Trl to S Country Oaks Ter	C	C	D	F	F
NE 5th St	CR-491/S Lecanto Hwy to S Trail 13	C	C	D	F	F
Oak Village Blvd	N Ponce De Leon Blvd to W Oak Park Blvd	D	C	C	C	C
Oak Village Blvd	W Oak Park Blvd to Cypress Blvd	D	C	C	C	C
Oak Village Blvd	N/A to Cypress Blvd E	D	C	C	C	C
Ranch Hand Ave/N Riv	W Woodland to CR-488/W Dunnellon R	D	C	C	C	C
Ranch Hand Ave/N Riv	N Ranch Hand Ave to N Circle M Ave	D	C	C	C	C
S Apopka Ave	E Anna Jo Dr to US-41 / SR-44	D	C	C	C	C
S Canary Palm Ter	W Green Acres St to S Red Wing Ave	D	C	C	C	C
S Croft Ave	E Gulf to Lake Hwy to E Norvell Bryant Hwy	D	C	D	D	D
S Florida Ave	Parkside Ave to N Independence Hwy	C	F	F	F	F
S Florida Ave	N Independence Hwy to E Parsons Pt Rd	C	D	F	F	F
S Florida Ave	N Inverness Blvd to Mossy Oak Dr	C	D	D	F	F
S Florida Ave	CR480/E Stage Coach Tr to CR 48/E Orange Ave	C	C	C	C	C
S Florida Ave	Hernando Co Line to E Oak Forest St	C	C	C	C	C
S Florida Ave	E Highland Blvd to SR-44 E	C	F	F	F	F
S Florida Ave	E Oak Forest St to CR 480/E Stage Coach Tr	C	C	C	C	C

Roadway	From/To	Level of Service				
		Adopted	Current	2036	2045	2050
S Florida Ave	S Seminole Ave to US-41	C	F	F	F	F
S Florida Ave	CR 48/E Orange Ave to E Inverness Blvd	C	C	D	D	F
S Florida Ave	E Parsons Pt Rd to S200/N Carl Rose Hwy	C	D	F	F	F
S Florida Ave	N County Line to W Dunnellon Rd	C	D	F	F	F
S Florida Ave	CR-491/N Lecanto Hwy to CR 488/W Dunnellon Rd	C	D	F	F	F
S Florida Ave	SR-45/Florida Ave to Parkside Ave	C	D	F	F	F
S Florida Ave	SR 200/N Carl Rose Hwy to CR-491/N Lecanto Hwy	C	C	C	C	D
S Lecanto Hwy	W Honeybee Ln to Carl G Rose Hwy	D	D	F	F	F
S Pleasant Grove Rd	N/A to SR-44/W Main St	D	C	C	C	D
S Pleasant Grove Rd	S County Line to E Stage Coach Trl	D	C	C	C	C
S Rock Crusher Rd	W 7 Rivers Dr to W Homosassa Trl	D	C	C	C	C
S Suncoast Blvd	SR-44/NE 5 St to CR-495/Citrus Ave	C	C	C	C	C
S Suncoast Blvd	W Longfellow St to W Venable St	C	C	C	C	C
S Suncoast Blvd	Hernando Co Line to US-98 / SR-700	C	C	C	C	C
S Suncoast Blvd	US-98 / SR-700 to W Mckinley St	C	C	C	C	C
S Suncoast Blvd	W Venable St to W Fort Island Trl	C	C	C	D	F
S Suncoast Blvd	W Fort Island Trl to SR-44/NE 5 St	C	C	C	C	C
S Suncoast Blvd	CR-495/Citrus Ave to W Dunnelon Rd	C	C	C	C	C
S Suncoast Blvd	W Mckinley St to Grover Cleveland B	C	C	C	C	C
S Suncoast Blvd	Grover Cleveland B to W Longfellow St	C	C	C	C	C
Suncoast Pkwy	N/A to SR 44	D	B	B	B	B
Suncoast Pkwy	Hernando County Line to N/A	D	B	B	B	B
Three Sisters Spring	CR 44/W Ft Island Trl to US-19/Us-98/SR-55	D	C	C	C	C
Tompkins St	N Florida Ave to Boat Ramp at River	D	C	C	C	C
Turkey Oak Dr	US-19 / US-98 / SR-5 to SR-44	D	C	C	C	C
W Cardinal St	US 19/SR 55/Suncoast To CR-491/S Lecanto Hwy	D	C	C	C	C
W Cardinal St	W Cardinal St to SR 589 Sb	D	C	C	C	C
W Cardinal St	SR 589 Nb to W Cardinal St	D	C	C	C	C

Roadway	From/To	Level of Service				
		Adopted	Current	2036	2045	2050
W Cardinal St	SR 589 Sb to W Cardinal St	D	C	C	C	C
W Cardinal St	W Cardinal St to SR 589 Nb	D	C	C	C	C
W Citrus Springs Bl	W Mustage Blvd to N Elkcam Blvd	D	C	C	C	C
W Citrus Springs Blv	N Elkcam Blvd to E Withlacoochee Trl	D	C	C	C	C
W Citrus Springs Blv	W Pine Ridge Blvd to CR-491/N Lecanto Hwy	D	C	C	C	C
W Fort Island Trl	E End of Roundabout to N Suncoast Blvd	D	C	C	C	C
W Green Acres St	S Suncoast Blvd to S Chrona Berry Pt	D	C	C	C	C
W Grover Cleveland B	US-19/Suncoast Blvd to CR-491/S Lecanto Hwy	D	C	C	C	C
W Halls River Rd	.013 West Of Rvrhvn to S Suncoast Blvd	D	C	C	C	C
W Highland Blvd	Montgomery Ave to S Line Ave	D	C	C	C	C
W Highland Blvd	@ Top Of Boat Ramp to S Suncoast Blvd	D	C	C	C	C
W Highland Blvd	S Apopka Ave to US-41 / SR-45	D	C	C	C	C
W Highland Blvd	CR-490/W Yulee Dr to W Halls River Rd	D	C	C	C	C
W Highland Blvd	W Yulee Dr to S Suncoast Blvd	D	C	C	C	C
W Homosassa Trl	S Suncoast Blvd to W Gulf to Lake Hwy	D	C	C	C	C
W Longfellow St	S Suncoast Blvd to S Melanie Dr	D	C	C	C	C
W Main St	US-41/SR-45/SR-44/W to US-41/SR-45/SR-44	D	D	E	F	F
W Miss Maggie Dr	Chassahowitzka Btrp To US-19 / US-98	D	C	C	C	C
W Norvell Bryant Hwy	W Gulf to Lake Hwy to N Florida Ave	D	C	C	C	C
W Oak Park Blvd	W Ponce Deleon Bl to W Oak Park Ln	D	C	C	C	C
W Oak Park Blvd	Greentree to US-41/SR-45/S Fla Av	D	C	C	C	C
W Ozello Trl	433ft From Trachel Ct to S Suncoast Blvd	D	C	C	C	C
W Pearson Ct	W Gulf to Lake Hwy to N Essex Ave	D	C	C	C	C
W Pearson Ct	N Essex Ave to N Croft Ave	D	C	C	C	C
W Ponce De Leon Blvd	Unsigned to US-19/US-98/SR-55	D	C	C	C	C
W Ponce De Leon Blvd	Poppy Ct to W Ponce Deleon Blvd	D	C	C	C	C
W River Rd	N Caribee Pt to N Suncoast Blvd	D	C	C	C	D
W Roosevelt Blvd	CR-491/N Lecanto Hwy to N Forest Ridge Blvd	D	C	C	C	C
W Roosevelt Blvd	Norvell Bryant Hwy to N Lecanto Hwy	D	C	C	C	C

Roadway	From/To	Level of Service				
		Adopted	Current	2036	2045	2050
W Venable St	S Suncoast Blvd to W Gulf to Lake Hwy	D	C	C	D	D
W Withlacoochee Trl	N Florida Ave to N Carl G Rose Hwy	D	C	C	C	C

Source: Citrus County, 2025; Florida Department of Transportation, 2025

Volume / Capacity

Citrus County is currently evaluating a transition from traditional Quality/Level of Service (LOS) standards to a Volume-to-Capacity (V/C) methodology for transportation analysis. The V/C approach measures roadway performance by comparing existing or projected traffic volumes, typically expressed as average daily trips, to the maximum capacity of a roadway. Unlike traditional LOS standards, V/C ratios can be established above a roadway's recommended operating capacity, providing local governments with greater flexibility in managing transportation impacts while maintaining locally appropriate performance standards. The County is considering this approach as part of broader efforts to reestablish a transportation concurrency management system that ensures future development contributes proportionately toward transportation infrastructure improvements needed to support continued growth. **Table TRA - 6** below shows the current V/C for all major roadways in Citrus County. Volume was determined using average annual average daily traffic counts from FDOT and projected AADT counts were based on average annual growth rates determined using historic AADT counts produced by FDOT. A roadway's maximum capacity was determined using the Level of Service E standards in the 2023 Quality / Level of Service Handbook. Maps of the Volume /Capacities outlined in **Table TRA-5** can be found on **Map TRA-9**, **Map TRA-10**, **Map TRA-11**, and **Map TRA-12**.

Table TRA - 6: Volume / Capacity

Roadway	From/To	Capacity	Volume/Capacity			
			2024	2036	2045	2050
Carl G Rose Hwy	N Florida Ave To SR-200/N Carl G Rose	21,700	0.40	0.50	0.60	0.66
Carl G Rose Hwy	SR 200/Carl G Rose Hwy To CR-491/N Lecanto Hwy	21,700	0.40	0.50	0.60	0.66
Citrus Ave	Suncoast Blvd To W Dunellon Rd	24,000	0.47	0.59	0.71	0.78
Courthouse Square	US Hwy 41 S To N Apopka Ave	24,000	0.19	0.24	0.29	0.32
Courthouse Square	Courthouse Square To E Gulf To Lake Hwy	24,000	0.18	0.23	0.27	0.30
Courthouse Square	Courthouse Square To Courthouse Square	24,000	0.29	0.36	0.44	0.48
Courthouse Square	Us-41 To SR-45/Florida Ave	24,000	0.29	0.36	0.44	0.48
Cr488/W Dunnellon Rd	N Suncoast Blvd To N Florida Ave	28,500	0.41	0.52	0.62	0.69
Cypress Cir	Cypress Cir To Cypress Blvd E	24,000	0.32	0.41	0.49	0.54
Cypress Cir	S Suncoast Blvd To W Oak Park Blvd	24,000	0.32	0.41	0.49	0.54
E Anna Jo Dr	S Pleasant Grove Rd To S Apopka Ave	24,000	0.08	0.11	0.13	0.14
E Bushnell Rd	S Florida Ave To Sumter County Line	28,500	0.21	0.27	0.32	0.35
E Bushnell Rd	N Suncoast Blvd To N Northcut Ave	28,500	0.21	0.27	0.32	0.35
E Dawson Dr	S Croft Ave To N Independence Hwy	24,000	0.06	0.08	0.09	0.10
E England Blvd	Royal Cres St To Us-41 / SR-45	24,000	0.02	0.03	0.03	0.03
E England Blvd	Hernando County To E Bushnell Rd/CR-48	24,000	0.02	0.03	0.03	0.03
E England Blvd	W Oakhill St To N Riverbend Rd	24,000	0.02	0.03	0.03	0.03
E Floral Park Dr	US-41/SR-45 To CR39/S Istachatta Rd	28,500	0.05	0.06	0.07	0.08
E Gobbler Dr	E Bushnell Rd To S Pike Way	28,500	0.05	0.06	0.07	0.08
E Gobbler Dr	E Orange Ave To E Gobbler Dr	28,500	0.05	0.06	0.07	0.08
E Gobbler Dr	S Old Floral City Rd To S Plover Ave	28,500	0.05	0.06	0.07	0.08
E Gobbler Dr	E Floral Park Dr To E Orange Ave	28,500	0.05	0.06	0.07	0.08
E Moccasin Slough Rd	Carnegie Dr To S Martins Dr	24,000	0.15	0.19	0.23	0.25
E Moccasin Slough Rd	S Pleasant Grove Rd To S Cascade Ave	24,000	0.15	0.19	0.23	0.25
E Parsons Point Rd	N Florida Ave To N Wheaton Pt	24,000	0.08	0.10	0.12	0.14
Eden Dr	E Gobbler Dr To Us-41 S	24,000	0.14	0.18	0.21	0.24
Eden Dr	S Florida Ave To S Pike Way	24,000	0.14	0.18	0.21	0.24
Eden Dr	S Carnegie Dr To Eden Dr	24,000	0.14	0.18	0.21	0.24
Florida Ave	US-41 / Sr-45 To Us-41 / Sr-45	36,600	0.81	1.02	1.22	1.35
Florida Ave	SR-44 E To S Apopka Ave	36,600	0.81	1.02	1.22	1.35

Roadway	From/To	Capacity	Volume/Capacity			
			2024	2036	2045	2050
N Annapolis Ave	E Liberty St To N Indianhead Rd	24,000	0.10	0.13	0.15	0.17
N Annapolis Ave	W Highland Blvd To N Florida Ave	24,000	0.10	0.13	0.15	0.17
N Annapolis Ave	S Border Av To Sr-44	24,000	0.10	0.13	0.15	0.17
N Annapolis Ave	Ella Av To N Seminole Ave	24,000	0.10	0.13	0.15	0.17
N Carl G Rose Hwy	N County Line To N Lecanto Hwy	18,000	0.84	1.06	1.27	1.40
N Citrus Springs Blv	N Elkcam Blvd To N Withlacoochlee Trl	24,000	0.24	0.30	0.36	0.40
N Citrus Springs Blv	N Deltona Blvd To CR-39	24,000	0.24	0.30	0.36	0.40
N Dunkenfield Ave	W Venable St To W Gulf To Lake Hwy	24,000	0.18	0.22	0.27	0.29
N Elkcam Blvd	W Texaco Ct To CR488/W Dunnellon Rd	24,000	0.10	0.13	0.15	0.17
N Elkcam Blvd	CR-488/W Dunnellon R To Cr-488/W Dunnellon R	24,000	0.10	0.13	0.15	0.17
N Elkcam Blvd	W Citrus Springs Blv To N/A	24,000	0.17	0.22	0.26	0.29
N Elkcam Blvd	N Citrus Ave To N Elkcam Blvd	24,000	0.17	0.22	0.26	0.29
N Elkcam Blvd	CR-488 / W Dunnellon To W Ivy St	24,000	0.17	0.22	0.26	0.29
N Elkcam Blvd	CR-488/W Dunnellon R To W Cypress Dr	24,000	0.17	0.22	0.26	0.29
N Elkcam Blvd	N Ranch Head Ave To N Riverbend Rd	24,000	0.10	0.13	0.15	0.17
N Elkcam Blvd	N Lecanto Hwy To N Elkcam Blvd	24,000	0.17	0.22	0.26	0.29
N Emerald Oaks Dr	US-19 / Us-98 / SR-5 To CR-495 / N Citrus Av	28,500	0.04	0.05	0.06	0.07
N Emerald Oaks Dr	E Haven St To Crystal Blvd	28,500	0.04	0.05	0.06	0.07
N Emerald Oaks Dr	W Oakhill St To CR-488/W Dunnellon R	28,500	0.04	0.05	0.06	0.07
N Essex Ave	W Keller St To E Norvell Bryant Hwy	24,000	0.15	0.19	0.23	0.25
N Forest Ridge Blvd	W Norvell Bryant Hwy To CR-491/N Lecanto Hwy	37,300	0.36	0.46	0.54	0.60
N Horse Prairie Rd	E Gospel Island Rd To N Horse Prairie Rd	24,000	0.08	0.10	0.12	0.13
N Independence Hwy	W Gulf To Lake Hwy To N Florida Ave	24,000	0.38	0.48	0.57	0.63
N Kensington Ave	E Gulf To Lake Hwy To E Norvell Bryant Hwy	24,000	0.15	0.19	0.23	0.25
N Kensington Ave	W Gulf To Lake Hwy To W Norvell Bryant Hwy	24,000	0.15	0.19	0.23	0.25
N Larue Denise Dr	US-19 / N Suncoast B To Pamondeho Circle	28,500	0.02	0.03	0.03	0.04
N Northcut Ave	CR-488/Dunnellon Rd To W Riverwood Dr	28,500	0.39	0.49	0.58	0.65
N Rock Crusher Rd	W Seven Rivers Dr To SR 44/Gulf To Lake Hy	24,000	0.22	0.27	0.33	0.36
N Suncoast Blvd	N County Line To W Dunnellon Rd	28,500	0.39	0.49	0.58	0.65
Ne 5th St	S Croft Ave To CR 581/S Pleasnt Gr Rd	36,600	0.93	1.18	1.41	1.55
Ne 5th St	Suncoast Blvd To N Dunkenfield Ave	36,600	0.86	1.09	1.30	1.44
Ne 5th St	N Rock Crusher Rd To CR 490/W Homosassa Tl	36,600	0.51	0.64	0.77	0.85

Roadway	From/To	Capacity	Volume/Capacity			
			2024	2036	2045	2050
Ne 5th St	S Country Oaks Ter To CR-491/S Lecanto Hwy	36,600	0.64	0.81	0.97	1.07
Ne 5th St	N Dunkenfield Ave To N Rock Crusher Rd	36,600	0.48	0.61	0.72	0.80
Ne 5th St	S Trail 13 To S Croft Ave	36,600	1.00	1.26	1.51	1.67
Ne 5th St	CR 581/S Pleasnt Gr Rd To N US-41/SR-45	36,600	0.78	0.99	1.18	1.30
Ne 5th St	S Shad Ter To Sumter Co Line	36,600	0.48	0.61	0.72	0.80
Ne 5th St	US 41/Sr45/44/S US 41 To S Shad Ter	36,600	0.93	1.18	1.41	1.55
Ne 5th St	CR 490/W Homosassa Tl To S Country Oaks Ter	36,600	0.68	0.87	1.04	1.14
Ne 5th St	CR-491/S Lecanto Hwy To S Trail 13	36,600	0.70	0.88	1.06	1.17
Oak Village Blvd	N Ponce De Leon Blvd To W Oak Park Blvd	24,000	0.09	0.11	0.13	0.15
Oak Village Blvd	W Oak Park Blvd To Cypress Blvd	24,000	0.09	0.11	0.13	0.15
Oak Village Blvd	N/A To Cypress Blvd E	24,000	0.09	0.11	0.13	0.15
Ranch Hand Ave/N Riv	0.118m S Of W Woodla To CR-488/W Dunnellon R	24,000	0.02	0.02	0.03	0.03
Ranch Hand Ave/N Riv	N Ranch Hand Ave To N Circle M Ave	24,000	0.02	0.02	0.03	0.03
S Apopka Ave	E Anna Jo Dr To US-41 / SR-44	24,000	0.34	0.43	0.52	0.57
S Canary Palm Ter	W Green Acres St To S Red Wing Ave	24,000	0.09	0.12	0.14	0.15
S Croft Ave	E Gulf To Lake Hwy To E Norvell Bryant Hwy	24,000	0.53	0.67	0.80	0.88
S Florida Ave	Parkside Ave To N Independence Hwy	21,700	1.18	1.49	1.78	1.97
S Florida Ave	N Independence Hwy To E Parsons Pt Rd	21,700	0.93	1.18	1.41	1.56
S Florida Ave	N Inverness Blvd To Mossy Oak Dr	21,700	0.78	0.99	1.19	1.31
S Florida Ave	CR 480/E Stage Coach Tr To CR 48/E Orange Ave	21,700	0.37	0.47	0.56	0.62
S Florida Ave	Hernando Co Line To E Oak Forest St	21,700	0.19	0.25	0.29	0.32
S Florida Ave	E Highland Blvd To SR-44 E	21,700	1.22	1.55	1.85	2.04
S Florida Ave	E Oak Forest St To CR480/E Stage Coach Tr	21,700	0.29	0.36	0.43	0.48
S Florida Ave	S Seminole Ave To Us-41	21,700	1.94	2.45	2.93	3.24
S Florida Ave	CR 48/E Orange Ave To E Inverness Blvd	21,700	0.63	0.80	0.96	1.06
S Florida Ave	E Parsons Pt Rd To SR 200/N Carl Rose Hwy	21,700	0.97	1.23	1.47	1.62
S Florida Ave	N County Line To W Dunnellon Rd	21,700	0.99	1.26	1.50	1.66
S Florida Ave	CR-491/N Lecanto Hwy To CR 488/W Dunnellon Rd	21,700	0.90	1.14	1.36	1.50
S Florida Ave	SR-45/Florida Ave To Parkside Ave	21,700	0.88	1.11	1.33	1.47
S Florida Ave	SR200/N Carl Rose Hwy To CR-491/N Lecanto Hwy	21,700	0.44	0.56	0.66	0.73
S Lecanto Hwy	W Honeybee Ln To Carl G Rose Hwy	28,500	0.62	0.79	0.95	1.05
S Pleasant Grove Rd	N/A To SR-44/W Main St	28,500	0.33	0.42	0.51	0.56

Roadway	From/To	Capacity	Volume/Capacity			
			2024	2036	2045	2050
S Pleasant Grove Rd	S County Line To E Stage Coach Trl	28,500	0.13	0.16	0.19	0.21
S Rock Crusher Rd	W 7 Rivers Dr To W Homosassa Trl	24,000	0.21	0.26	0.32	0.35
S Suncoast Blvd	SR-44/Ne 5 St To Cr-495/Citrus Ave	54,100	0.43	0.54	0.64	0.71
S Suncoast Blvd	W Longfellow St To W Venable St	54,100	0.45	0.57	0.69	0.76
S Suncoast Blvd	Hernando Co Line To US-98 / SR-700	54,100	0.26	0.33	0.40	0.44
S Suncoast Blvd	US-98 / SR-700 To W Mckinley St	54,100	0.35	0.45	0.53	0.59
S Suncoast Blvd	W Venable St To W Fort Island Trl	54,100	0.60	0.76	0.91	1.01
S Suncoast Blvd	W Fort Island Trl To SR-44/Ne 5 St	54,100	0.51	0.64	0.77	0.85
S Suncoast Blvd	CR-495/Citrus Ave To W Dunnelon Rd	54,100	0.28	0.36	0.43	0.47
S Suncoast Blvd	W Mckinley St To Grover Cleveland B	54,100	0.50	0.63	0.76	0.84
S Suncoast Blvd	Grover Cleveland B To W Longfellow St	54,100	0.40	0.50	0.60	0.67
Suncoast Pkwy	N/A To SR 44	88,800	0.11	0.14	0.17	0.18
Suncoast Pkwy	Hernando County Line To N/A	88,800	0.11	0.14	0.17	0.19
Three Sisters Spring	Cr44/W Ft Island Trl To US-19/Us-98/Sr-55	24,000	0.14	0.18	0.21	0.24
Tompkins St	N Florida Ave To Boat Ramp At River	24,000	0.18	0.23	0.27	0.30
Turkey Oak Dr	US-19 / US-98 / SR-5 To SR-44 / W Gulf To La	24,000	0.31	0.39	0.47	0.52
W Cardinal St	US 19/SR 55/Suncoast To CR-491/S Lecanto Hwy	24,000	0.35	0.45	0.54	0.59
W Citrus Springs Bl	W Mustage Blvd To N Elkcam Blvd	24,000	0.18	0.23	0.27	0.30
W Citrus Springs Blv	N Elkcam Blvd To E Withlacoochee Trl	28,500	0.12	0.15	0.18	0.20
W Citrus Springs Blv	W Pine Ridge Blvd To CR-491/N Lecanto Hwy	28,500	0.12	0.15	0.18	0.20
W Fort Island Trl	E End Of Roundabout To N Suncoast Blvd	28,500	0.26	0.32	0.39	0.43
W Green Acres St	S Suncoast Blvd To S Chrona Berry Pt	24,000	0.09	0.11	0.14	0.15
W Grover Cleveland B	US-19/Suncoast Blvd To CR-491/S Lecanto Hwy	24,000	0.28	0.35	0.42	0.46
W Halls River Rd	.013 West Of Rvrhvn To S Suncoast Blvd	24,000	0.09	0.12	0.14	0.15
W Highland Blvd	Montgomery Ave To S Line Ave	40,800	0.05	0.07	0.08	0.09
W Highland Blvd	@ Top Of Boat Ramp To S Suncoast Blvd	40,800	0.05	0.07	0.08	0.09
W Highland Blvd	S Apopka Ave To US-41 / SR-45	40,800	0.05	0.07	0.08	0.09
W Highland Blvd	CR-490/W Yulee Dr To W Halls River Rd	40,800	0.05	0.07	0.08	0.09
W Highland Blvd	W Yulee Dr To S Suncoast Blvd	40,800	0.05	0.07	0.08	0.09
W Homosassa Trl	S Suncoast Blvd To W Gulf To Lake Hwy	24,000	0.35	0.44	0.53	0.59
W Longfellow St	S Suncoast Blvd To S Melanie Dr	24,000	0.05	0.07	0.08	0.09
W Main St	US-41/SR-45/Sr-44/W To US-41/SR-45/SR-44	40,800	0.83	1.06	1.26	1.39

Roadway	From/To	Capacity	Volume/Capacity			
			2024	2036	2045	2050
W Miss Maggie Dr	Chassahowitzka Btrp To US-19 / US-98	24,000	0.14	0.17	0.21	0.23
W Norvell Bryant Hwy	W Gulf To Lake Hwy To N Florida Ave	40,800	0.44	0.56	0.66	0.73
W Oak Park Blvd	W Ponce Deleon Bl To W Oak Park Ln	24,000	0.15	0.18	0.22	0.24
W Oak Park Blvd	Greentree To US-41/SR-45/S Fla Av	24,000	0.15	0.18	0.22	0.24
W Ozello Trl	433ft Fr Trachel Ct To S Suncoast Blvd	28,500	0.13	0.16	0.19	0.21
W Pearson Ct	W Gulf To Lake Hwy To N Essex Ave	24,000	0.10	0.12	0.15	0.16
W Pearson Ct	N Essex Ave To N Croft Ave	24,000	0.10	0.12	0.15	0.16
W Ponce De Leon Blvd	Unsigned To US-19/Us-98/SR-55	37,300	0.24	0.31	0.37	0.40
W Ponce De Leon Blvd	Poppy Ct To W Ponce Deleon Blvd	37,300	0.24	0.31	0.37	0.40
W River Rd	N Caribee Pt To N Suncoast Blvd	28,500	0.33	0.41	0.49	0.55
W Roosevelt Blvd	CR-491/N Lecanto Hwy To N Forest Ridge Blvd	40,800	0.16	0.21	0.25	0.27
W Roosevelt Blvd	Norvell Bryant Hwy To N Lecanto Hwy	40,800	0.16	0.21	0.25	0.27
W Venable St	S Suncoast Blvd To W Gulf To Lake Hwy	24,000	0.43	0.55	0.66	0.73
W Withlacoochee Trl	N Florida Ave To N Carl G Rose Hwy	24,000	0.11	0.14	0.16	0.18
West Cardinal St	W Cardinal St To SR 589 Sb	28,500	0.02	0.02	0.03	0.03
West Cardinal St	SR 589 Nb To W Cardinal St	28,500	0.02	0.02	0.03	0.03
West Cardinal St	SR 589 Sb To W Cardinal St	28,500	0.01	0.02	0.02	0.02
West Cardinal St	W Cardinal St To SR 589 Nb	28,500	0.01	0.02	0.02	0.02

Source: FDOT, 2023 and 2025

Strategic Intermodal System

Florida's Strategic Intermodal System (SIS) represents the state's highest priority transportation network and includes facilities that are critical to Florida's economy, mobility, and connectivity. Established by the Governor and Legislature in 2003, the SIS was created to focus limited transportation funding on key interstate, interregional, and international transportation corridors and facilities. Within Citrus County, the SIS includes four major highways, US 19, US 98, State Road 44, and the Suncoast Parkway (State Road 589), as well as the Duke Energy Mainline Rail Connector located in the northern portion of the County. These facilities are illustrated on **Map TRA-13**.

Airports

Citrus County contains five airports, including three private airstrips and two public general aviation airports operated and maintained by the Citrus County Board of County Commissioners. The County's airports are illustrated on **Map TRA-14**. Private aviation facilities include JR's Airstrip, Post Oak Ranch Airstrip, and Twelve Oaks Airstrip. The County's Public Works Department oversees the operation, maintenance, and future expansion of the public general aviation airports located in Crystal River and Inverness.

Crystal River Airport

The Crystal River airport is located at 718 North Lindberg Terrace, Crystal River, FL 34429. The daily operations of the Crystal River are managed by Crystal Aero Group, Inc. The airport has two non-intersecting runways, and the aircraft ramp of the airport can accommodate 53 aircraft. The airport provides general aviation needs for domestic and international flights as well as flight training.

Inverness Airport

The Inverness Airport is located at 4250 S Airport Rd, Inverness, FL 34450. The daily operations of the airport are managed by Right Rudder Aviation. The airport has one runway and has two 14,000 square yard paved aircraft parking aprons. The airport provides general aviation needs for recreational flying, flight training, and the Citrus County Sherriff's Office. In 2023 the County broke ground on an 80-acre Airport Business Park south of the Inverness Airport. The business park has airside space to

develop 500,000 square feet of light industrial and aircraft hangars with the potential to accommodate up to 700 local jobs.

Public Transportation

Fixed Route Bus

Public transit in Citrus County is provided through Citrus County Transit, a service operated by the County that offers both fixed-route and demand-response transportation options for residents. The system's primary fixed-route service, known as the Orange Line, connects major communities including Crystal River, Homosassa, Lecanto, Inverness, Beverly Hills, Floral City, and Hernando. **Table TRA-6** provides an overview of each bus route and **Map TRA-15** provides the location of each bus route and bus stop in Citrus County. In addition to fixed-route transit, Citrus County Transit provides door-to-door and paratransit services for elderly residents, individuals with disabilities, and transportation disadvantaged populations, helping improve access to employment, healthcare, shopping, and essential services throughout the County.

Table TRA - 7: Fixed Bus Routes

Route	Stop Locations	Operating Hours	Approximate Headways
Floral City & Inverness (Red)	Citrus County Transit, Walmart (Inverness, Withlacoochee Tech, Lakes Region Library, Citrus Memorial Hospital, Floral City Library, East Gobbler & South Florida Avenue, Courthouse Square, Publix (Inverness), and Colonnade Park Apartments.	6:00 AM – 5:15 PM	2 Hours
Crystal River (Blue)	Citrus County Transit, Walmart, Meadowcrest Government Center, Daystar, Coastal Region Library, Crystal River Fire Department, The Fountains at Hidden Lake, Sevin Rivers,	6:00 AM – 5:15 PM	2 Hours

Route	Stop Locations	Operating Hours	Approximate Headways
	Kings Bay Plaza, and Crystal River Plaza.		
Hernando & Inverness (Purple)	Citrus County Transit, Walmart (Inverness, Winn Dixie (Inverness), Regional Plaza, Hernando School House, Dollar General (SR 200), and Family Resource.	6:00 AM – 5:15 PM	2 Hours
Beverly Hills (Green)	Citrus County Transit, VA Resource Center, Target Plaza, Walmart, Forest Ridge Apartments, Eagleton Park, Winn Dixie (Beverley Hills), Beverley Plaza, Central Ridge Library, and Walgreens.	6:00 AM – 5:15 PM	2 Hours
Homosassa (Yellow)	Citrus County Transit, Homosassa Trail, Homosassa Civic Club, Sunny Day's Plaza, Publix (Sugarmill Woods), Walmart (Homosassa), West Periwinkle Lane & South Marquis Point, and Homosassa Public Library.	6:00 AM – 5:15 PM	2 Hours

Source: Citrus County, 2025

Door to Door Bus

The door-to-door bus service (paratransit) is provided by Citrus County for trips related to appointments, employment, grocery / supplies, and prescription pick-up. Service is provided every weekday from 6 am to 6 pm. Anyone living or visiting in Citrus County can use the door-to-door bus service and all 14 vehicles used in the door-to-door bus service are ADA accessible. In order to be able to ride a passenger must make a reservation over the phone two days to two weeks prior to the trip. The door-to-door bus service

Transportation Disadvantaged

Reduced fares for door-to-door transit service and free access to the deviated fixed-route Orange Line are available to eligible Citrus County residents, including seniors,

Medicare recipients, persons with disabilities, and individuals with household incomes at or below 150 percent of the federal poverty level. Individuals must apply and provide documentation to verify eligibility for the reduced fare program. Funding for these transportation assistance services is provided through the State Transportation Disadvantaged Trust Fund.

Interchange Management Areas

There are currently three Interchange Management Areas in Citrus County related to the extension of the Suncoast Parkway. The three Interchange Management Areas along the Parkway are located at Cardinal Street, State Road 44, and County Road 486. With funding provided by the Florida Commerce, Citrus County contracted with Tampa Bay Regional Planning Council (TBRPC) to prepare the Suncoast Parkway 2 Transportation Corridor Land Use Study. TBRPC found that more intensive development was appropriate around the three interchange areas due to increased regional access.

As part of this study, TBRPC prepared three land use scenarios for developing the interchange areas in Citrus County. The County has adopted multiple Comprehensive Plan Amendments related to these Interchange Management Areas – more information can be found in the Data and Analysis of the Future Land Use Element.

Freight Transportation

Freight transportation, the movement of goods and materials, is a critical component of both the local and regional economy. Maintaining an efficient freight network helps ensure businesses and residents have reliable access to products, services, and commercial markets. In Citrus County, freight movement primarily occurs through the roadway system, with major highways serving as key corridors for truck traffic and goods distribution. **Map TRA-16** illustrates the 2024 annual average daily freight truck traffic volumes throughout the County based on data from the Florida Department of Transportation.

Pedestrian and Bicycle

The pedestrian and bicycle network in Citrus County consists of trails, sidewalks, and on-road bicycle facilities that support recreation, connectivity, and alternative transportation options throughout the community. As illustrated on **Map R&L-3**, the

County's trail system is primarily located along major arterial and collector roadways through paved multi-use paths, as well as within larger conservation areas that contain nature-based trails. The sidewalk network, shown on **Map TRA-17**, is concentrated within incorporated areas and along major transportation corridors, while bicycle lanes, illustrated on **Map TRA-18**, are similarly focused on arterial and collector roadways.

The Comprehensive Plan includes policies that encourage the continued expansion and integration of pedestrian and bicycle infrastructure throughout the County. These efforts include incorporating bicycle and pedestrian facilities into roadway improvement projects, requiring certain new developments to construct multimodal facilities, and enhancing connections between neighborhoods, activity centers, parks, schools, and the Countywide trail system.

Port District

The creation of a port in Citrus County first came to be when a Florida Canal Authority was established to construct the Cross Florida Canal. Work began for the canal in 1935 from the Gulf to the Withlacoochee River before suspending its construction in 1971, with the canal ultimately being deauthorized in 1990. During this suspension period the Citrus County Port Authority was established by a Special Act of the Legislature in 1984. The Port Authority is charged with the task of developing Port Citrus. In 2011 the State included Port Citrus as a member of the Florida Seaport Transportation & Economic Development Council and is one of the 15 public seaports in Florida.

While large-scale port infrastructure has not yet been developed, Port Citrus continues to be identified as a potential long-range economic asset for the County. Current planning efforts focus on strategic land acquisition, infrastructure coordination, environmental stewardship, and evaluating opportunities for marine-dependent and industrial uses that could capitalize on the County's location along the Gulf Coast and proximity to regional transportation corridors.

Current initiatives include a proposed land exchange with the Florida Department of Environmental Protection that is anticipated to be completed by the end of 2026. In addition, the County is coordinating with the Florida Department of Transportation and University of South Florida to prepare an updated feasibility study evaluating future opportunities for the port. The County is also developing a master development plan to

help guide future infrastructure investments, land use decisions, and economic development strategies associated with Port Citrus.

Today, the Port Future Land Use category encompasses approximately 500 acres, as illustrated on **Map G&D -10**. While the area is currently undeveloped, it is planned to support a future mix of industrial and marina-related uses intended to facilitate economic development and maritime activity. Complementary uses such as retail, commercial, residential, recreational, resort, institutional, and utility uses may also be integrated to support the long-term viability and functionality of the Port Citrus area.

Pavement Management

Pavement management involves the strategic maintenance and preservation of roadways to maximize pavement life, improve roadway conditions, and efficiently utilize available funding resources. To better assess roadway conditions throughout the County, Citrus County recently retained Mott MacDonald to conduct a comprehensive pavement assessment of all County-maintained roads. Using specialized vehicles equipped with cameras, lasers, and sensors, the study collected data on multiple forms of pavement deterioration and assigned a condition index score to each roadway segment. The results of this analysis, summarized in **Table TRA-7**, were used by the County to develop a Pavement Management System (PMS) and establish an annual roadway resurfacing and maintenance program.

Table TRA - 8: Current Roadway Health

Condition Status	Description	Miles of Road	Percent of Network
Very Good	Smooth Surface. little to no distresses	517	27.51%
Good	Smooth Surface, little distresses in localized areas	277	14.74%
Satisfactory	Relatively smooth surface. Moderate to low distresses in localized areas	135	7.19%
Poor	Rougher surface, moderate to high distresses widespread	357	19.00%
Very Poor	Rough and/or uneven surface, high severity, widespread distresses	594	31.57%

Source: Citrus County, 2025

Future Transportation Capacity Improvements

The 2050 Long Range Transportation Plan (LRTP) produced by the Hernando/Citrus Metropolitan Planning Organization (MPO) includes various transportation improvement projects. These projects are divided into three categories cost feasible, partially funded, and unfunded projects. The transportation improvement projects included in the LRTP that will occur in Citrus County are provided below in **Table TRA-8, TRA-9,** and **TRA-10**. **Map TRA-19** provides a map of the cost feasible projects as well.

Table TRA - 9: Cost Feasible Projects

Roadway	From/To	Improvement	Project Stage		
			Stage	Time	Estimated Cost
US 41	Arlington Street to Louisiana Lane	2 Lane Undivided to 4 Lane Divided	PE	2031-2035	NA
			Design	2031-2035	$372,189
			ROW	2036-2040	$4,091,484
			CST	2041-2050	$13,229,132
US 41	Louisiana Lane to CR 486	2 Lane Undivided to 4 Lane Divided	PE	2031-2035	NA
			Design	2031-2035	$964,278
			ROW	2036-2040	$10,600,326
			CST	2041-2050	$34,274,387
US 41	CR 486 to SR 200	2 Lane Undivided to 4 Lane Divided	PE	2031-2035	NA
			Design	2031-2035	$199,635
			ROW	2036-2040	$2,194,591
			CST	2041-2050	$7,095,844
US 41	At CR 491	Interchange	PE	2031-2035	$51,600
			Design	2031-2035	$103,200
			ROW	2031-2035	$412,800
			CST	2041-2050	$1,032,000
CR 491	Pine Ridge Boulevard to Forest Ridge Boulevard	2 Lane Undivided to 4 Lane Divided	PE	2031-2035	$205,970
			Design	2031-2035	$411,987
			ROW	2031-2035	$1,647,851
			CST	2041-2050	$8,054,033
CR 491	Forest Ridge Boulevard to Deltona Boulevard	2 Lane Undivided to 4 Lane Divided	PE	2031-2035	$982,960
			Design	2031-2035	$1,966,148
			ROW	2031-2035	$7,864,136
			CST	2041-2050	$38,436,729
CR 491		2 Lane Undivided to	PE	2031-2035	$758,013
			Design	2031-2035	$1,516,200

Roadway	From/To	Improvement	Project Stage		
			Stage	Time	Estimated Cost
	Deltona Boulevard to US 41	4 Lane Divided	ROW	2031-2035	$6,064,450
			CST	2041-2050	$29,640,589
US 41	At North Citrus Springs Boulevard	Interchange	PE	2031-2035	$62,400
			Design	2036-2040	$124,800
			ROW	2041-2050	$620,800
			CST	2041-2050	$1,552,000
Downtown Inverness	NA	Study	PE	NA	NA
			Design	NA	NA
			ROW	NA	NA
			CST	2031-2035	$935,250

Source: Citrus/Hernando MPO, 2025

Table TRA - 10: Partially Funded Projects

Roadway	From/To	Improvement	Project Stage		
			Stage	Time	Estimated Cost
US 19/US 98	Cardinal Street to Green Acres Street	4 Lanes Divided to 6 Lanes Divided	PE	2036-2040	$1,384,344
			Design	2036-2040	$2,768,688
			ROW	2031-2035	$11,447,328
			CST	-	$44,759,942
CR 490	US 19 to Canadian Way	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$291,372
			Design	2041-2050	$876,475
			ROW	2041-2050	$3,505,696
			CST	-	$11,393,511
CR 490	Canadian Way to Rock Crusher Road	2 Lanes Undivided to 4 Lanes Divided	PE	2041-2050	$2,589,666
			Design	2041-2050	$5,179,931
			ROW	2041-2050	$20,718,527
			CST	-	$67,335,212
CR 490	Rock Crish Road to Urban Boundary	2 Lanes Undivided to 4 Lanes Divided	PE	2041-2050	$423,077
			Design	2041-2050	$846,251
			ROW	2041-2050	$3,384,810
			CST	NA	$11,000,631
CR 490	Urban Boundary to SR 44	2 Lanes Undivided to 4 Lanes Divided	PE	2041-2050	$1,743,513
			Design	2041-2050	$3,487,428
			ROW	2041-2050	$13,948,908
			CST	-	$45,333,950
Croft Avenue			PE	2031-2035	$999,427

Roadway	From/To	Improvement	Project Stage		
			Stage	Time	Estimated Cost
	SR 44 to Stevens Street	2 Lanes Undivided to 4 Lanes Divided	Design	2036-2040	$2,417,497
			ROW	2036-2040	$9,669,431
			CST	-	$39,080,615
Croft Avenue	Stevens Street to Hayes Road	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$13,452
			Design	2041-2050	$32,539
			ROW	2036-2040	$130,150
			CST	-	$526,022
Rock Crusher Road	CR 490 to Venable Street	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$1,515,467
			Design	2041-2050	$3,665,739
			ROW	2036-2040	$14,662,108
			CST	-	$59,259,352
Rock Crusher Road	Venable Street SR 44	2 Lanes Undivided to 4 Lanes Divided	PE	2036-2040	$765,464
			Design	2041-2050	$1,531,104
			ROW	2036-2040	$6,124,063
			CST	-	$24,751,420
Venable Street	US 19 to Dunkenfield Avenue	2 Lanes Undivided to 4 Lanes Divided	PE	2036-2040	$1,248,772
			Design	2041-2050	$2,497,833
			ROW	2036-2040	$9,990,755
			CST	-	$40,379,301
Venable Street	Dunkenfield Avenue to Rock Crusher Road	2 Lanes Undivided to 4 Lanes Divided	PE	2036-2040	$508,284
			Design	2041-2050	$1,016,686
			ROW	2036-2040	$4,066,507
			CST	-	$16,435,467
CR 491	US 41 to Tram Road	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$965,098
			Design	2031-2035	$1,930,420
			ROW	2041-2050	$20,125,560
			CST	-	$50,313,900
CR 491	Tram Road to SR 200	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$989,658
			Design	2031-2035	$1,979,546
			ROW	2041-2050	$20,637,720
			CST	-	$51,594,300
SR 200	US 41 to Palmer Way	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$2,395,721
			Design	2031-2035	$4,791,997
			ROW	-	$36,030,761
			CST	-	$93,679,978
SR 200			PE	2031-2035	$593,907

Roadway	From/To	Improvement	Project Stage		
			Stage	Time	Estimated Cost
	Palmer Way to CR 491	2 Lanes Undivided to 4 Lanes Divided	Design	2031-2035	$1,187,951
			ROW	-	$8,932,136
			CST	-	$23,223,555
SR 200	CR 491 to Marion County Line	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$595,023
			Design	2031-2035	$1,190,184
			ROW	-	$8,948,926
			CST	-	$23,267,208
Cardinal Street	US 19 to Gross Avenue	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$558,183
			Design	2031-2035	$1,116,495
			ROW	-	$6,715,892
			CST	-	$16,789,730
Cardinal Street	Gross Avenues to Suncoast Parkway	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$1,249,102
			Design	2031-2035	$2,498,493
			ROW	-	$15,028,823
			CST	-	$37,572,058
Cardinal Street	Suncoast Parkway to CR 491	2 Lanes Undivided to 4 Lanes Divided	PE	2031-2035	$1,625,541
			Design	2031-2035	$3,251,457
			ROW	-	$19,558,021
			CST	-	$48,895,052
SR 44	US 41 to CR 470	4 Lanes Divided to 6 Lanes Divided	PE	2031-2035	$1,963,464
			Design	2031-2035	$3,926,928
			ROW	-	$29,527,722
			CST	-	$76,772,076
SR 44	CR 470 to Shad Terrace	4 Lanes Divided to 6 Lanes Divided	PE	2031-2035	$363,625
			Design	2031-2035	$727,250
			ROW	-	$5,468,409
			CST	-	$14,217,864
SR 44	Shad Terrace to Little John Avenue	4 Lanes Divided to 6 Lanes Divided	PE	2031-2035	$664,402
			Design	2031-2035	$1,328,803
			ROW	-	$9,991,661
			CST	-	$25,978,319
SR 44	Little John Avenue to Sumter County Line	4 Lanes Divided to 6 Lanes Divided	PE	2031-2035	$803,623
			Design	2031-2035	$1,607,246
			ROW	-	$12,085,353
			CST	-	$31,421,918
			PE	2036-2040	$926,116

Roadway	From/To	Improvement	Project Stage		
			Stage	Time	Estimated Cost
Crystal Oaks Drive	Rock Crusher Road to Urban Boundary	2 Lanes Undivided to 4 Lanes Divided	Design	2031-2035	$1,852,447
			ROW	-	$9,214,204
			CST	-	$18,523,399
Crystal Oaks Drive	Urban Boundary to SR 44	2 Lanes Undivided to 4 Lanes Divided	PE	2036-2040	$261,905
			Design	2031-2035	$523,870
			ROW	-	$2,605,766
			CST	-	$5,238,396

Source: Citrus/Hernando MPO, 2025

Table TRA - 11: Unfunded Projects

Roadway	From/To	Improvement	Project Stage	Estimated Cost
Anthony Avenue	CR 486 to Overdrive Circle	New 2 Lane Road	PE	$ 1,988,857
			Design	$ 3,978,241
			ROW	$ 15,912,120
			CST	$ 39,780,299
Anthony Avenue	Overdrive Circle to CR 491	New 2 Lane Road	PE	$ 668,593
			Design	$ 1,337,363
			ROW	$ 5,349,168
			CST	$ 13,372,921
Country Oaks Terrace	SR 44 to CR 486	New 2 Lane Road	PE	$ 2,054,053
			Design	$ 4,108,651
			ROW	$ 16,433,733
			CST	$ 41,084,331
CR 581 Extension	SR 44 to Forest Drive	2 Lane Undivided to 4 Lane Divided	PE	$ 359,279
			Design	$ 718,642
			ROW	$ 2,874,402
			CST	$ 7,186,004
CR 581 Extension	Forest Drive to US 41	New 2 Lane Road	PE	$ 1,162,957
			Design	$ 2,326,184
			ROW	$ 9,304,197
			CST	$ 23,260,492
Dunklin Street	CR 495 to Husky Avenue	2 Lane Undivided to 4 Lane Divided	PE	$ 1,480,608
			Design	$ 2,961,798
			ROW	$ 11,846,726
			CST	$ 29,616,816

Roadway	From/To	Improvement	Project Stage	Estimated Cost
Dunklin Street	Husky Avenue to Citrus Springs Boulevard	2 Lane Undivided to 4 Lane Divided	PE	$ 551,280
			Design	$ 1,102,776
			ROW	$ 4,410,931
			CST	$ 11,027,328
Emerald Oaks Drive	CR 495 to Hazelwood Drive	New 2 Lane Road	PE	$ 3,418,563
			Design	$ 6,838,032
			ROW	$ 27,350,677
			CST	$ 68,376,694
Hoskins Lane	CR 490 to CR 491	New 2 Lane Road	PE	$ 1,688,514
			Design	$ 3,377,475
			ROW	$ 13,509,185
			CST	$ 33,772,961
Lee Ann Lane	SR 44 to CR 491	New 2 Lane Road	PE	$ 832,170
			Design	$ 1,664,560
			ROW	$ 6,657,889
			CST	$ 16,644,722
Maylen Avenue	Lee Ann Lane to CR 486	New 2 Lane Road	PE	$ 1,512,703
			Design	$ 3,025,807
			ROW	$ 12,102,588
			CST	$ 30,256,471
Overdrive Circle	Anthony Avenue to US 41	New 2 Lane Road	PE	$ 1,241,369
			Design	$ 2,483,067
			ROW	$ 9,931,742
			CST	$ 24,829,354
Pine Ridge Boulevard	Mustang Boulevard to CR 486	2 Lane Undivided to 4 Lane Divided	PE	$ 875,282
			Design	$ 1,750,766
			ROW	$ 7,002,661
			CST	$ 17,506,651
Sanction Road	CR 491 to Maylen Avenue	New 2 Lane Road	PE	$ 732,544
			Design	$ 1,465,282
			ROW	$ 5,860,818
			CST	$ 14,652,044
Southern Street	SR 44 to South Line Road	New 2 Lane Road	PE	$ 672,475
			Design	$ 1,345,129
			ROW	$ 5,380,231
			CST	$ 13,450,576
SR 44			PE	$ 112,745

Roadway	From/To	Improvement	Project Stage	Estimated Cost
	Crystal Oaks to Suncoast Parkway	4 Lane Divided to 6 Lane Divided	Design	$ 225,490
			ROW	$ 1,127,437
			CST	$ 2,254,875
SR 44	Suncoast Parkway to CR 491	4 Lane Divided to 6 Lane Divided	PE	$ 1,034,621
			Design	$ 2,069,243
			ROW	$ 10,346,095
			CST	$ 20,692,190
SR 44	CR 491 to County Landfill	4 Lane Divided to 6 Lane Divided	PE	$ 2,508,915
			Design	$ 5,017,829
			ROW	$ 25,088,859
			CST	$ 50,177,717
SR 44	County Landfill to CR 581	4 Lane Divided to 6 Lane Divided	PE	$ 1,040,529
			Design	$ 2,081,057
			ROW	$ 10,405,167
			CST	$ 20,810,335
US 41	SR 200 to CR 491	2 Lane Undivided to 4 Lane Divided	PE	$ 4,416,451
			Design	$ 8,833,923
			ROW	$ 44,167,064
			CST	$ 88,334,127
US 41	CR 491 to Citrus Springs boulevard	2 Lane Undivided to 4 Lane Divided	PE	$ 871,840
			Design	$ 1,743,882
			ROW	$ 8,718,907
			CST	$ 17,437,814
US 41	Citrus Springs Boulevard to CR 488	2 Lane Undivided to 4 Lane Divided	PE	$ 1,917,780
			Design	$ 3,836,003
			ROW	$ 19,178,909
			CST	$ 68,384,030

Source: Citrus/Hernando MPO, 2025

Future Considerations

Citrus County has an extensive multimodal transportation system including a large network of roadways, public transit, sidewalks, bicycle lanes, and trails. During the public engagement process the public indicated a strong desire to properly maintain the existing roadway network and ensure the County's transportation system will be able to accommodate future development without creating more congestion. Based on the above data and analysis and the public engagement process the following should be

considered when updating the Multimodal Transportation Element Goals, Objectives, and Policies.

1. **Roadway Resurfacing.** Citrus County will continue implementing and refining its Pavement Management Program to strategically prioritize roadway maintenance, resurfacing, and rehabilitation projects based on pavement conditions, traffic volumes, roadway function, and available funding. Maintaining roadway conditions through preventative maintenance and timely resurfacing extends the life of the transportation network, improves public safety, and reduces long-term repair costs. The County should continue utilizing pavement condition assessments and asset management tools to guide annual resurfacing schedules and capital improvement planning.
2. **Capacity Improvements.** As the County continues to experience population growth and increasing travel demand, coordination with the Florida Department of Transportation, the Hernando/Citrus Metropolitan Planning Organization, and other transportation partners to identify, prioritize, and implement roadway and intersection capacity improvements on congested corridors will be important to facilitate the County's mobility goals. Improvements may include roadway widening, intersection enhancements, signal timing upgrades, access management strategies, and operational improvements intended to improve mobility, safety, and emergency evacuation capabilities throughout the County.
3. **Multimodal Transportation.** The County should continue to support and expand a multimodal transportation network that improves mobility options for residents and visitors through enhanced transit, pedestrian, bicycle, and trail infrastructure. Future efforts may include expanding sidewalk and bicycle lane connectivity, improving access to schools, parks, commercial centers, and transit services, and integrating multimodal facilities into roadway improvement projects and new development. The County should also continue promoting alternative transportation options that improve public health, reduce roadway congestion, and enhance overall quality of life.
4. **Reestablishing Transportation Concurrency.** Since the County dismantled transportation concurrency, it has experienced an extended period of growth that has outpaced roadway improvements. In order to provide a necessary regulatory framework that ensures development provides roadway improvements commensurate with its impacts, the County should consider reinstating a form of concurrency and implement a concurrency management system to ensure that

transportation infrastructure and mobility improvements keep pace with future development and population growth. Reestablishing concurrency will help ensure that new development contributes proportionately toward transportation improvements needed to maintain adopted mobility standards and support long-term roadway capacity needs. As part of this process, the County should evaluate updated methodologies, including volume-to-capacity analysis and multimodal considerations, to provide greater flexibility while maintaining an efficient and connected transportation network.

MAINTENANCE RESPONSIBILITY

Legend

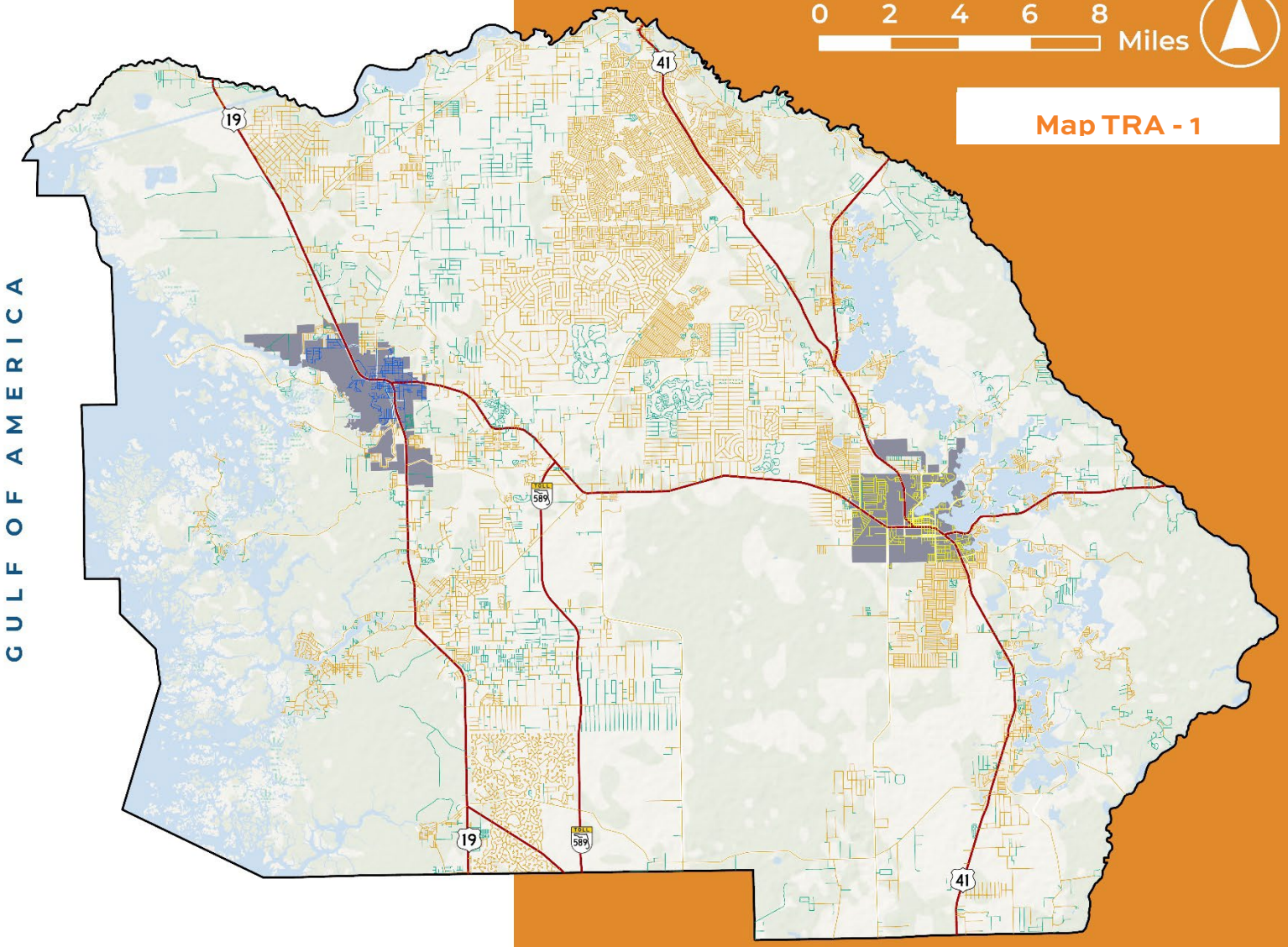
- Citrus County Boundary
- Incorporated Area

Maintenance Responsibility

- FDOT
- Citrus County
- Inverness
- Crystal River
- Private

0 2 4 6 8 Miles

Map TRA - 1



Citrus COUNTY 2050

Source: Citrus County, 2025

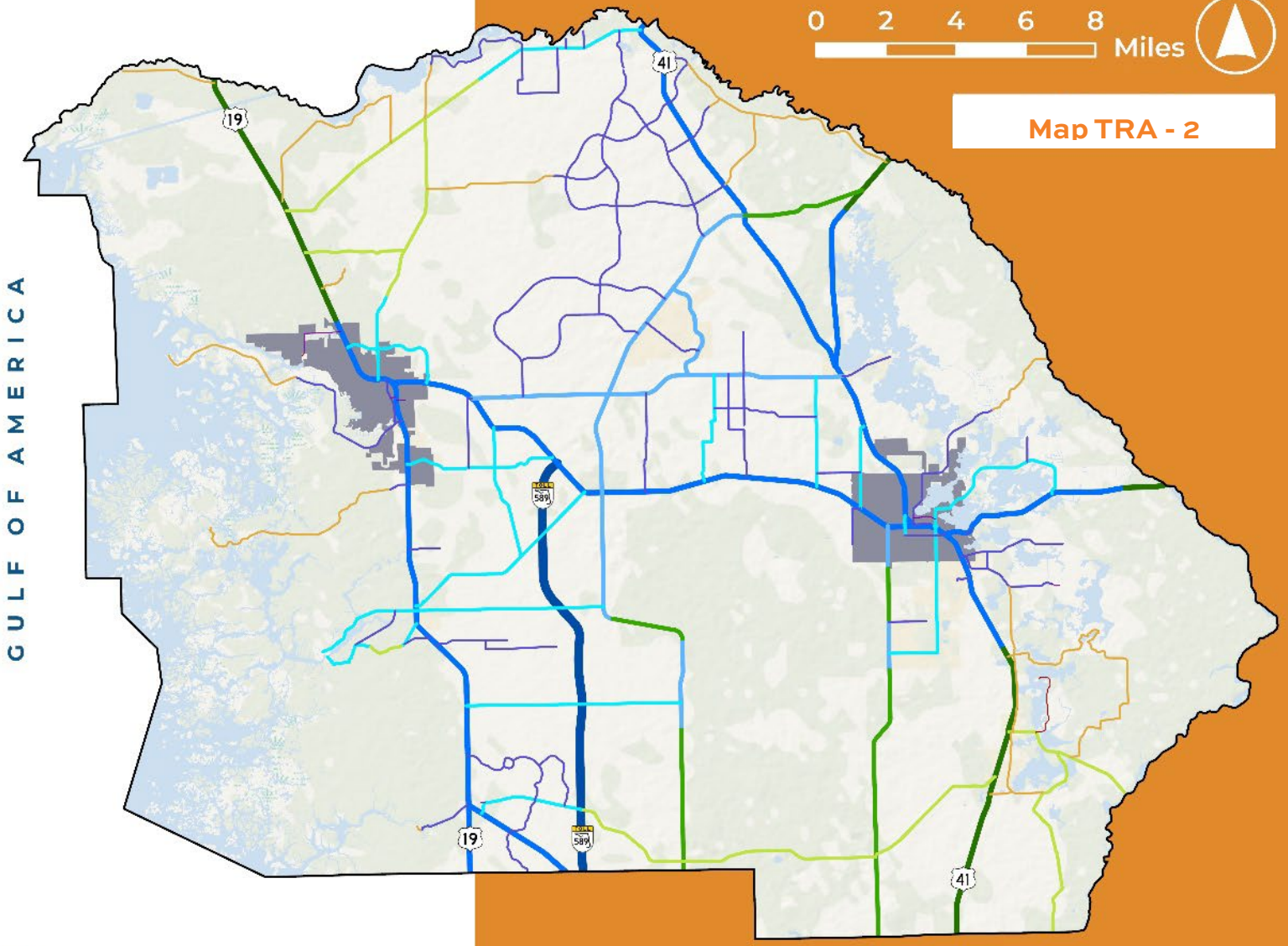
FUNCTIONAL CLASSIFICATIONS

Legend

- Citrus County Boundary
- Incorporated Area

Functional Classification

- Urban Principal Arterial - Freeway and Expressway
- Urban Principal Arterial - Other
- Rural Principal Arterial - Other
- Urban Minor Arterial
- Rural Minor Arterial
- Urban Major Collector
- Rural Major Collector
- Urban Minor Collector
- Rural Minor Collector
- Urban Local
- Rural Local



Map TRA - 2

Citrus County 2050

Source: FDOT, 2025

CONTEXT CLASSIFICATIONS

Legend

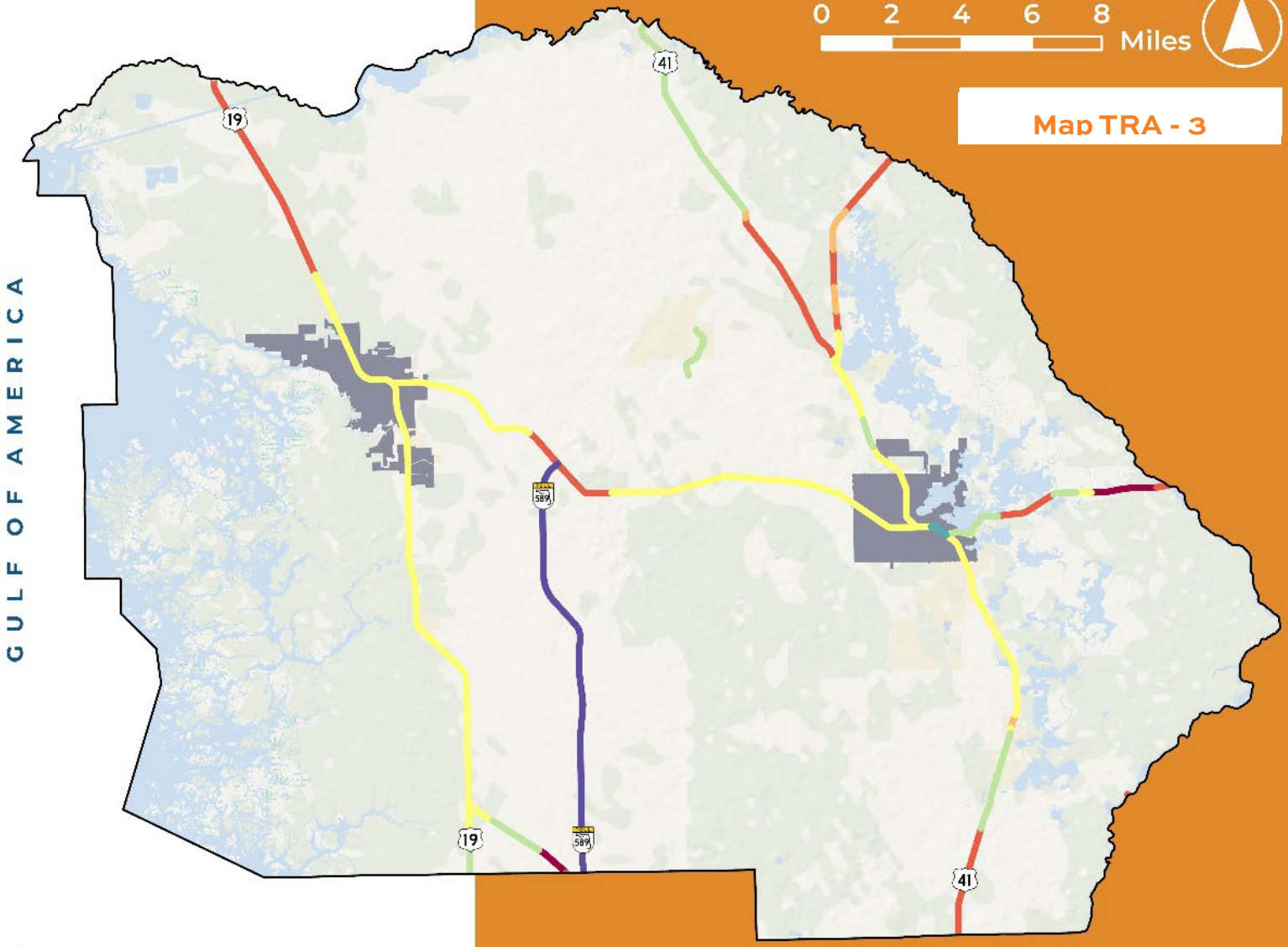
- Citrus County Boundary
- Incorporated Area

Context Classification

- C1: Natural
- C2: Rural
- C2T: Rural Town
- C3C: Suburban Commercial
- C3R: Suburban Residential
- C4: Urban General
- LA: Limited Access

0 2 4 6 8 Miles

Map TRA - 3



Citrus County 2050

Source: FDOT, 2025

ADOPTED LEVEL OF SERVICE

Legend

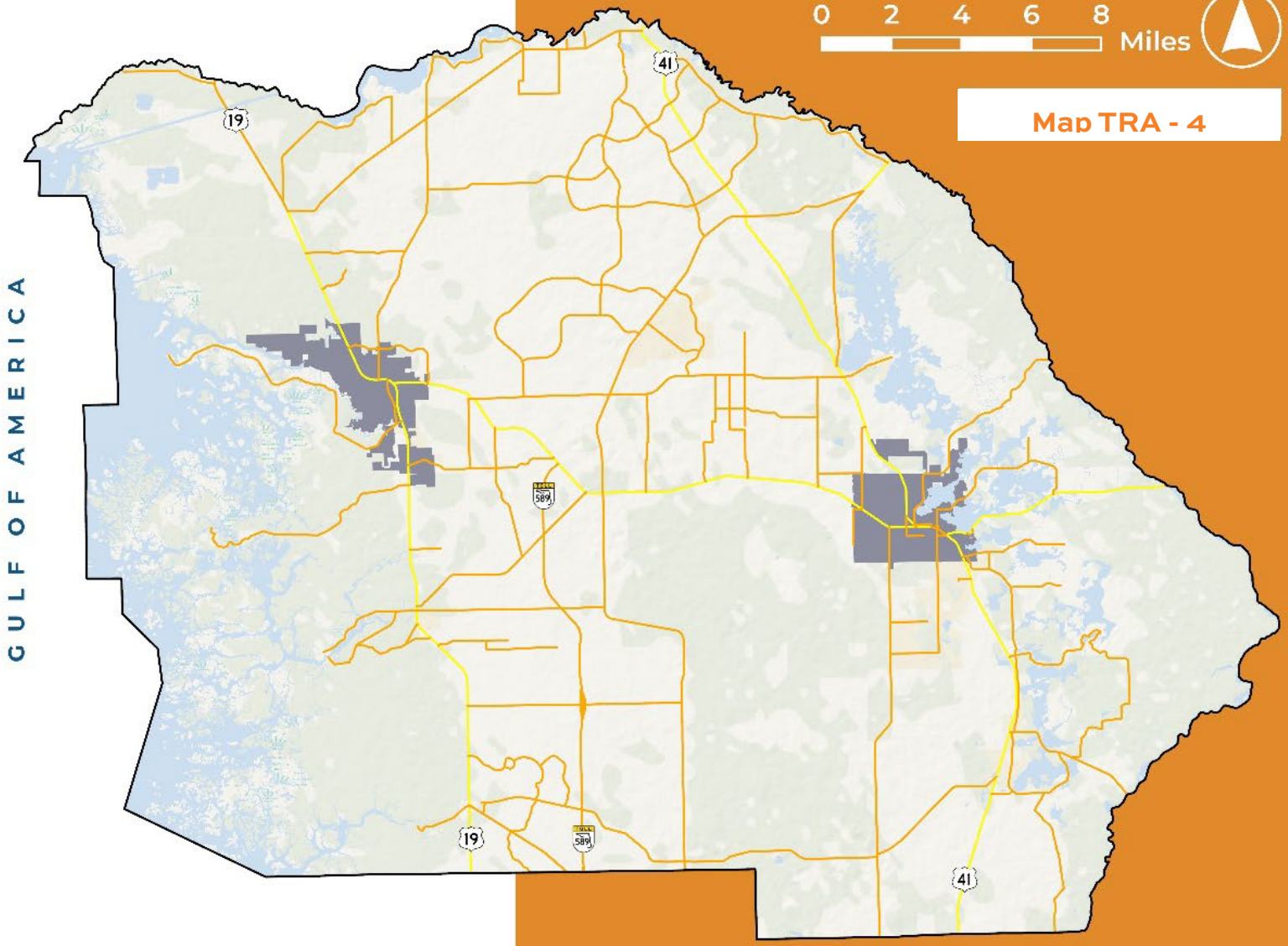
- Citrus County Boundary
- Incorporated Area

Adopted Level of Service

- LOS C
- LOS D

0 2 4 6 8 Miles

Map TRA - 4



Citrus County 2050

Source: Citrus County, 2025; FDOT, 2025

CURRENT LEVEL OF SERVICE - 2024

Legend

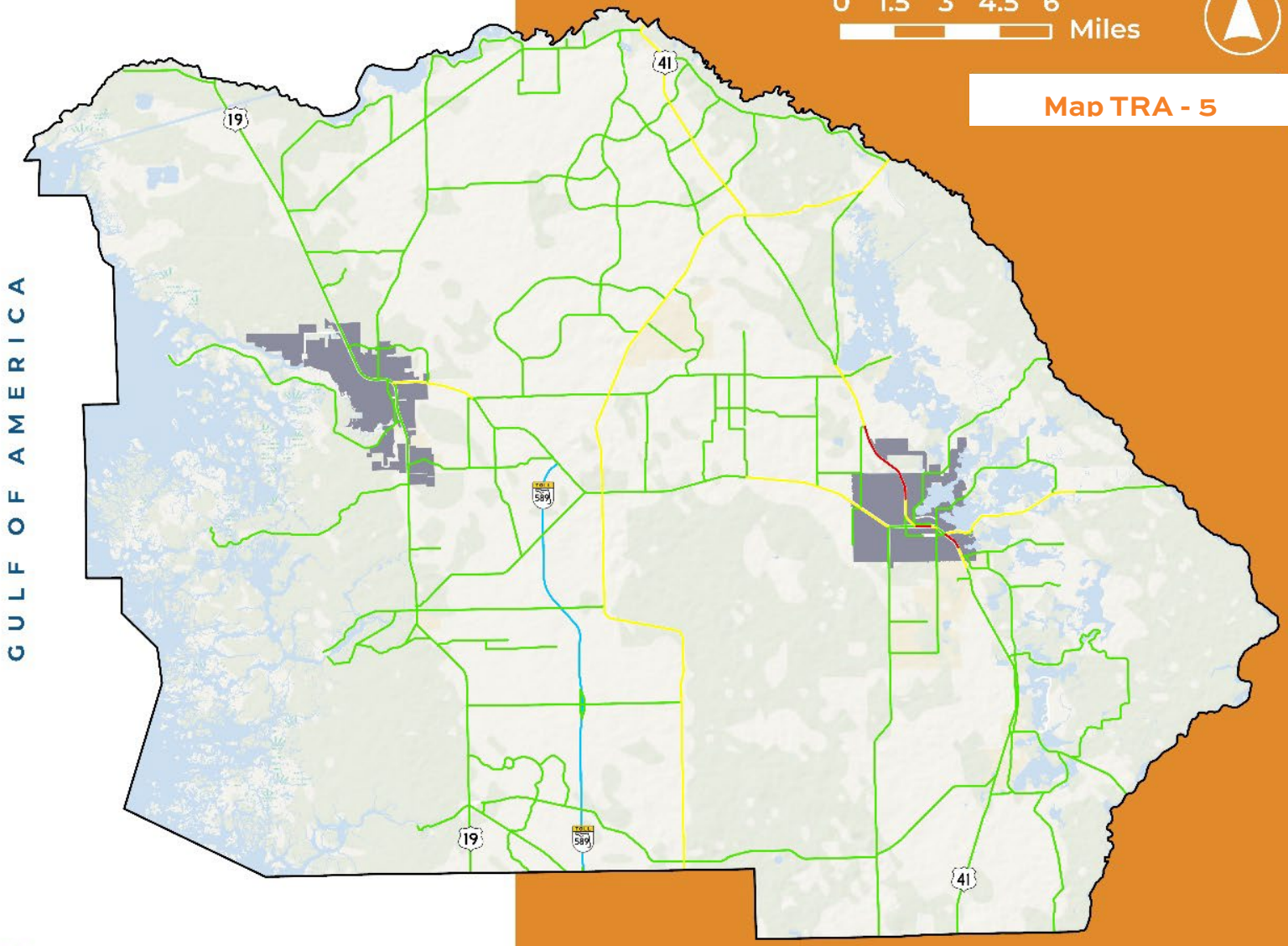
- Citrus County Boundary
- Incorporated Area

Current Level of Service

- LOS B
- LOS C
- LOS D
- LOS F

0 1.5 3 4.5 6 Miles

Map TRA - 5



Citrus County 2050

Source: Citrus County, 2025

LEVEL OF SERVICE - 2036

Legend

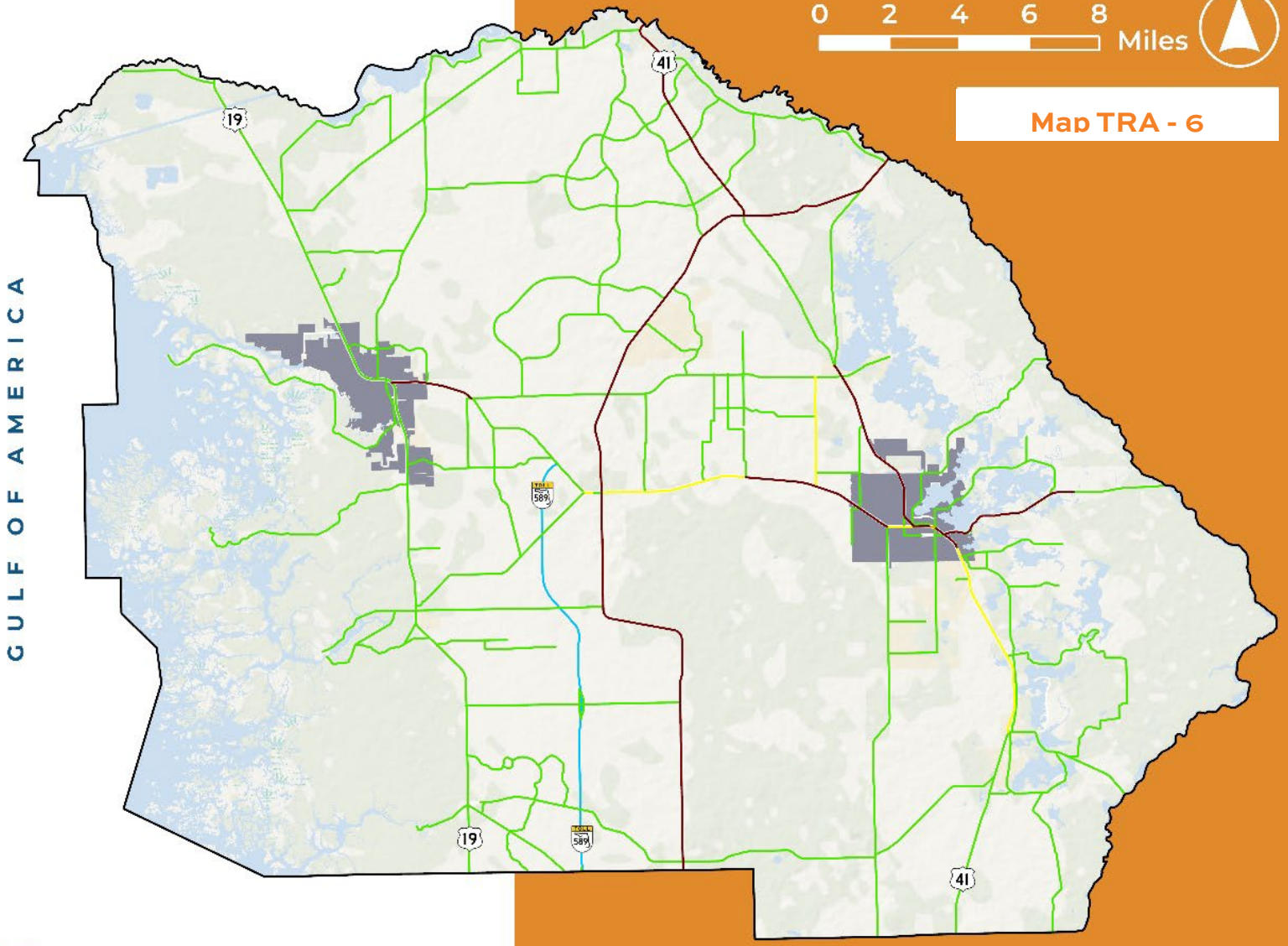
- Citrus County Boundary
- Incorporated Area

Projected Level of Service - 2036

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

0 2 4 6 8 Miles

Map TRA - 6



Citrus County 2050

Source: FDOT, 2025

PROJECTED LEVEL OF SERVICE - 2045

Legend

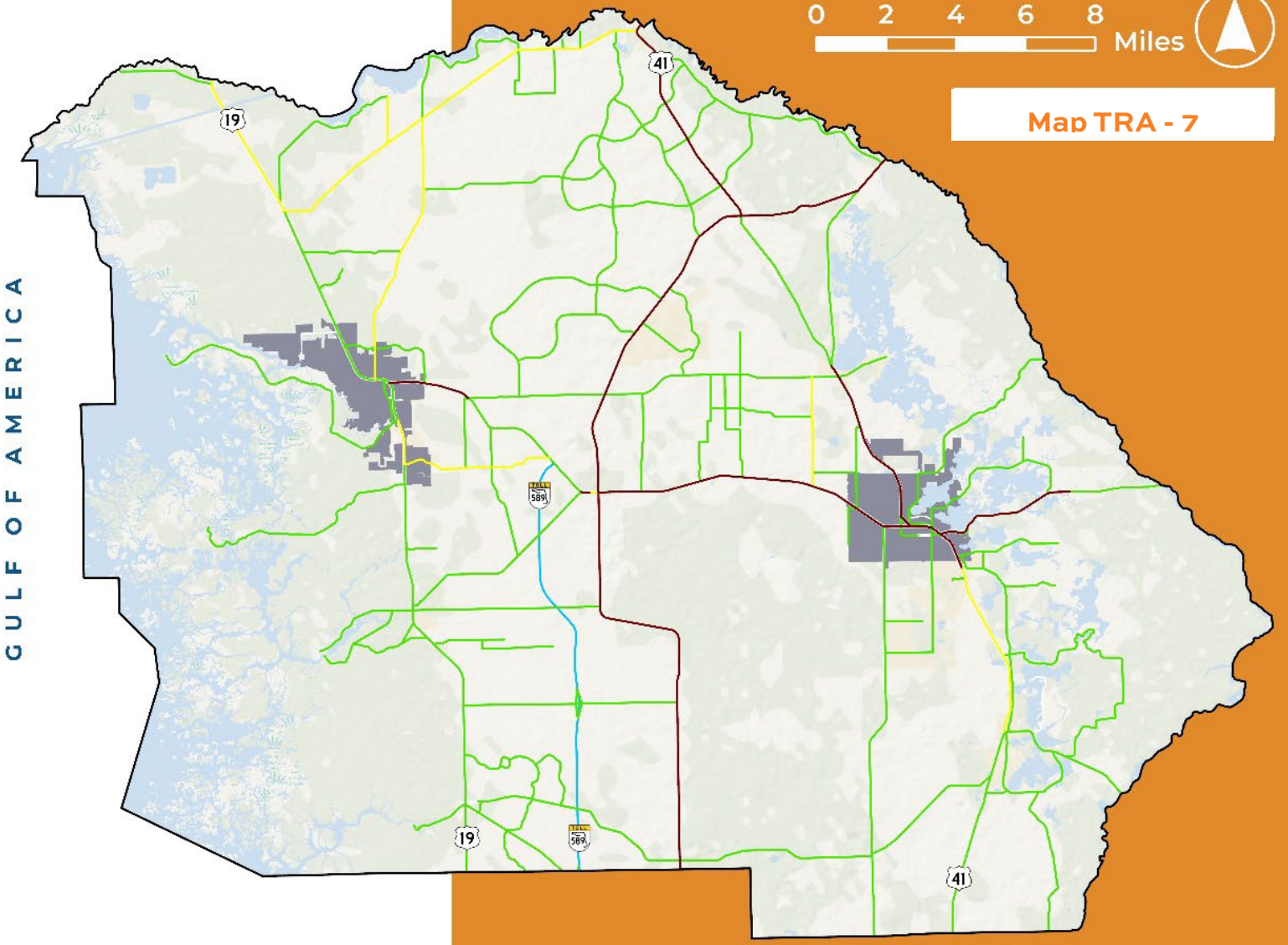
- Citrus County Boundary
- Incorporated Area

Projected Level of Service - 2045

- LOS B
- LOS C
- LOS D
- LOS F

0 2 4 6 8 Miles

Map TRA - 7



Citrus County 2050

Source: FDOT, 2025

PROJECTED LEVEL OF SERVICE - 2050

Legend

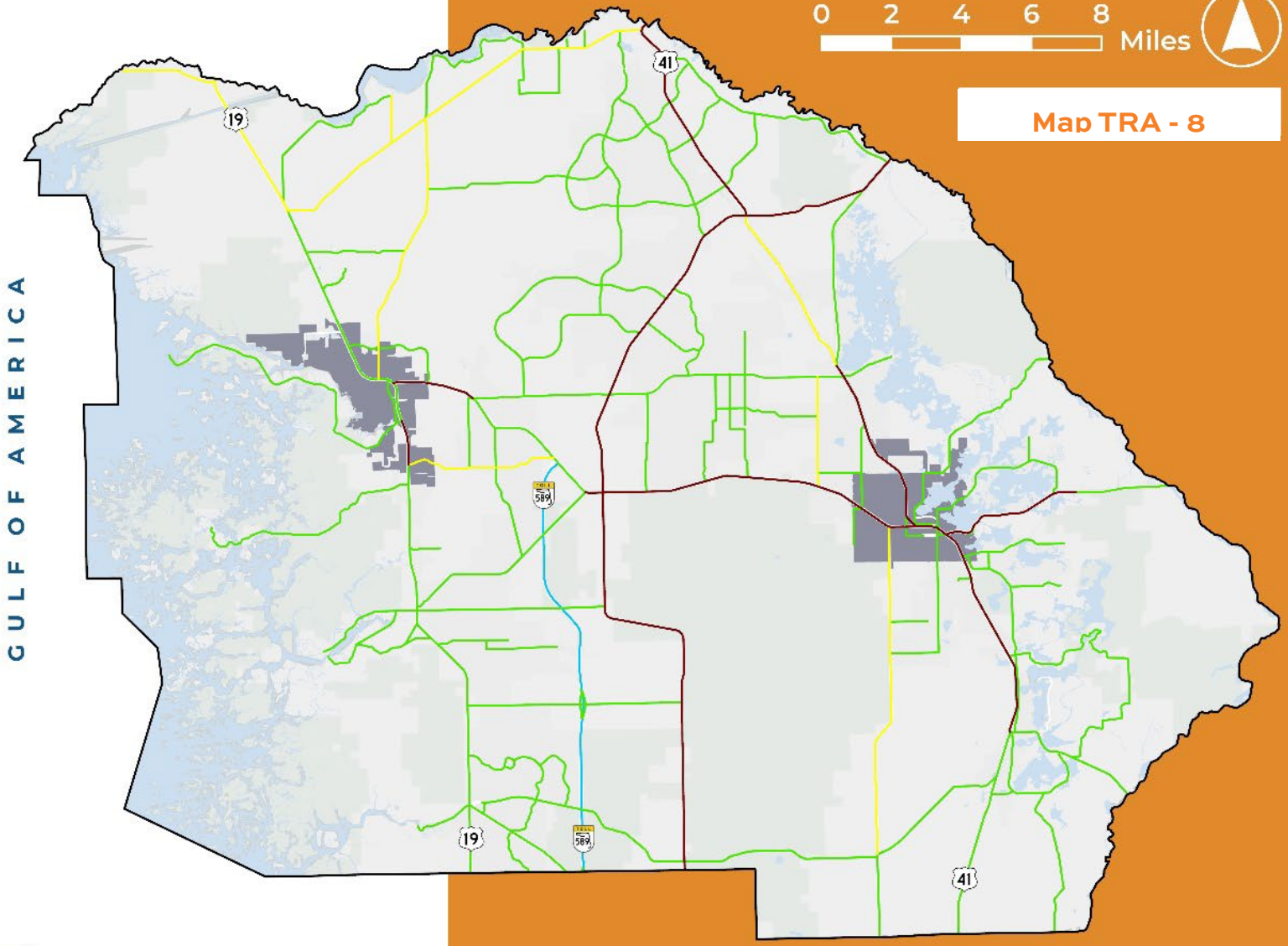
- Citrus County Boundary
- Incorporated Area

Projected Level of Service - 2050

- LOS B
- LOS C
- LOS D
- LOS F

0 2 4 6 8 Miles

Map TRA - 8



Citrus County 2050

Source: FDOT, 2025

VOLUME / CAPACITY - 2024

Legend

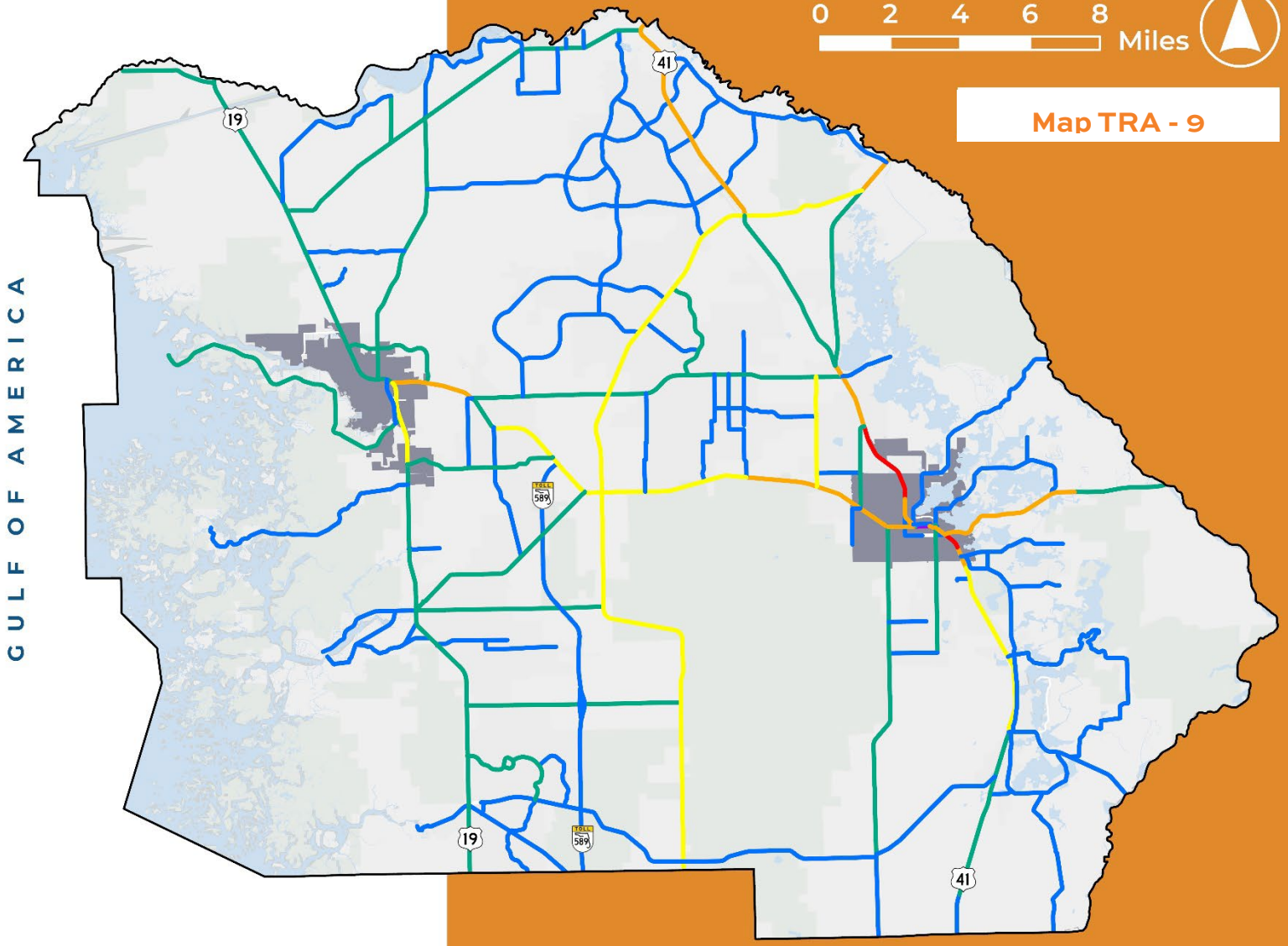
- Citrus County Boundary
- Incorporated Area

Volume / Capacity (2024)

- 0.00 - 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75 - 1.00
- 1.00 - 1.25
- 1.25 - 1.50
- 1.50 - 2.00

0 2 4 6 8 Miles

Map TRA - 9



Source: FDOT, 2025

VOLUME / CAPACITY - 2036

Legend

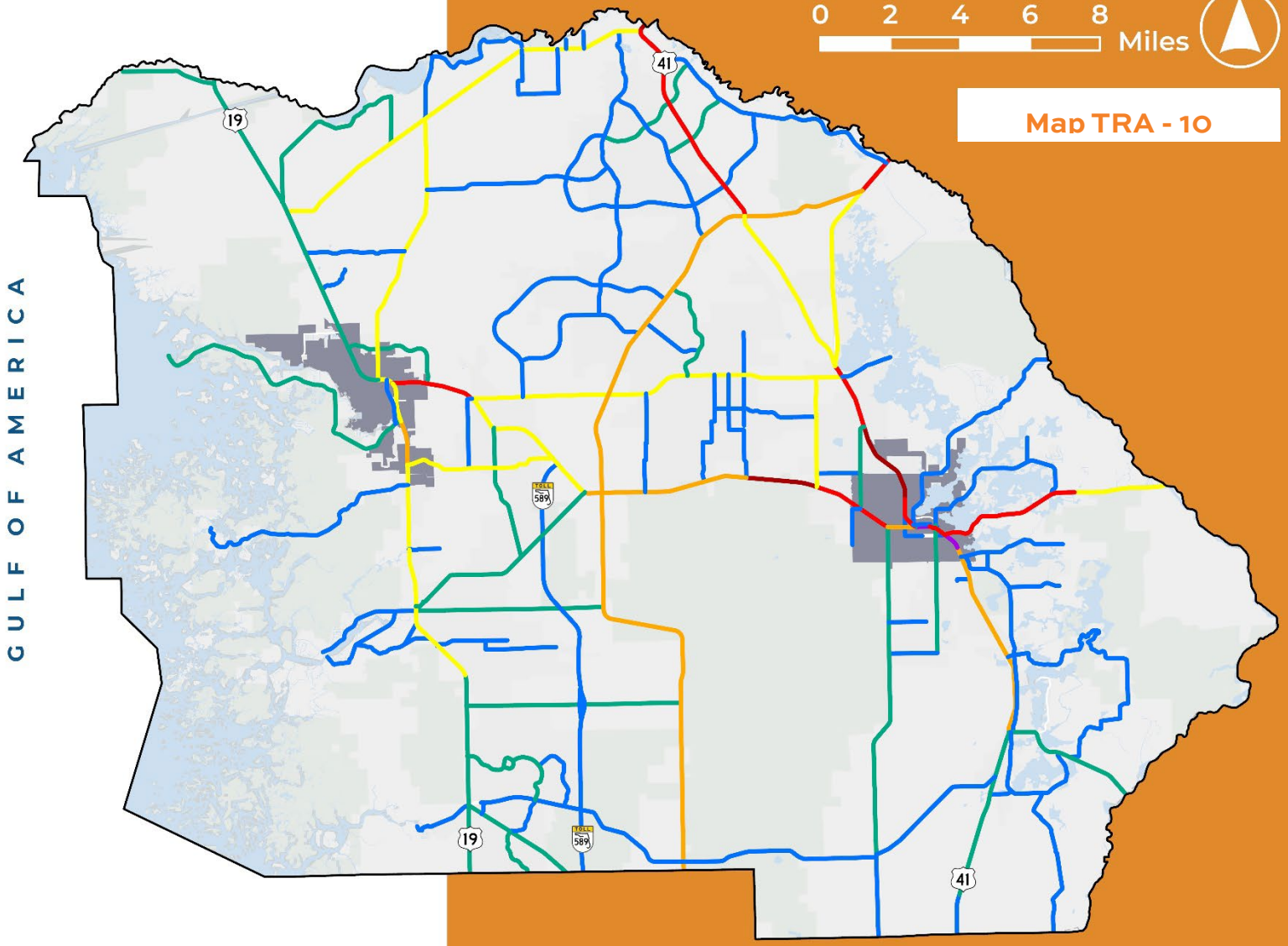
- Citrus County Boundary
- Incorporated Area

Volume / Capacity (2036)

- 0.00 - 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75 - 1.00
- 1.00 - 1.25
- 1.25 - 1.50
- 1.50 - 2.50

0 2 4 6 8 Miles

Map TRA - 10



Citrus County 2050

Source: FDOT, 2025

VOLUME / CAPACITY - 2045

Legend

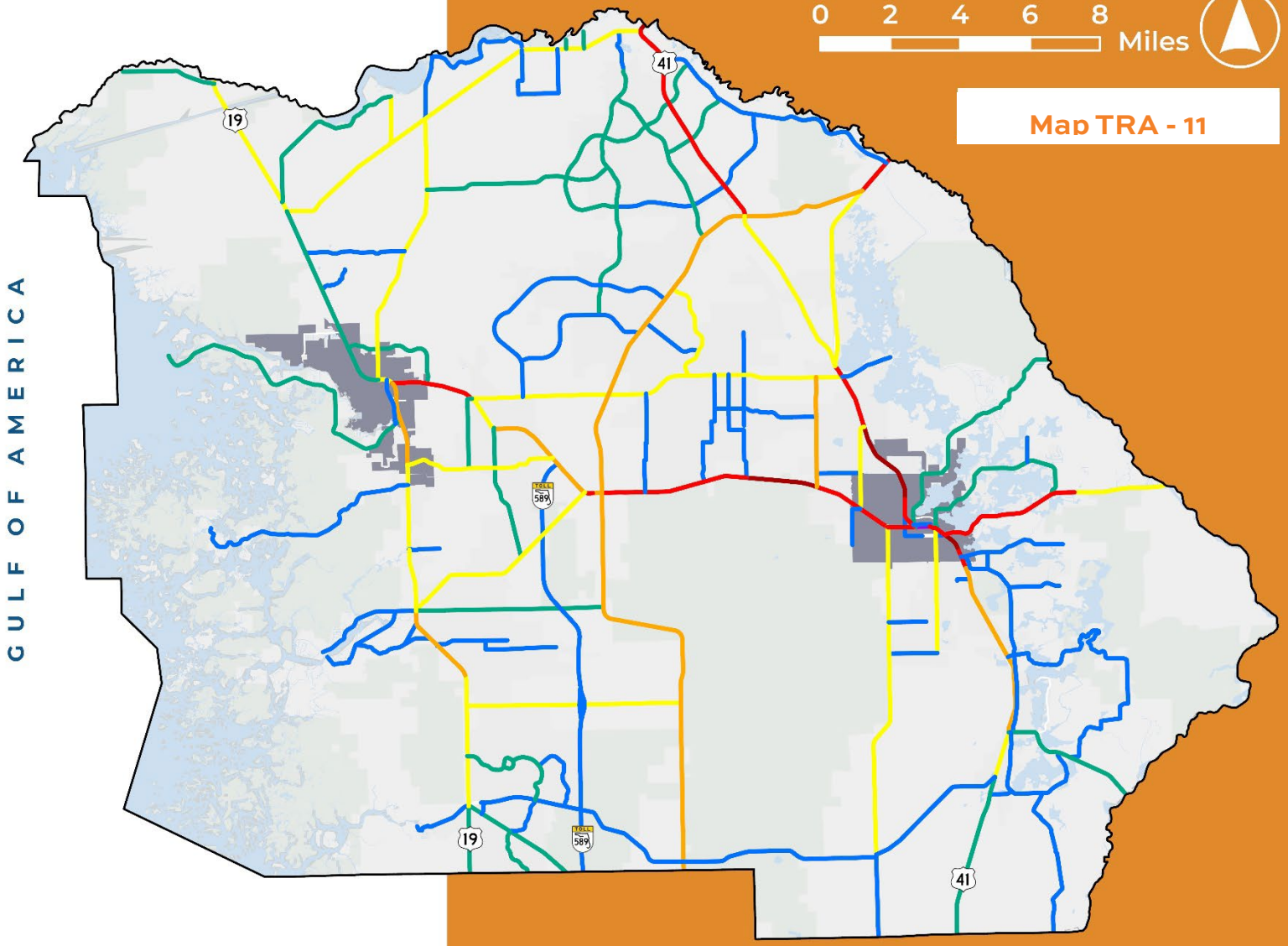
- Citrus County Boundary
- Incorporated Area

Volume / Capacity (2045)

- 0.00 - 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75- 1.00
- 1.00 - 1.50
- 1.50 - 2.00
- 2.00 - 3.00

0 2 4 6 8 Miles

Map TRA - 11



Source: FDOT, 2025

VOLUME / CAPACITY - 2050

Legend

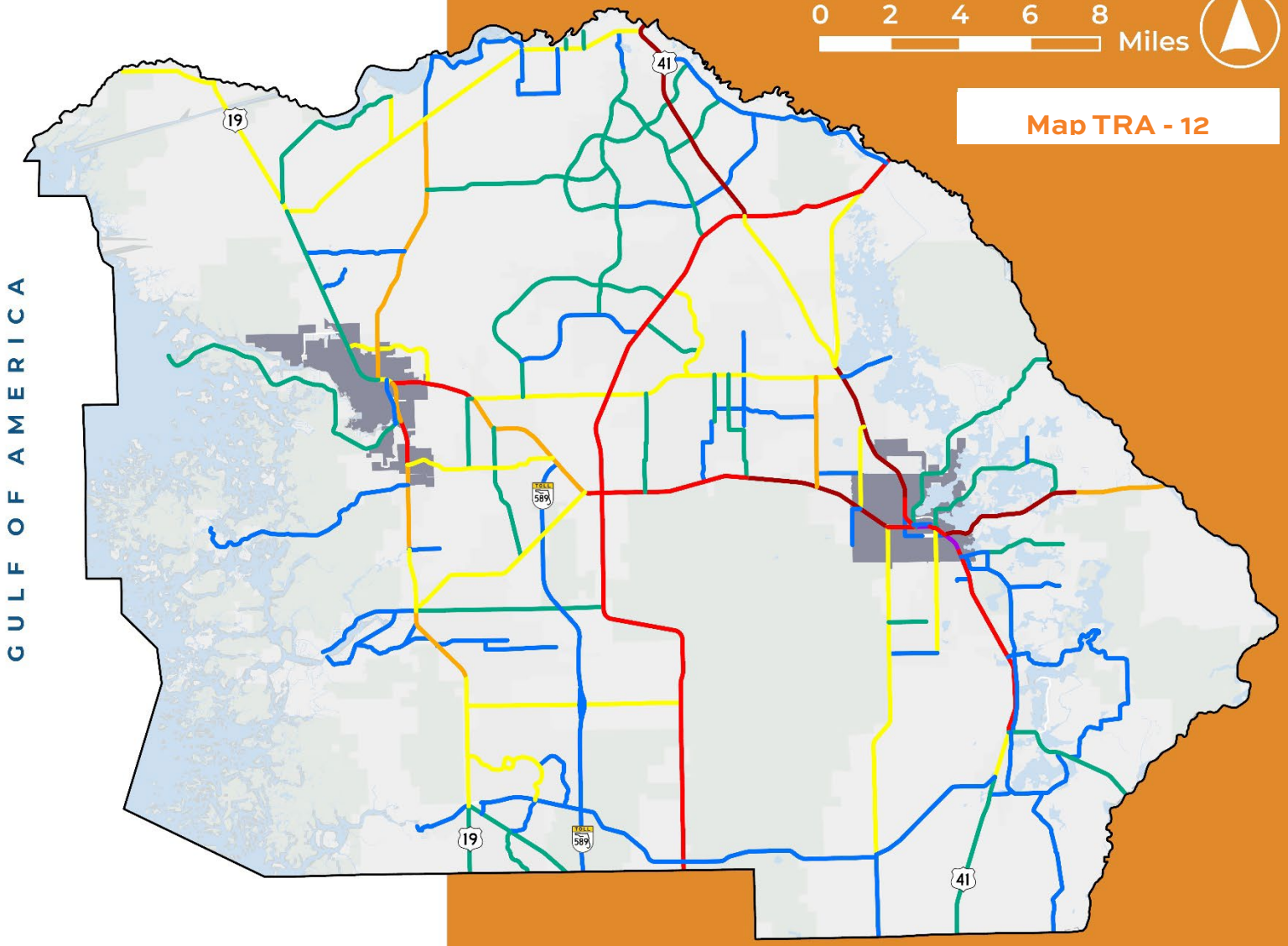
- Citrus County Boundary
- Incorporated Area

Volume / Capacity (2050)

- 0.00 - 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75 - 1.00
- 1.00 - 1.50
- 1.50 - 2.00
- 2.00 - 3.25

0 2 4 6 8 Miles

Map TRA - 12



Citrus County 2050

Source: FDOT, 2025

STRATEGIC INTERMODAL SYSTEM

Legend

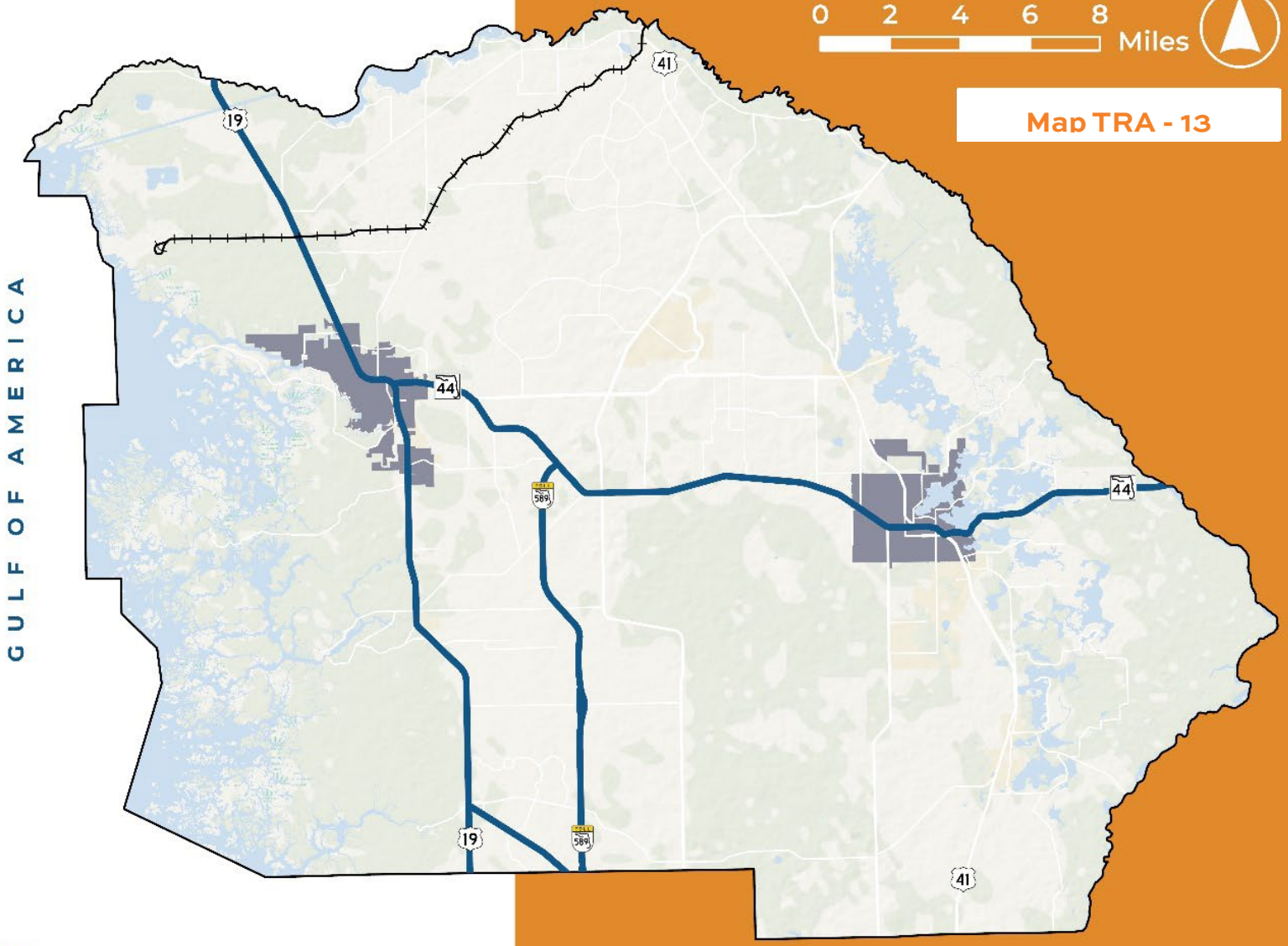
- Citrus County Boundary
- Incorporated Area

Strategic Intermodal System

- Railway
- Highway

0 2 4 6 8 Miles

Map TRA - 13



Citrus County 2050

Source: FDOT, 2025

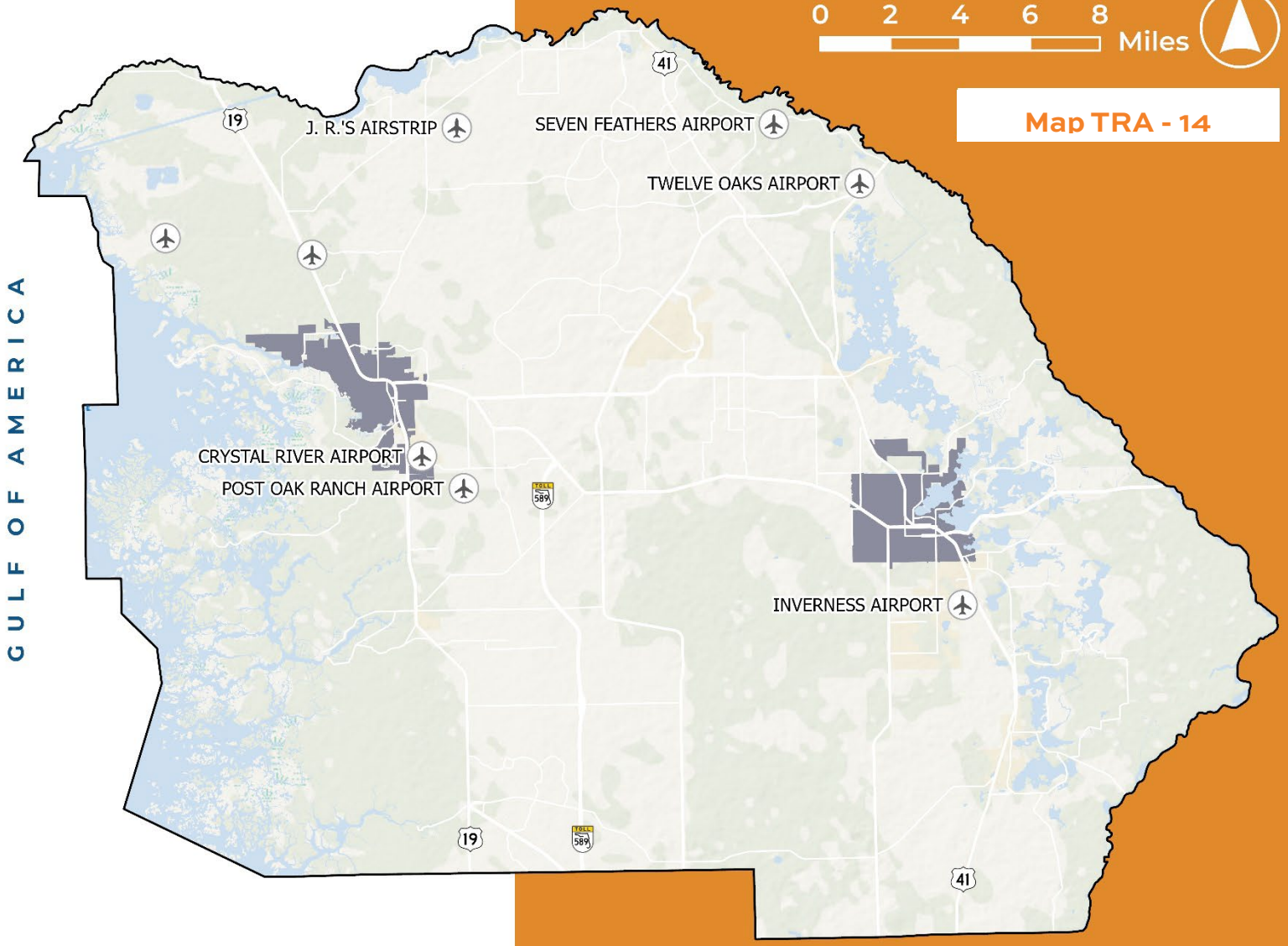
AIRPORT FACILITIES

Legend

- Citrus County Boundary
- Incorporated Area
- Airport

0 2 4 6 8 Miles

Map TRA - 14



Source: Hernando/Citrus MPO, 2025

BUS ROUTES AND STOPS

Legend

- Citrus County Boundary
- Incorporated Area

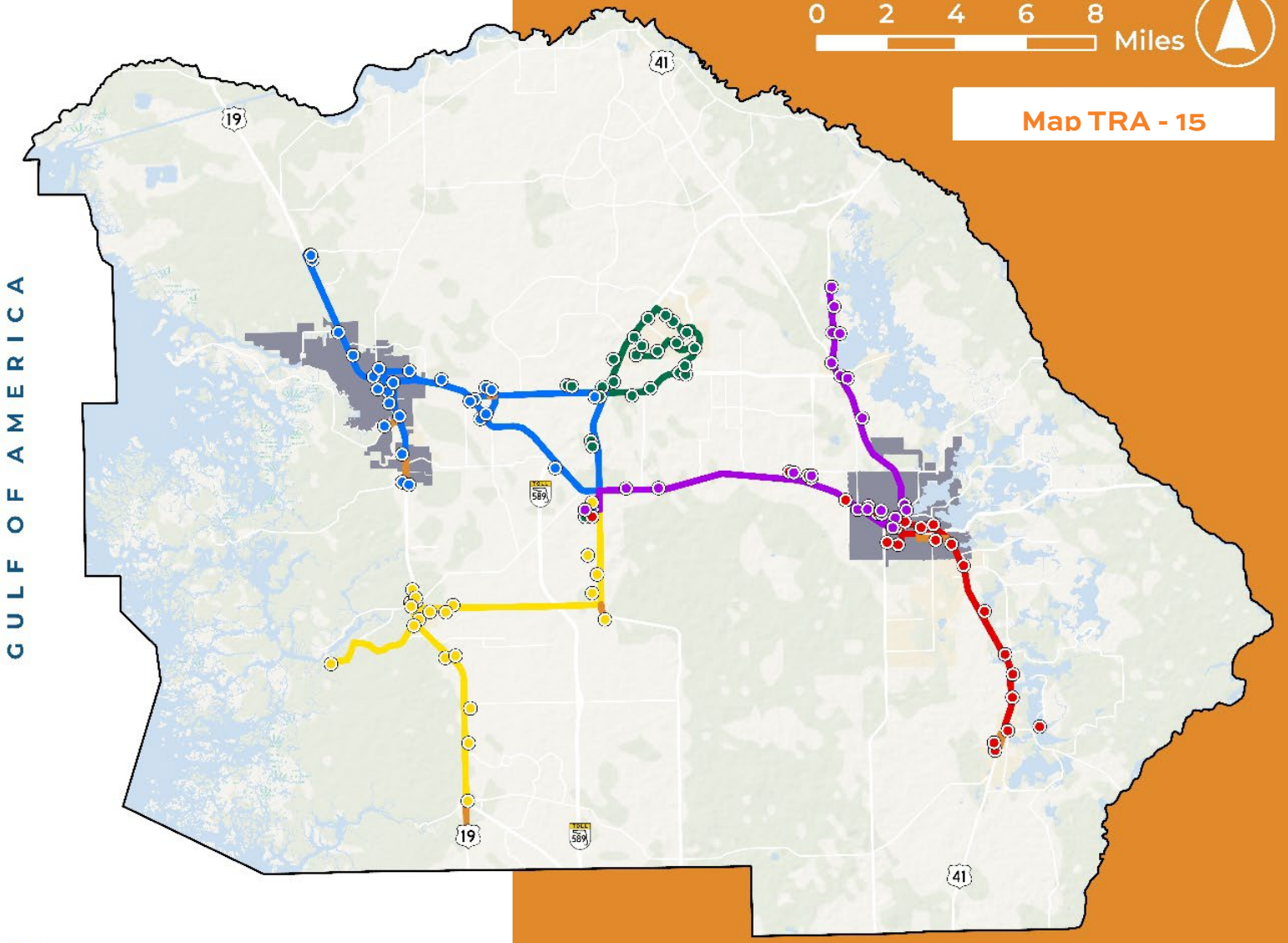
Bus Route

- Beverly Hills
- Crystal River
- Homosassa
- Inverness / Floral City
- Inverness / Hernando
- Deviated

- Bus Stop

0 2 4 6 8 Miles

Map TRA - 15



Citrus COUNTY 2050

Source: Citrus County, 2025

FREIGHT TRUCK AADT

Legend

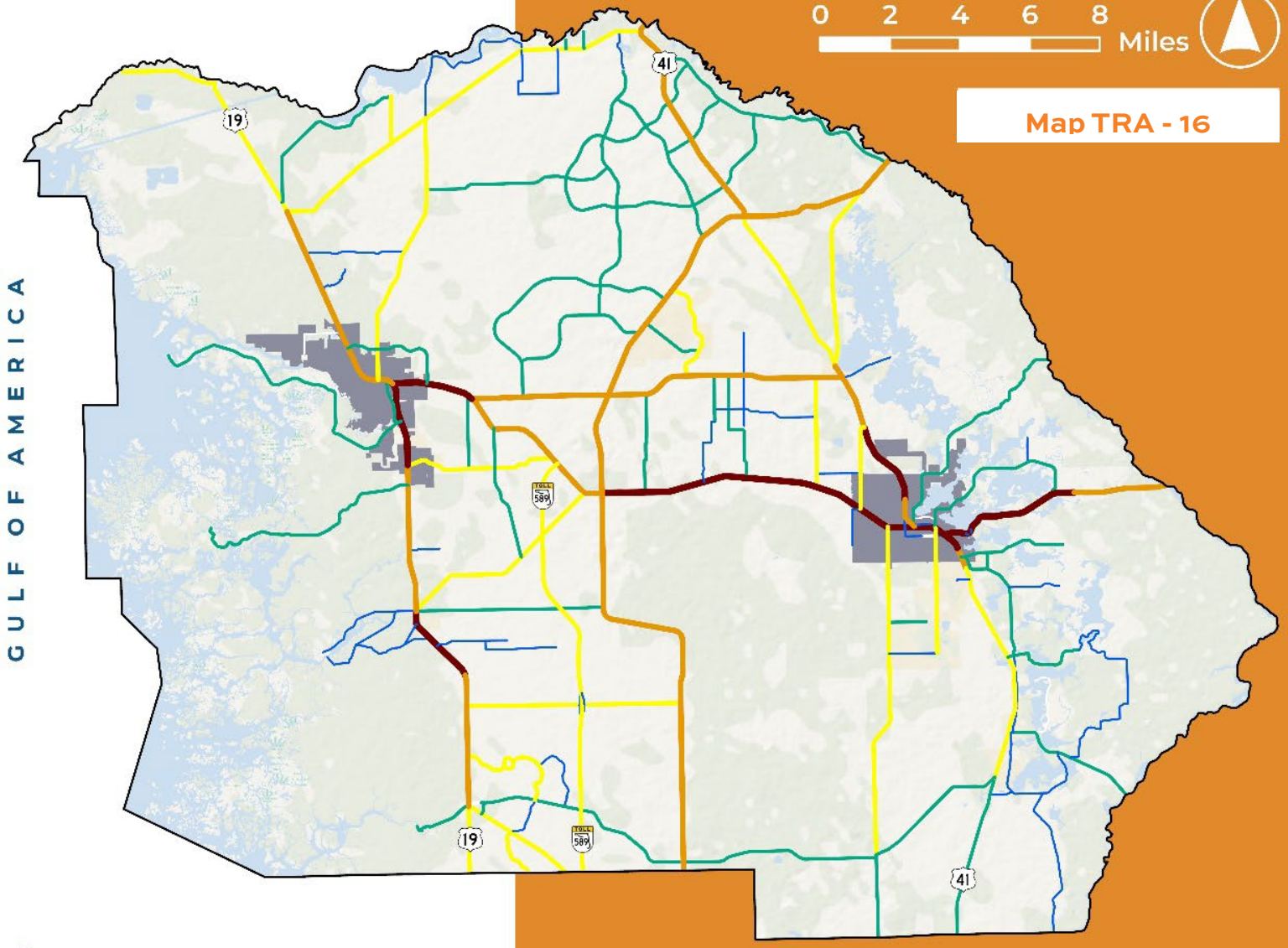
- Citrus County Boundary
- Incorporated Area

Truck Annual Average Daily Traffic

- Less than 2,500
- 2,501 - 7,500
- 7,501=15,000
- 15,001 - 25,000
- Greater than 25,000

0 2 4 6 8 Miles

Map TRA - 16



Source: Florida Department of Transportation, 2025

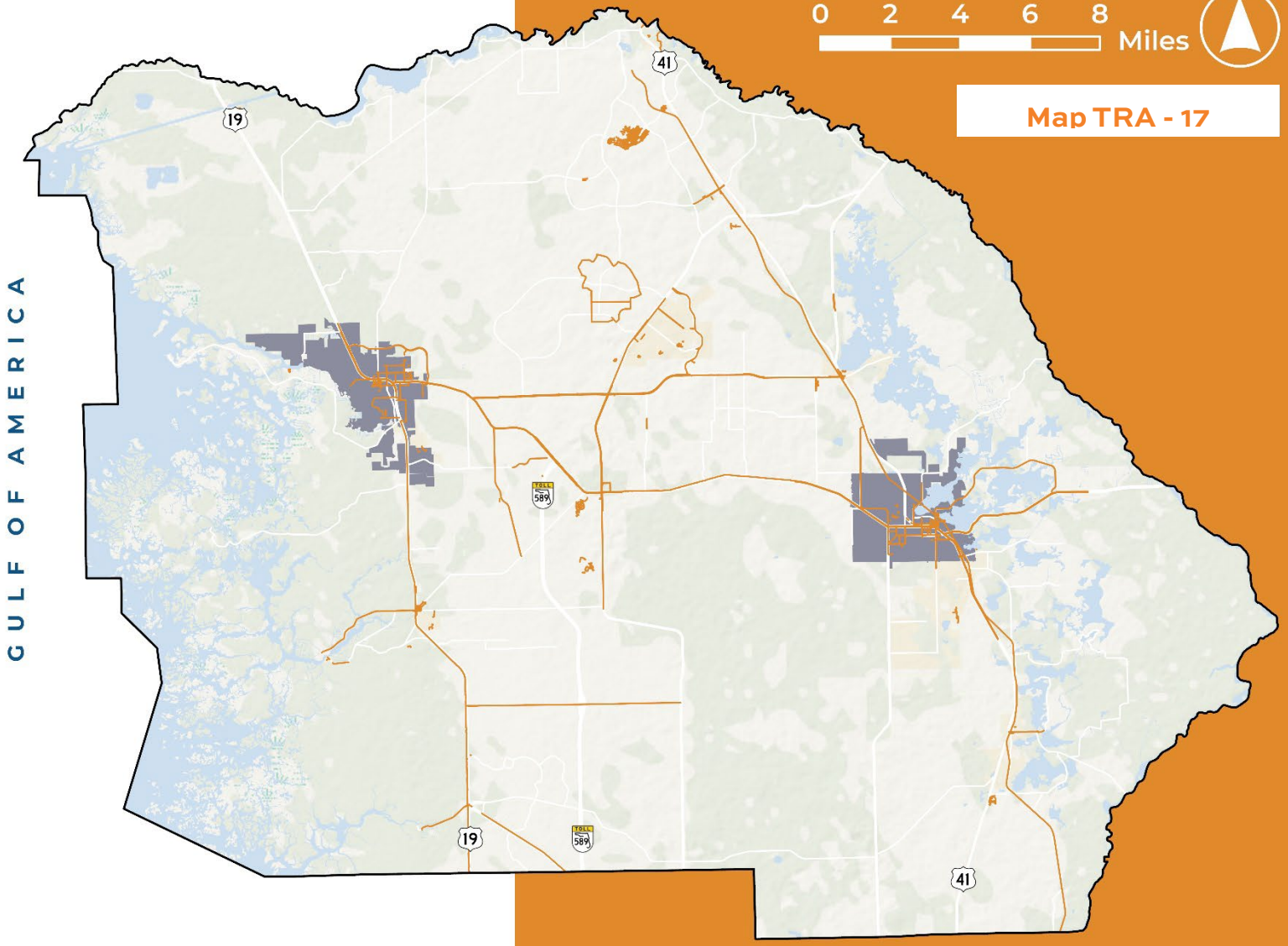
SIDEWALK NETWORK

Legend

- Citrus County Boundary
- Incorporated Area
- Sidewalk

0 2 4 6 8 Miles

Map TRA - 17



Citrus COUNTY 2050

Source: Citrus County, 2025

BICYCLE LANES

Legend

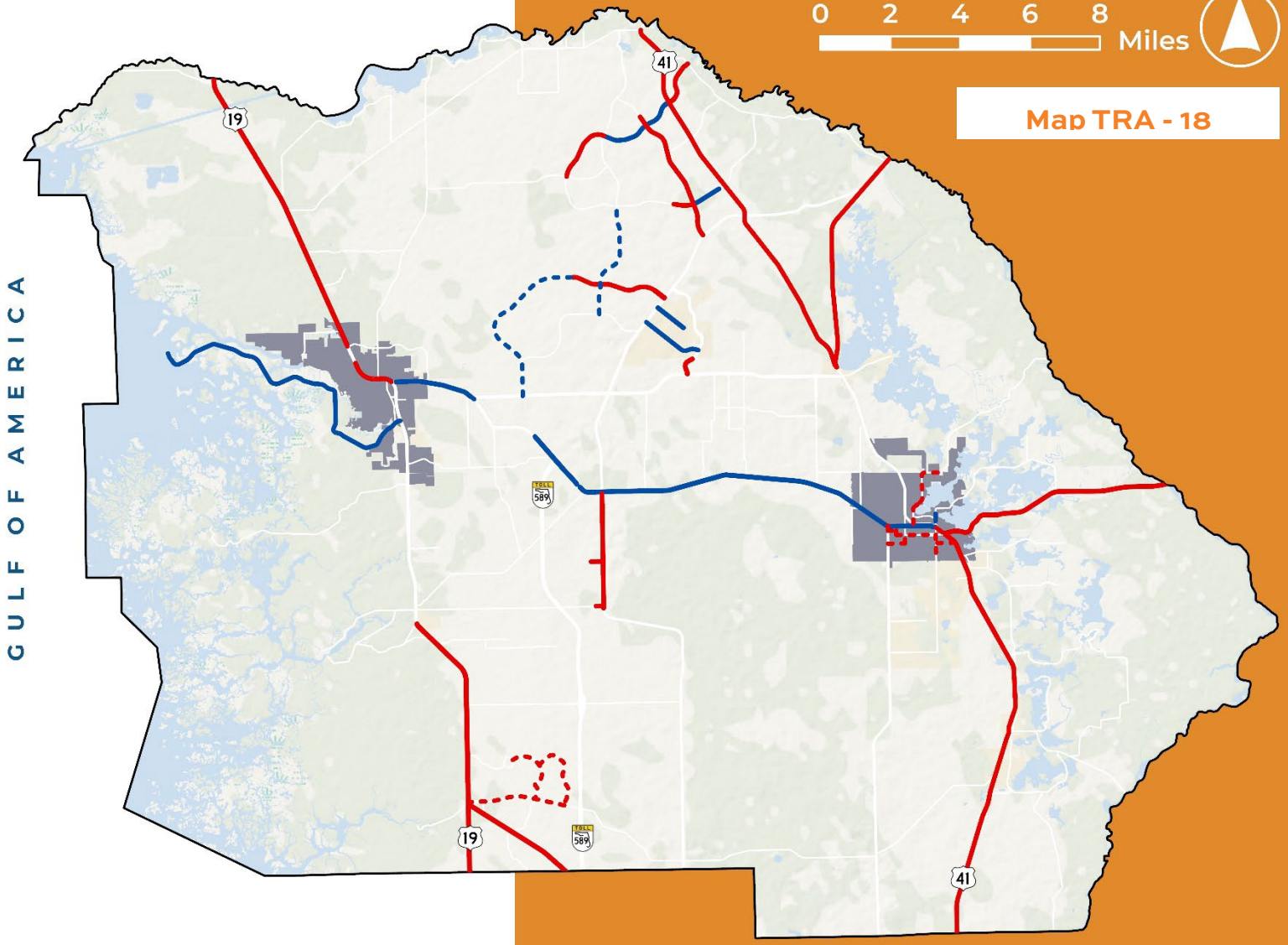
- Citrus County Boundary
- Incorporated Area

Bicycle Lane

- Designated
- Non-Designated
- Proposed
- Conceptual

0 2 4 6 8 Miles

Map TRA - 18



Citrus COUNTY 2050

Source: Citrus County, 2025

TRANSPORTATION IMPROVEMENTS

Legend

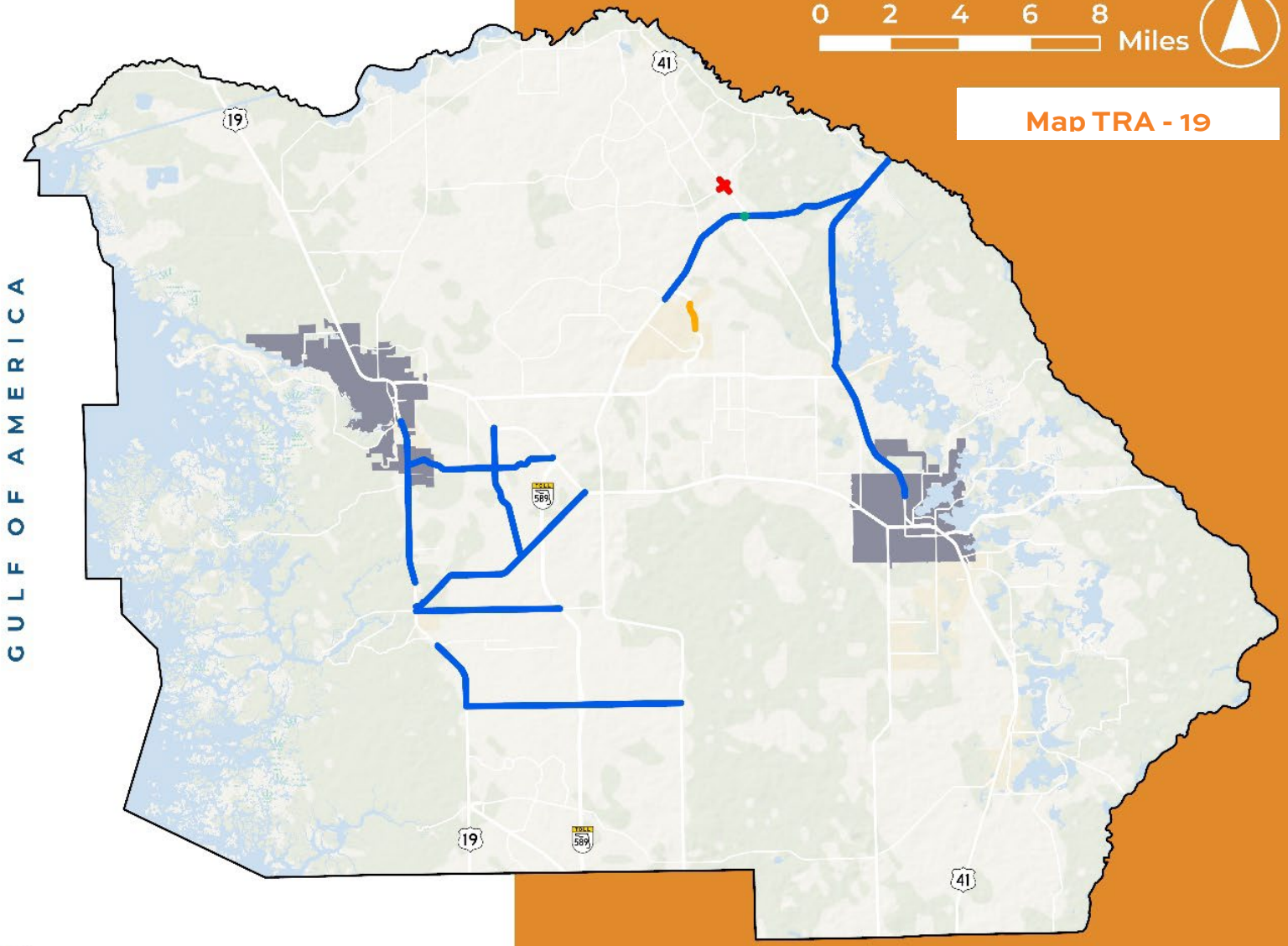
- Citrus County Boundary
- Incorporated Area

Transportation Improvement

- Roadway Widening
- Signal Improvement
- Safety Improvement
- Intersection Improvement

0 2 4 6 8 Miles

Map TRA - 19



Citrus County 2050

Source: Hernando/Citrus MPO, 2025