

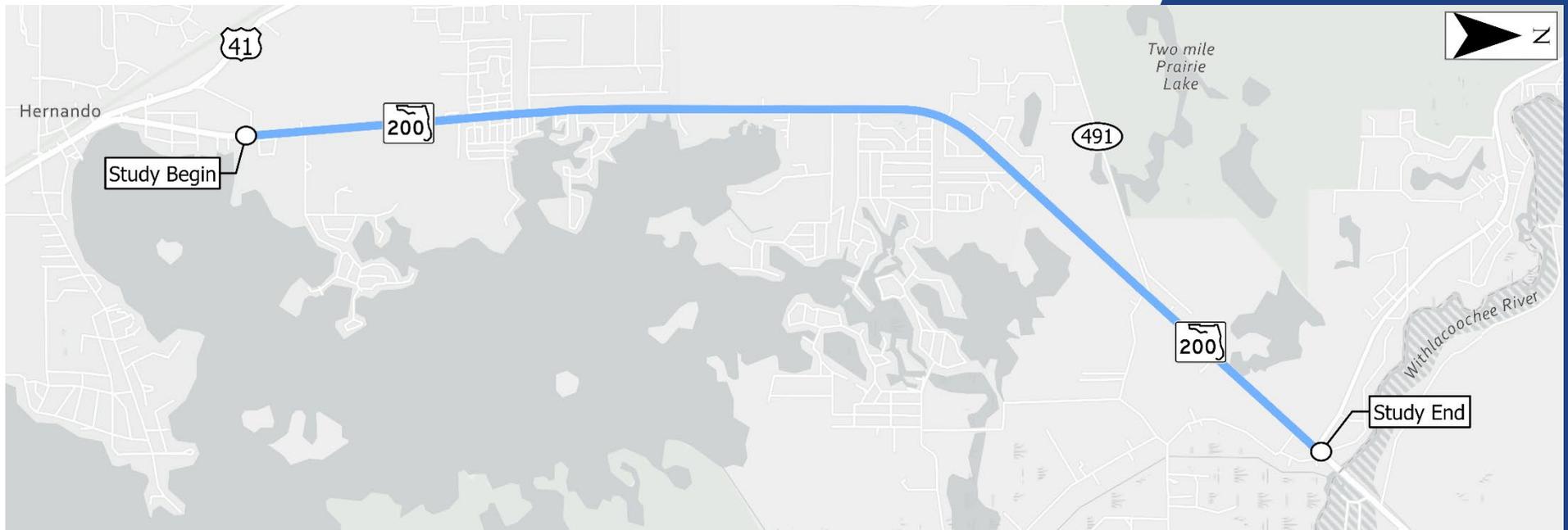


State Road (S.R.) 200/ Carl G Rose Highway

From East Summit Lane to East Spruce Drive

FM # 452950-1

Final Report Inverness Transportation Talks



January 2026

Transportation Talks Program

The Florida Department of Transportation's (FDOT) community outreach program, Transportation Talks, was used for this study to foster an open line of communication directly with the members of the community. The Transportation Talks program included several outreach opportunities, both in-person and virtually, to seek input from the citizens who live, work, and play along the selected corridors. In the first outreach meeting on September 28, 2023, community members were actively engaged to provide input in an open house setting. The meeting focused on gathering their perspective of FDOT's transportation infrastructure as part of the study's preliminary planning stage. The second outreach event on April 9, 2024, focused on addressing the feedback received during the previous meeting.

Potential improvement strategies were presented and community members asked questions to provide their feedback to aid FDOT in prioritizing and developing future phases. Additional outreach was conducted with a community pop-up event on May 16, 2024, where study team staff utilized an online survey loaded on tablets to solicit feedback from interested persons through the downtown area of Inverness. In addition to hearing the community's concerns and receiving feedback on the potential improvement strategies, the Transportation Talks program presented an opportunity to inform citizens on FDOT's project development processes. Additionally, it provided the venue and platform to discuss local concerns with the Inverness community members such as funding alternatives, countermeasure selection, and answer other general inquiries on study information.

Community Outreach

Opportunities for the community to provide input on the study area's existing conditions and potential improvement strategies were made available during the study with in-person meetings, online/virtual meetings, and surveys. Feedback provided by the community included the following:

- Speeding concerns
- Vehicles not observing No Passing Zones
- Need for bicycle and pedestrian accommodations
- Need bridge replacement (north of E Spruce Street)
- Need to address safety concerns at County Road (C.R.) 491/N Lecanto Highway intersection
- Desire for lighting along the corridor, particularly in areas of high pedestrian activity
- Spot improvement requests to improve visibility and safety

The feedback from the public was used to guide potential recommendations for the corridor.

Each community meeting had a virtual component with the opportunity for public comments. A community pop-up event was conducted following community meeting #2, where study team staff utilized the online survey loaded on tablets to solicit feedback from interested persons through the downtown area of Inverness.

The following is a summary of the community touch points throughout the study:

Community Meeting #1

September 28, 2023 at 5:30 p.m. to 6:30 p.m.
Valerie Theater
207 Courthouse Square, Inverness, FL 34450

Community Meeting #2

April 9, 2024 at 5:30 p.m. to 6:30 p.m.
Inverness Government Center
212 W Main Street, Inverness, FL 34450

Community Pop-Up #3

May 16, 2024 at 5:30 p.m. to 7:30 p.m.
Downtown Inverness Area



Photograph of the meeting at Inverness Government Center

Technical Analysis

FDOT, District Seven, conducted a corridor study along State Road (S.R.) 200 (Carl G Rose Highway) from E Summit Lane to E Spruce Drive, a length of 5.7 miles. The study corridor is located in the unincorporated area of Hernando within Citrus County, just north of the City of Inverness. Regionally, S.R. 200 is an essential corridor providing connection to U.S. 41 in Hernando, to I-75 and U.S. 301 in Ocala. The corridor serves as a vital local link, supporting both residential and commercial areas along its path. It facilitates north-south connections within the study area, enabling the community to access workplaces, schools, churches, shopping centers, and recreational facilities. The intersection of S.R. 200 and C.R. 491/N Lecanto Highway is a critical intersection for vehicles traveling to U.S. 41 from S.R. 200 from the north. This corridor study was undertaken to assess the needs of the local users and identify improvement strategies that meet the needs and enhance safety for both the short-term and long-term.

The majority of the land uses surrounding the study corridor are residential with some areas of commercial frontage. From E Summit Lane to E Camelot Place the land use is largely residential, and from E Camelot Place to E Spruce Drive, the land use is largely rural or low intensity coastal lakes. Commercial land use is located sporadically along the corridor. The corridor has three context classifications:

- Suburban Commercial (C3C):
 - E Summit Lane to E Lake Park Drive
- Rural (C2):
 - E Lake Park Drive to E Arbor Lakes Drive
 - E Sapphire Lane to E Olive Lane
 - E Camelot Place to E Spruce Drive
- Rural Town (C2T):
 - E Arbor Lakes Drive to E Sapphire Lane
 - E Olive Lane to E Camelot Place.

There are several community facilities located along or within one mile of the study corridor including four churches, two community centers, two social service centers, one community park, and one fire station.

The majority of the corridor is a two-lane (one lane of travel in each direction) undivided rural roadway, as depicted in **Figure 1**. Within the segment of E Arbor Lake Drive to just north of N Apache Trail, the corridor transitions to include a center two-way left turn lane (TWLTL), paved shoulders not marked as bicycle lanes, and sidewalks, as depicted in **Figure 2**. The existing right-of-way (ROW) along the study corridor is predominantly 100 feet wide. The posted speed from E Summit Lane to E Sapphire Lane is 50 miles per hour (mph), transitions to 55 mph at E Sapphire Lane, and remains 55 mph to E Spruce Drive. The designated access classification for the study corridor is Access Class 3, which is distinguished by existing and planned restrictive medians.

The technical analysis included the following:

- Review of previous studies and other relevant data
- Data collection about corridor characteristics
- Pedestrian and bicycle counts at key locations
- Existing conditions analysis focused on understanding existing travel patterns and community characteristics
- Field reviews to observe existing facilities and user behaviors
- Safety analysis conducted for a five year period between 2018 to 2022 to identify key hot spots and build the foundation for developing alternatives
- Access management study from E Arbor Lakes Drive to E Millwood Lane

Figure 1: Existing Typical Section Facing North

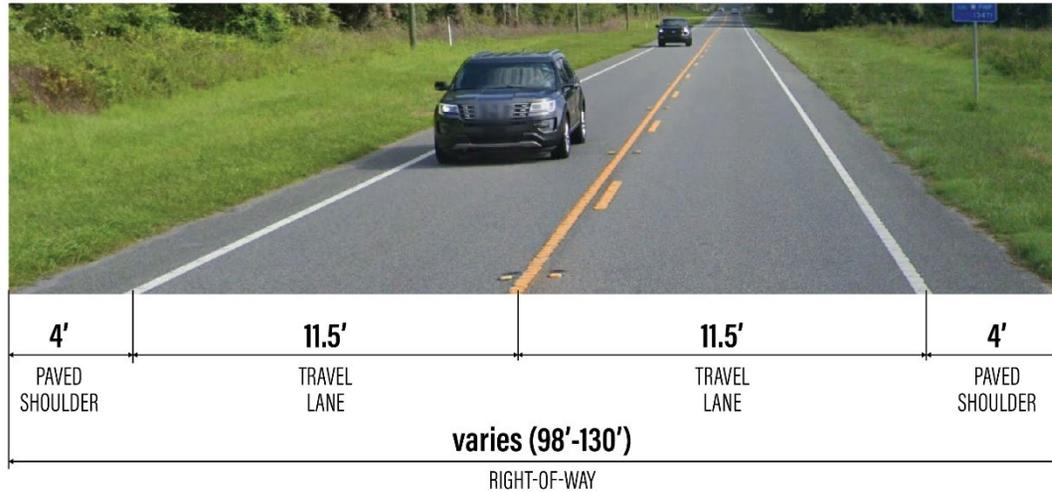
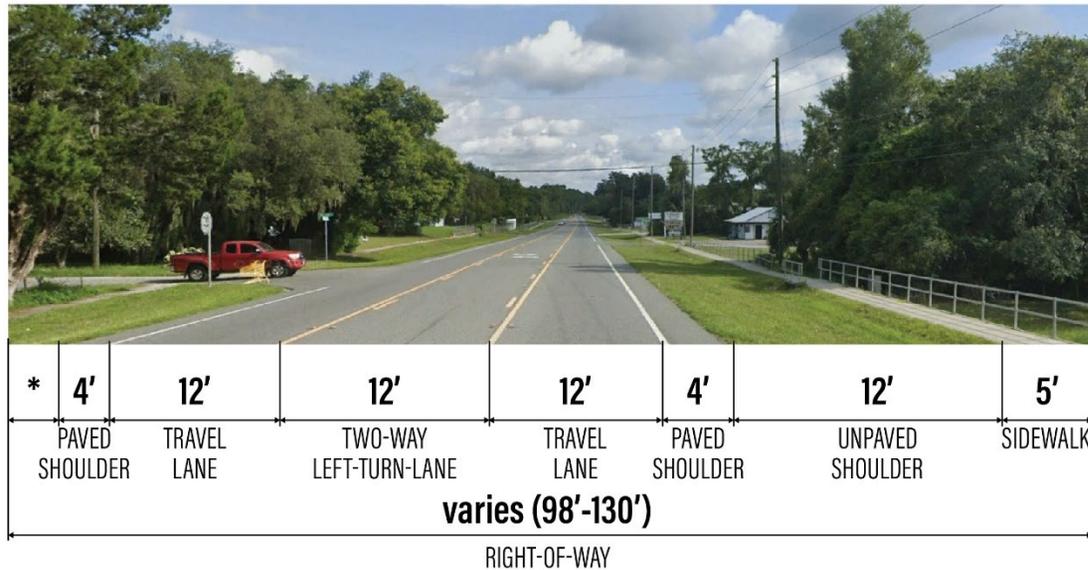


Figure 2: Existing Typical Section Facing North (segment with TWLTL)



**sidewalk and unpaved shoulder widths consistent on both sides of the roadway*

Concept Development

Improvement strategies were identified based on data collection, existing conditions analysis, and local input. Concepts were developed to benefit the surrounding community, while remaining technically sound, cost effective, and minimizing ROW impacts to the greatest extent feasible. The concepts were presented to the public and refined based on community feedback to establish the study recommendations and an effective implementation program. The improvement strategies are depicted on **Figure 3**.

Pedestrian Crossings

Install two midblock crossings with Pedestrian Hybrid Beacons (PHB) and appropriate signing and pavement at the following locations:

- between N Froly Point and E Campfire Court
- between E Fisherman Lane and E Hunters Lane/Pony Express Lane

Install crosswalk pavement markings at side streets along the corridor where existing sidewalk is present between E Arbor Lakes Drive to N Apache Trail.



Example Pedestrian Hybrid Beacon (PHB)



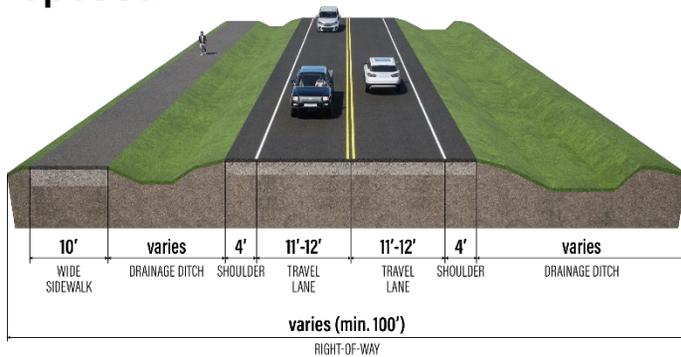
Example crosswalk at a side street approach

New Multi-Modal Facilities

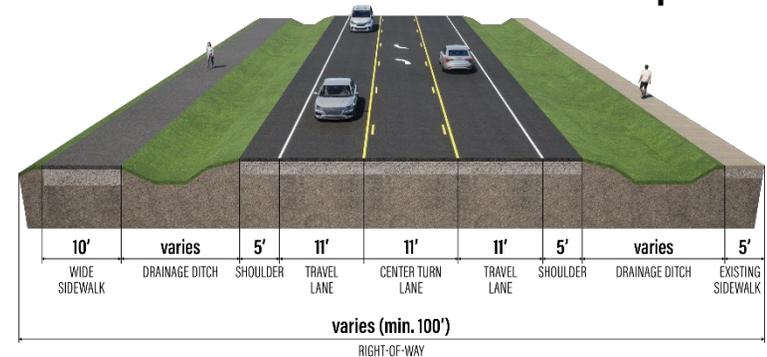
The study recommends a feasibility study for a continuous 10-foot-wide sidewalk, primarily on the west side of the roadway, to enhance local connectivity, link to nearby trails, minimize crossings and ROW impacts, and improve access to community destinations, with potential extension to U.S. 41. It also recommends adding sidewalk connections to existing transit stops and coordinating with the transit agency for stop amenities at the three existing stops along the study corridor.



Proposed



Proposed



Before and after visualizations of S.R. 200 from E Summit Lane to E Arbor Lakes Drive and from N Apache Trail to Spruce Street with wide sidewalk

Before and after visualizations of S.R. 200 from E Arbor Lakes Drive to N Apache Trail with wide sidewalk

Speed Management

To improve safety and better match the surrounding land uses, the study recommends reducing speed limits in key segments of the corridor. Additional speed management tools such as roadway deflection, short raised medians, and narrower travel lanes are proposed to slow traffic and provide pedestrian refuge at midblock crossings.



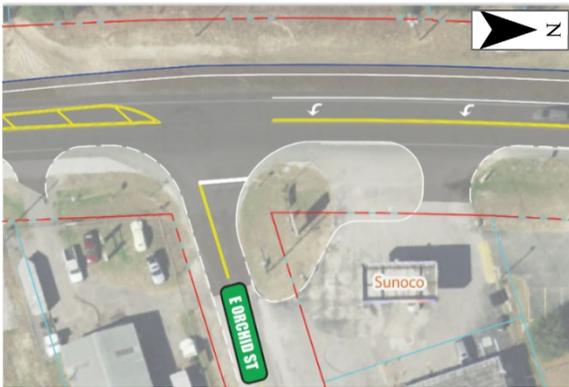
45 mph speed limit



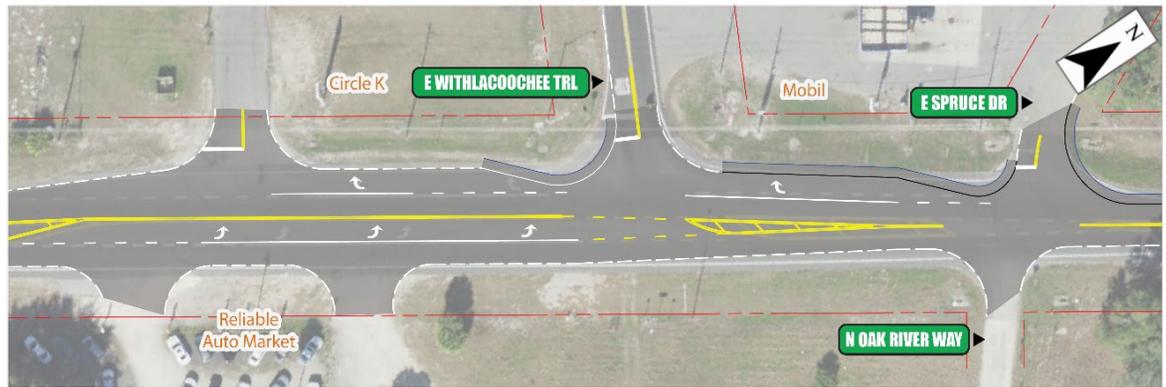
Example Roadway with raised median

Spot Improvements

The study recommends several targeted spot improvements along the corridor, including lane restriping, intersection upgrades, advanced warning signs, driveway modifications, and resolving sight-distance issues.



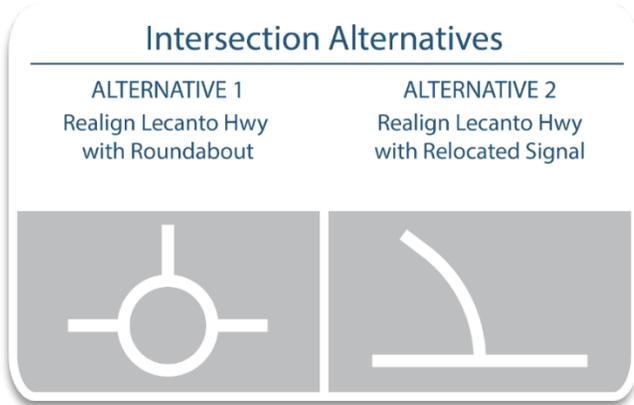
Orchid Street Intersection Spot Improvements



Withlacoochee Trail Intersection Spot Improvements

C.R. 491/N Lecanto Highway Intersection Alternatives

The study recommends two alternatives for the C.R. 491/N Lecanto Highway and S.R. 200 intersection, which include realigning C.R. 491/N Lecanto Highway with either a roundabout or a relocated traffic signal. In the interim the study proposed installing light-activated “no turn on red” blank out signs for the southbound right turn to address observed conflicts with northbound left turning vehicles.



Intersection Alternative Options at
C.R. 491/N Lecanto Highway

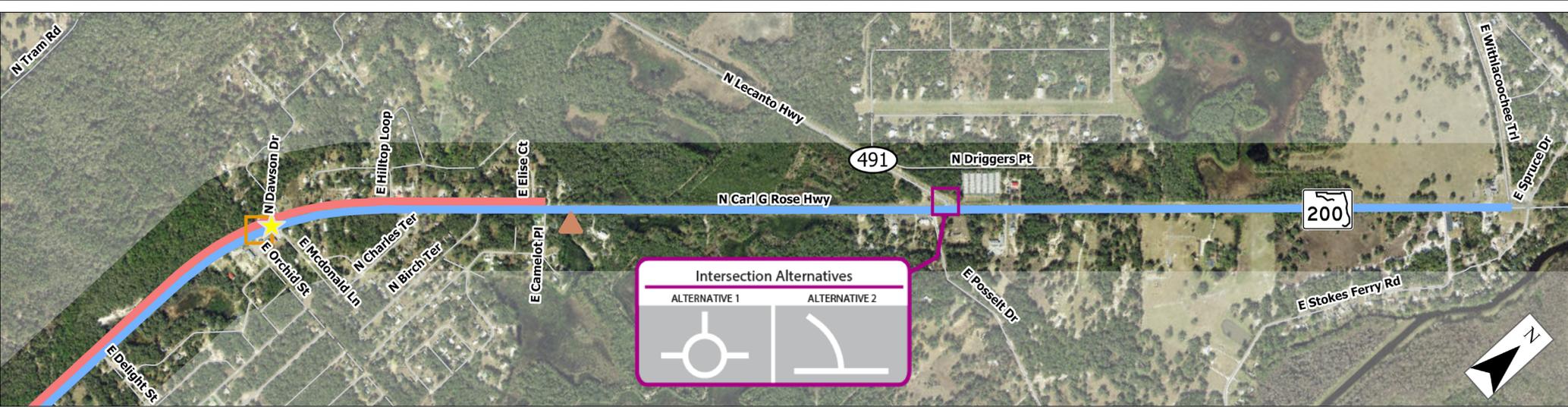
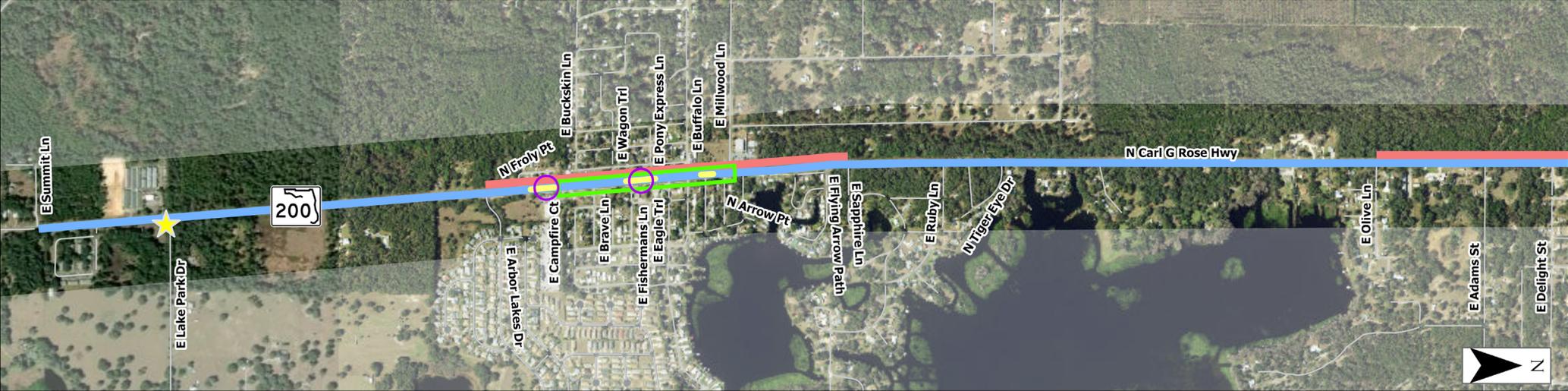


Light activated no turn on red blank out sign



Example Roundabout Intersection Alternative

Figure 3: Improvement Strategies Map



Legend

- Conduct feasibility study for new continuous sidewalk; Conduct No Passing Zone Study; Conduct a Lighting Justification Analysis
- Install marked crosswalks for existing sidewalks at sidestreets
 - Proposed midblock crosswalk
- Raised median island
 - Intersection Alternatives
 - Intersection improvements
- ▲ Advanced Warning Sign
 - ★ Driveway modification
 - Posted speed reduction

Public Comments

Location Specific

Public feedback was collected on the proposed improvements along S.R. 200. The following tables provide responses to the submitted questions. For more information on the timeline and next steps for the project, notifications will be provided via the project website. The project website also includes the ability to sign-up to receive email alerts for the project.

Location	Public Comment	Recommendation	Explanation
Near E Lake Park Drive	Heavy pedestrian/bicycle activity, conflicts with heavy vehicular turning movements in and out of Citrus County Family Resource Center driveway	Modify Citrus County Family Resource Center driveway	Modify the driveway at Citrus County Family Resource Center to tighten up the radial returns. Along with the recommended wide sidewalk, provide a marked crosswalk over the driveway to increase driver awareness due to high pedestrian activity in the area. A permit search will need to be conducted, and if a permit is associated with this connection, the permit will need to be modified in accordance with Rule-Chapter 14-96 of the Florida Administrative Code, to modify the connection.
Between N Froly Point and E Campfire Court Between E Fisherman Lane and E Hunters Lane/Pony Express Lane	Support for new midblock crosswalk with Pedestrian Hybrid Beacon	Install a midblock crosswalk with Pedestrian Hybrid Beacon	A midblock crosswalk is recommended to support the high pedestrian crossing movements from the residential areas on the west side of S.R. 200 to the commercial land uses on the east side of S.R. 200. Currently there are no designated crossing opportunities along the entire length of the study corridor. These locations were identified based on an access management study conducted per the Florida Department of Transportation Traffic Engineering Manual (2025). A Pedestrian Hybrid Beacon is recommended at the two midblock crossings to increase driver awareness and visibility along with aiding in traffic calming measures in this rural town designated segment. This is considered a short-term improvement, typically implemented within a 5-year timeframe.
Adams Street	Desire for a turn lane and recommend extending No Passing Zone to this area	No turn lane recommended and conduct a No Passing Zone study	A turn lane was considered at this location. While traffic counts were not conducted at this location, field observations indicated a low turning movement. Additionally, the safety analysis did not reveal the need for a turn lane at this location. A No Passing Zone study is recommended as a corridor wide improvement.

Public Comments

Location Specific

Location	Public Comment	Recommendation	Explanation
Orchid Street	Concerns for private advertisement signage in Sunoco property blocking sight	Remove private signage to improve sight distance conditions	Clear private advertisement signage within Florida Department of Transportation right-of-way in the northeast corner of the intersection. Additionally, it is recommended to reduce the large Sunoco driveway in the northeast quadrant of the intersection, shifting further north and away from the intersection. A permit search will need to be conducted, and if a permit is associated with this connection, the permit will need to be modified in accordance with Rule-Chapter 14-96 of the Florida Administrative Code, to modify the connection. This is considered a short-term improvement, typically implemented within a 5-year timeframe.
C.R. 491/N Lecanto Highway	Desire for realigned C.R. 491/N Lecanto Highway approach with relocated signal	Conduct Intersection Control Evaluation comparing signal to roundabout and study impacts of reconstructing intersection	<p>Realigning the C.R. 491/N Lecanto Highway approach is recommended to reduce the skewed intersection. Two intersection control alternatives (signalized and roundabout) should be evaluated. This is a long term improvement that requires an Intersection Control Evaluation study to determine optimal intersection control, noting the local preference is the signalized alternative. The proposed realignment and intersection reconstruction will require right-of-way acquisition and will impact an existing billboard structure.</p> <p>Based on the results of this study, this is considered a long-term improvement, typically implemented within a timeframe of 10 years or more.</p>
C.R. 491/N Lecanto Highway	Need lighted no turn on red signage at existing intersection	Install no turn on red blank out signs for the southbound right turns	In existing conditions, southbound right turning vehicles are not yielding to northbound left turning vehicles during northbound left green phase. This is a short-term safety improvement, typically implemented within a 5-year timeframe, for the interim to improve the overall intersection.
Stokes Ferry Drive	Desire for a southbound left turn lane and lighting in the area	No improvement recommended at this time	A turn lane was considered at this location. While traffic counts were not conducted at this location, field observations indicated a low turning movement. Additionally, the safety analysis did not reveal the need for a turn lane at this location.

Public Comments

Location Specific

Location	Public Comment	Recommendation	Explanation
E Withlacoochee Trail	Desire for a signal and a need for bicycle accommodations in the area	Restripe pavement markings	While traffic counts were not conducted at this location, field observations indicated a low turning movement count and is not expected to meet signal warrant. Additionally, the safety analysis did not reveal the need for a signal at this location. The intersection was observed and concerns with driver behavior and lane usage was noted. A pavement restripe is recommended to more clearly define turn lanes in this segment of S.R. 200. This improvement should involve restriping with no modification to the edge of pavement. Bicycles could be accommodated within the proposed wide sidewalk, pending further evaluation for feasibility. This is considered a short-term improvement, typically implemented within a 5-year timeframe.
E Camelot Place	Hidden driveway concerns	Install advanced warning signage	Install a hidden driveway advanced warning sign for the driveway just north of E Camelot Place. This is considered a short-term improvement, typically implemented within a 5-year timeframe.

Public Comments

Corridor Wide

Location	Public Comment	Recommendation	Explanation
Corridor Wide	Vehicles speeding along the corridor	Speed reduction through rural town areas with traffic calming measures	<p>Conduct a speed study to review adjusting posted speed to 45 miles per hour within rural town segments from E Arbor Lakes Drive to E Sapphire Lane and from E Olive Lane to E Camelot Place.</p> <p>Based on the results of this study, this is considered a short-term improvement, typically implemented within a 5-year timeframe.</p>
Corridor Wide	Vehicles not observing No Passing Zones	Conduct a No Passing Zone study	<p>Existing No Passing Zones are only delineated with double yellow solid center line, no signage is included. The No Passing Zones should be analyzed to refresh recommended segments for No Passing Zone and install appropriate pavement markings and signage for driver awareness based on the recommended No Passing Zones. Consider additional measures to further increase driver awareness such as rumble strips and pavement messages to indicate No Passing Zones.</p> <p>Based on the results of this study, this is considered a short-term improvement, typically implemented within a 5-year timeframe.</p>
Corridor Wide	Need for lighting	Evaluate lighting needs	<p>Conduct a lighting justification analysis along the corridor, focusing on locations with a high concentration of nighttime crashes: E Arbor Lakes Drive to E Buffalo Lane, E Orchid Street to C.R. 491/N Lecanto Highway, and at the E Park Lake Drive and Withlacoochee Trail intersections. Although lighting exists at C.R. 491/N Lecanto Highway and E Withlacoochee Trail, it should be evaluated to confirm whether it meets current standards.</p> <p>Furthermore, the access management study recommends pedestrian lighting at the proposed midblock crossings to enhance pedestrian visibility and safety.</p> <p>If found feasible, this is considered a long-term improvement, typically implemented in a time frame of 10 years or more.</p>

Public Comments

Corridor Wide

Location	Public Comment	Recommendation	Explanation
Corridor Wide	Need for bicycle facilities	Conduct feasibility study for addition of wide sidewalk along entire length of the study corridor	<p>Conduct a feasibility study to consider constructing a continuous wide sidewalk along the entire study corridor. A preliminary assessment recommends a 10-foot-wide sidewalk on the west side of the roadway to minimize side street and driveway crossings, support school bus stops, improve access to community destinations (such as convenience stores, community resources, and religious facilities), and avoid right-of-way impacts. If found feasible, cost estimates should be developed and coordination with the Metropolitan Planning Organization for project funding will be required.</p> <p>If found feasible, this is considered a long-term improvement, typically implemented in a time frame of 10 years or more.</p>
Corridor Wide	Install raised medians where possible	Install raised median islands in key locations	<p>Per the access management study, raised median islands are recommended within the existing two-way left turn lane in the following locations: at the proposed midblock crosswalk between N Froly Point and Campfire Court, at the proposed midblock crosswalk between E Fisherman Lane and E Hunters Lane/Pony Express Lane, and near E Deer Run Lane. This is considered a short-term improvement, typically implemented within a 5-year timeframe.</p>

Final Report

