



Justin Sandusky <justinsandusky@gmail.com>

Marsh Rd

8 messages

Jeff Brower <JBrower@volusia.org>

Thu, Apr 16, 2026 at 12:20 PM

To: "justinsandusky@gmail.com" <justinsandusky@gmail.com>

I drove Marsh from EISB to Daugherty Rd yesterday and was pleased to see VCSO's stationed on the side of the road. They had a car pulled over but the dump truck that was heading North at what seemed to be a little fast was not detained. I did not get to see where the truck was headed. Do you have any idea where this sudden increase in truck traffic is going?

Best regards,

Jeff Brower
Volusia County Chair

Yellow <justinsandusky@gmail.com>

Thu, Apr 16, 2026 at 12:56 PM

To: Jeff Brower <JBrower@volusia.org>

Chair Brower,

Thank you for your response and for taking the time to observe Marsh Road yourself.

To your question about where this truck traffic appears to be coming from and going, there does not seem to be a single source. Based on what I and other neighbors have observed over time, there appear to be several contributors:

In 2024, an individual purchased 2830 Marsh Road and appears to be using it as a commercial staging area for the Eddy V dump truck operation. There does not appear to be a residence there, and there have also been concerns and code complaints related to RV occupancy, wetland disturbance, and site modification.

For years, Allen Plumbing and Allen Tractor Service trucks have also used Marsh Road regularly. Allen appears to operate from two locations, one off US 92 near Lowe's and another near Grand Avenue, though I do not have the exact address for that second location at the moment. As far as I and other neighbors have observed, their trucks often do not stop on Marsh Road and instead appear to be using it as a through-route between those areas and State Road 11 or nearby hauling destinations.

During 2025, timber hauling connected to the Tiger Bay State Forest and FDACS timber sale also brought substantial truck traffic down Marsh Road. These were not small vehicles, but large 40-ton timber trucks operating for extended periods, including late night and early morning hours. At times they were coming through even between roughly 8:00 p.m. and 8:00 a.m., with heavy acceleration, significant noise, and vibration strong enough to be felt inside nearby homes. Some of those trucks displayed "Palatka Sawmill," which led me to believe that was at least one destination associated with that timber hauling. That activity appears to have recently ended, as I understand the hauling window ran through March.

There were also extended periods during 2024 and into 2025 when nearby FDOT-related work on SR 40 and SR 11 appeared to generate frequent dump truck traffic using Marsh Road. For stretches of time, these trucks were passing in very short intervals, sometimes around every 15 minutes, and in some instances appeared to be operating around the clock hauling millings toward the facility near the county jail. That pattern continued until I complained directly to the main contractor, after which the activity appeared to lessen.

In addition to those sources, Marsh Road is also used at times by other commercial traffic, including semis from general carriers such as Walmart and Dollar General, apparently as a cut-through.

So while the exact source or destination may vary from truck to truck, the overall pattern has been the same for a long time. Marsh Road is being used in a way that does not fit a narrow residential road, and the effects are real for the people

living here. Neighbors have dealt with the noise, vibration, speeding, centerline crossings, and the constant uncertainty of what might come down the road next. That is why this issue continues to matter, and why people are still looking for real answers from the County about safety, swept path, and the actual time frame, if any, for action.

Thank you,

Justin Sandusky

[Quoted text hidden]

Jeff Brower <JBrower@volusia.org>
To: Yellow <justinsandusky@gmail.com>

Thu, Apr 16, 2026 at 1:04 PM

I appreciate the information and will check on these uses. I wouldn't want this on my rural road.

Jeff Brower

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Yellow <justinsandusky@gmail.com>
Sent: Thursday, April 16, 2026 12:56:59 PM
To: Jeff Brower <JBrower@volusia.org>
Subject: [EX] Re: Marsh Rd

CAUTION: This email originated from outside Volusia County's email system. DO NOT CLICK links or attachments unless you recognize the sender and/or know the content is safe.

[Quoted text hidden]

Yellow <justinsandusky@gmail.com>
To: Jeff Brower <JBrower@volusia.org>

Thu, Apr 30, 2026 at 12:51 PM

Chair Brower,

Thank you again for personally driving Marsh Road and for your earlier response about the truck traffic issue.

I recently received the County's Marsh Road traffic study records after a public records request that had been pending for about a month. One of the key records produced was an October 16, 2024 inter-office memo, which appears to be part of the basis for not recommending truck restrictions.

My concern is that the memo relies heavily on truck percentage. It cites about 5.0% to 5.9% heavy/large vehicle traffic and says that is within an acceptable range for the road classification. But percentage alone does not answer the safety question. If normal vehicle traffic increases, the truck percentage can look acceptable while the actual number of trucks per day, and the resulting noise, vibration, road-edge stress, and conflict points, still increase.

The memo also states that VCTE saw "no apparent damage due to large vehicle traffic." Residents along Marsh Road have observed roadway edge deterioration, cracking, vibration impacts, and other physical effects, so I would like to better understand what that statement was based on.

The records produced appear to be volume, speed, class, axle-class, and location data. I do not see any swept-path analysis, AutoTURN review, WB-50/WB-62 design-vehicle analysis, offtracking review, curve-radius review, lane-width suitability review, shoulder-edge assessment, pavement-condition analysis, or vibration/structural impact review.

That distinction matters. Tube counters show how many vehicles passed and how they were classified. They do not show whether large trucks can safely remain within their lane through Marsh Road's narrow curves and constrained geometry, or whether the roadway is physically compatible with that truck traffic.

Would you be willing to ask Traffic Engineering:

1. Was the October 16, 2024 memo the basis for deciding truck restrictions are not warranted?
2. What standard makes 5.0% to 5.9% heavy truck traffic "acceptable" for this specific road?

- 3. Did the County evaluate actual truck counts per day, not just truck percentage?
- 4. What was the basis for "no apparent damage," and were photos or pavement/edge assessments created?
- 5. Has any swept-path, offtracking, or design-vehicle analysis been done for Marsh Road?
- 6. If not, will the County perform one before continuing to rely on truck percentage to reject restrictions?

My concern is that the County is answering a geometry and safety question with a traffic-count summary. Those are not the same thing.

I hope the County and its citizens can come to a good-faith understanding on this issue and work toward a practical solution that protects residents while addressing the road's actual conditions.

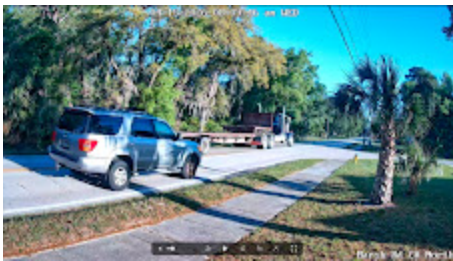
Thank you,

Justin Sandusky

P.S. I have also attached the October 16, 2024 memorandum and a recent photo of a long semi-tractor trailer on Marsh Road. In the photo, the truck appears to be over the double-yellow line while turning, with visible exhaust smoke suggesting heavy acceleration. I also included a photo of a neighbor turning from Marsh Road onto Palmetto Avenue to help show the residential context and scale of these vehicles on the road.

[Quoted text hidden]

3 attachments



1000113338.jpg
2512K



1000113339.jpg
2686K

 **Final_INTER_OFFICE_MEMORANDUM.pdf**
48K

Jeff Brower <JBrower@volusia.gov>
To: Yellow <justinsandusky@gmail.com>
Cc: Benjamin Bartlett <BBartlett@volusia.org>

Fri, May 1, 2026 at 10:01 AM

Ben, can you help me get answers to these questions?

Jeff Brower
Volusia County Chair

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Yellow <justinsandusky@gmail.com>
Sent: Thursday, April 30, 2026 12:51:00 PM
To: Jeff Brower <JBrower@volusia.gov>
Subject: Re: [EX] Re: Marsh Rd

[Quoted text hidden]

Yellow <justinsandusky@gmail.com>
Draft To: Jeff Brower <JBrower@volusia.gov>

Fri, May 1, 2026 at 10:23 AM

Tadd Kasbeer <TKasbeer@volusia.org>
To: "justinsandusky@gmail.com" <justinsandusky@gmail.com>
Cc: Benjamin Bartlett <BBartlett@volusia.org>, George Recktenwald <GRecktenwald@volusia.org>, Jeff Brower <JBrower@volusia.gov>

Tue, May 5, 2026 at 2:59 PM

Mr. Sandusky,

Marsh Road is designated by the Comprehensive Plan as a County thoroughfare road. As has been previously stated by County staff in an email reply to you when you originally asked, the County does not restrict truck traffic on County thoroughfare roads with the exception of weight or height based restrictions due to bridges. There is no County cap on the truck traffic in terms of a percentage or maximum number of trucks allowed to use a thoroughfare road. Weight restrictions on bridges are only implemented if the annual Florida Department of Transportation (FDOT) bridge inspection and subsequent load analyses of that bridge indicates the need to limit weight on that bridge. The Marsh Road bridge over Little Haw Creek does not have any such weight restrictions and has a health rating of 99.06 out of a possible 100. The County has implemented truck restrictions on local roads limiting truck traffic to local deliveries only. Carter Road is one such example.

When the County constructs or reconstructs a road segment, part of the design process is a review of the proposed or existing make up of the traffic for that road segment to determine if there will be or is a high number of truck trips. If the truck traffic is expected to be a high number of trucks on that road segment then the County would design the road segment to handle the trucks. The pavement type and make up would be selected to be sure it can handle the load and maximize its life cycle. The County standard for lane width on new or reconstructed roads is a minimum of 11' wide lanes, which is already wide enough for trucks so the design would include that already. The curves on the road would also be reviewed at that time to be sure they meet criteria.

Your emails have referenced swept path analysis but in road design we use curve radii. A swept path analysis looks at the turning radius of a particular vehicle type at a particular speed, based on the understanding that the slower a vehicle drives the smaller the curve radius it can navigate. Each vehicle type has a minimum radius they can turn but that is based on the vehicle moving at 10 mph. For example, a WB-62 classified vehicle (a semi-tractor trailer truck 68' in length with 5 axles) has a turning radius of 45'. Therefore, as long as a curve is greater than 45' a semi tractor trailer can navigate the curve. The curve just north of Old Daytona Road on Marsh looks to be about 180' radius. The national standard, AASHTO Green Book, indicates that that a vehicle traveling 25 mph can successfully navigate that curve (the range is 110' to 180'), which is consistent with the warning signs posted before the curve in both directions. There are a few curves on Marsh Road that require vehicles to slow down below the posted 35 mph speed limit but none of them are so small that they can't be navigated if a vehicle slows down consistent with the posted warning speed signs.

If the road was being reconstructed then the County would evaluate the crash data for that segment to help identify any existing issues. Reviewing the crash data for the last 10 years for Marsh Road there were 5 of the 68 crashes involved trucks. Of those 5:

- a truck hitting sagging overhead powerlines hanging over the road
- a motorcycle lost control in a curve and hit a stationary garbage truck on the opposite side of the road
- a trailer with a boat on it drifted into the oncoming traffic lane
- a truck left its lane in a curve trying to avoid a "phantom" vehicle on the inside lane that drifted out
- a car trying to go around a stationary garbage truck struck the garbage truck as it went around it

Over that same time period there were 28 crashes in the curves that do not involve trucks, which was the largest number of crash types on Marsh.

In response to your numbered questions in your email below:

1. Was the October 16, 2024 memo the basis for deciding truck restrictions are not warranted?

The memo noted that there was nothing unusual about truck traffic volume that would indicate that something was unusual and that a change was needed.

2. What standard makes 5.0% to 5.9% heavy truck traffic "acceptable" for this specific road?

As stated above, the County does not have a cap that limits the volume of truck traffic on its thoroughfare roads.

3. Did the County evaluate actual truck counts per day, not just truck percentage?

All traffic types are counted and the percentage is calculated from those counts.

4. What was the basis for "no apparent damage," and were photos or pavement/edge assessments created?

The issues with the pavement condition are typical of many similar aged county roads regardless of truck traffic. Extremely high truck traffic typically generates rutting in the pavement and shoving (looks like asphalt ripping) near intersections where braking occurs. These conditions are not evident on Marsh Road.

5. Has any swept-path, offtracking, or design-vehicle analysis been done for Marsh Road?

As stated above, the County does not do a swept path analysis on roads, instead uses standard radius curves based on speed.

6. If not, will the County perform one before continuing to rely on truck percentage to reject restrictions?

Please see my explanation above regarding curves and swept path analysis.

The County staff agrees that the curves are an issue that needs to be addressed. The County staff is beginning to analyze the curves and begin working towards solutions to make the curves safer for all vehicles. However the truck traffic does not appear to have created an unsafe condition based on the past crash data and the curve data outlined above. The County staff will continue to monitor the crash data and traffic counts on a regular basis in case the situation changes with regard to the truck traffic.

Tadd Kasbeer, P.E.

County Engineer

Engineering & Construction

County of Volusia

Office: (386) 736-5967 xt 15846

Cell: (386) 785-7183

tkasbeer@volusia.org

From: Yellow <justinsandusky@gmail.com>

Sent: Thursday, April 30, 2026 12:51:00 PM

To: Jeff Brower <JBrower@volusia.gov>

Subject: Re: [EX] Re: Marsh Rd

Chair Brower,

Thank you again for personally driving Marsh Road and for your earlier response about the truck traffic issue.

I recently received the County's Marsh Road traffic study records after a public records request that had been pending for about a month. One of the key records produced was an October 16, 2024 inter-office memo, which appears to be part of the basis for not recommending truck restrictions.

My concern is that the memo relies heavily on truck percentage. It cites about 5.0% to 5.9% heavy/large vehicle traffic and says that is within an acceptable range for the road classification. But percentage alone does not answer the safety question. If normal vehicle traffic increases, the truck percentage can look acceptable while the actual number of trucks per day, and the resulting noise, vibration, road-edge stress, and conflict points, still increase.

The memo also states that VCTE saw "no apparent damage due to large vehicle traffic." Residents along Marsh Road have observed roadway edge deterioration, cracking, vibration impacts, and other physical effects, so I would like to better understand what that statement was based on.

The records produced appear to be volume, speed, class, axle-class, and location data. I do not see any swept-path analysis, AutoTURN review, WB-50/WB-62 design-vehicle analysis, offtracking review, curve-radius review, lane-width suitability review, shoulder-edge assessment, pavement-condition analysis, or vibration/structural impact review.

That distinction matters. Tube counters show how many vehicles passed and how they were classified. They do not show whether large trucks can safely remain within their lane through Marsh Road's narrow curves and constrained geometry, or whether the roadway is physically compatible with that truck traffic.

Would you be willing to ask Traffic Engineering:

1. Was the October 16, 2024 memo the basis for deciding truck restrictions are not warranted?
2. What standard makes 5.0% to 5.9% heavy truck traffic "acceptable" for this specific road?
3. Did the County evaluate actual truck counts per day, not just truck percentage?
4. What was the basis for "no apparent damage," and were photos or pavement/edge assessments created?
5. Has any swept-path, offtracking, or design-vehicle analysis been done for Marsh Road?
6. If not, will the County perform one before continuing to rely on truck percentage to reject restrictions?

[Quoted text hidden]

[Quoted text hidden]

Justin Sandusky <justinsandusky@gmail.com>

Tue, May 12, 2026 at 1:30 PM

To: Tadd Kasbeer <TKasbeer@volusia.org>

Cc: Benjamin Bartlett <BBartlett@volusia.org>, George Recktenwald <GRecktenwald@volusia.org>, Jeff Brower <JBrower@volusia.gov>

Mr. Kasbeer,

Thank you for the detailed response. I appreciate the County's acknowledgment that the curves on Marsh Road are an issue that needs to be addressed. That acknowledgment is important because my concern is not limited to truck percentage alone. My concern is whether Marsh Road's existing geometry, lane width, shoulders, curves, intersections, warning signage, and actual heavy-vehicle use are compatible with safe operation.

Marsh Road is approximately 20 feet wide for much of its length, with roughly 10-foot lanes and limited grass shoulders in many areas. Old Daytona Road appears even narrower in places, with lanes approximately 9 feet wide. These dimensions appear materially below the lane widths normally contemplated by current Florida Greenbook criteria, especially where significant truck volumes are present. The concern is not simply whether a WB-62, dump truck, logging truck, or other large vehicle can physically negotiate a curve at a reduced speed. The concern is whether those vehicles

can do so while remaining within the available traveled way, without crossing the double yellow, forcing opposing traffic to stop or move right, dropping onto the shoulder, or creating conflicts at intersections.

That distinction is why I continue to ask about design-vehicle and offtracking analysis. I understand the County may not routinely perform software-based swept-path analysis. However, a minimum curve-radius statement does not answer whether the actual roadway width, lane width, shoulder condition, sight distance, curve location, and heavy-vehicle mix safely accommodate the vehicles currently using Marsh Road and Old Daytona Road.

The Florida Greenbook, not the AASHTO Green Book alone, is the applicable uniform minimum standards reference for County roads off the State Highway System. FDOT identifies the Florida Greenbook as the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways, with authority under Section 336.045, Florida Statutes, and Rule 14-15.002, Florida Administrative Code. AASHTO may be useful guidance, but the County's response should address the Florida Greenbook's actual design-vehicle provisions for a County road.

Florida Greenbook Chapter 3, Section C.2, Design Vehicles, states that one or more design vehicles should be used as controls in selecting geometric design elements. It also states that if a significant number or percentage, identified as 5 percent of total traffic, of vehicles larger than passenger vehicles are likely to use a particular street or highway, that class should be used as a design control. The Greenbook identifies design criteria affected by vehicle type, including alignment, lane widening on curves, shoulder width requirements, turning roadway and intersection radii, and intersection sight distance. It also separately recognizes that traveled ways should be widened on sharp curves because trucks and transit vehicles may have rear wheels that track considerably inside the front wheels, requiring additional width.

That is the issue here. I am not claiming that 5 percent truck traffic is a legal "cap" or a legal maximum for trucks. I am asking whether the County has applied the Greenbook's design-vehicle threshold and design-control analysis to a rural collector/thoroughfare road with approximately 10-foot lanes, limited shoulders, known curve crash history, documented truck encroachment concerns, and heavy vehicles using the road daily.

Your response states that a WB-62 has a 45-foot turning radius and that the curve north of Old Daytona Road appears to be approximately 180 feet in radius. But the practical safety issue is not merely whether a truck can complete the turn. The issue is whether it can complete the turn safely within the lane and available pavement. At the March 17 County Council meeting, resident Mary Dickinson described a near-miss at the Old Daytona/Marsh curve involving a tractor-trailer crossing or crowding the centerline. That type of report goes directly to the design-vehicle/offtracking issue, because the question is not merely whether a truck can physically negotiate the curve, but whether it can do so without encroaching into the opposing lane.

I have also personally witnessed a semi hauling logs through the curve near the Stetson golf facility in a way that caused opposing traffic to come to a complete stop to avoid a collision. There is also photo evidence of semi-trucks or dump trucks blocking or partially blocking movements at the US-92/Old Daytona entrance/exit, causing regular traffic to wait in a dangerous position on US-92.

The current heavy-vehicle mix is also not limited to standard passenger vehicles or small delivery vehicles. It includes dump trucks, tractor-trailers, logging trucks, and longer dump-truck/trailer combinations hauling heavy equipment. In practical terms, the County should not evaluate Marsh Road or Old Daytona Road as if the only relevant question is whether an ordinary passenger car or single-unit vehicle can navigate the curve.

I also want to clarify the vehicle-class issue. The October 16, 2024 memorandum appears to rely on a narrow heavy-truck percentage, stating in the data bullet that 3-axle single-unit trucks and large vehicles make up 5.9% of the total roadway volume, while the conclusion states a heavy-truck percentage of 5.0%. I understand that figure appears to be based mainly on 3-axle single-unit trucks and larger vehicles, excluding 2-axle 6-tire trucks.

For clarity, I am not disputing that the County may have calculated that narrower category in the 5.0% to 5.9% range. My point is that the Florida Greenbook design-vehicle question is broader than the County's narrow heavy-truck percentage. The Greenbook speaks in terms of vehicles larger than passenger vehicles being used as design controls when they represent a significant number or percentage of total traffic.

Using the County's own class and axle data, the broader 2-axle-6-tire-and-larger category is much higher than the 5.0% to 5.9% figure cited in the memo. At Marsh Road south of Sandy Lane, the class summary shows the narrow 3-axle-and-larger figure is approximately 6.0%, while the broader 2-axle-6-tire-and-larger figure is approximately 20.8%. At Marsh Road north of Palm Avenue, the 7-day axle-class data shows the 3-axle-and-larger figure is approximately 3.4%, while the broader 2-axle-6-tire-and-larger figure is approximately 14.0%. At Marsh Road north of Old Daytona Road, the class data shows the 3-axle-and-larger figure is approximately 3.8%, while the broader 2-axle-6-tire-and-larger figure is approximately 16.4%. At Marsh Road south of Marsh Bend, the weekday class data shows the 3-axle-and-larger figure is approximately 5.6%, while the broader 2-axle-6-tire-and-larger figure is approximately 25.2%. The weekend data at the same location still shows approximately 19.3% in the broader 2-axle-6-tire-and-larger category.

I am not asking the County to treat every pickup truck as a WB-62. I am asking the County to explain what vehicle class it is using as the design control for Marsh Road and Old Daytona Road, and whether the County has evaluated the roadway using the actual mix of large vehicles reflected in its own data, including 2-axle 6-tire trucks, 3-axle single-unit trucks, dump trucks, tractor-trailers, logging trucks, and other larger vehicles documented by residents.

Please clarify the following:

1. What design vehicle is the County using for Marsh Road's curve and intersection safety review?
2. What design vehicle is the County using for Old Daytona Road, especially given its narrower pavement and role in truck movements to and from US-92?
3. Has the County evaluated Marsh Road and Old Daytona Road under existing conditions, including approximately 10-foot lanes on Marsh Road, approximately 9-foot lanes in places on Old Daytona Road, limited grass shoulders, curve geometry, advisory speeds, sight distance, and actual observed heavy-vehicle encroachment?
4. Has the County evaluated whether large trucks can remain within the available traveled way on Marsh Road's and Old Daytona Road's curves without crossing the centerline or forcing opposing traffic to stop or move right?
5. Has the County evaluated whether the Old Daytona Road/US-92 movement can safely accommodate the trucks currently using it without blocking or creating dangerous queues on US-92?
6. Has the County evaluated whether lane widening, shoulder improvements, chevrons, large arrow signs, additional warning signs, pavement markings, no-passing improvements, truck restrictions, or other curve-safety treatments are warranted?
7. If no design-vehicle, offtracking, lane-widening-on-curves, turning-radius, or intersection-path analysis has been performed, please state that directly.

I also want to address the curve warning signage near the Old Daytona/Marsh curve. Based on current measurements, the northbound 25 MPH turn/advisory warning sign appears to be approximately 383 feet in advance of the curve, while the opposite approach appears to be farther away, approximately 916 feet in advance. At a 35 mph approach speed, 383 feet gives a driver roughly 7.5 seconds before reaching the curve, while 916 feet gives roughly 18 seconds. I am not claiming that distance alone proves the sign is unlawful. I am asking the County to identify the engineering basis for the placement in each direction and whether the County has evaluated whether additional closer curve delineation, chevrons, large arrow signs, pavement markings, or other curve-safety treatments are warranted at or near the actual curve.

Your email also states that 28 of the 68 crashes on Marsh Road occurred in curves, and that County staff agrees the curves are an issue that needs to be addressed. That should weigh heavily in favor of a full curve-safety review. One of the examples you listed involved a motorcycle losing control in a curve and striking a stationary garbage truck on the opposite side of the road. I am not making a legal conclusion about fault for that crash. I am asking whether, in light of the known curve crash history, the County has evaluated whether curve warning placement, advisory speed signage, delineation, pavement markings, shoulder condition, sight distance, and roadway geometry contributed to the crash pattern or continue to present a foreseeable safety risk.

The bridge rating over Little Haw Creek may address structural load capacity, but it does not resolve these roadway geometry and operational safety concerns. The issue is not only whether the bridge can carry legal loads. The issue is whether large trucks can safely operate along Marsh Road's and Old Daytona Road's narrow lanes, curves, shoulders, and intersections without creating predictable conflicts.

Finally, I understand the County's position that it does not generally restrict truck traffic on County thoroughfare roads except for bridge-related weight or height restrictions. However, that appears to be a County policy position, not a statement that the County lacks authority to address unsafe or incompatible traffic conditions where supported by safety and engineering analysis. Florida law appears to allow local authorities to restrict street use, regulate specified vehicle types, designate no-passing zones, and regulate classes of traffic found incompatible with the normal and safe movement of traffic. Florida law also appears to recognize that roads lacking at least one 12-foot through lane in each direction, or roads deemed unsafe for wider vehicles based on safety and engineering analyses, may be restricted by local officials for streets and roads under their jurisdiction.

I also ask the County to explain how its position compares with the approach recently taken by Alachua County. Alachua County announced in December 2024 that it installed more than 240 "No Trucks" signs across 44 road segments to improve safety by directing large commercial trucks to wider, more suitable state and county roads. According to Alachua County's announcement, its County Commission directed Public Works to implement "No Trucks" restrictions on collector roads with travel lanes 11 feet wide or narrower. Marsh Road is approximately 10 feet per lane for much of its length, and Old Daytona Road appears even narrower in places, with lanes approximately 9 feet wide. If Volusia County believes a different engineering or policy standard should apply to Marsh Road and Old Daytona Road, please identify that standard

and explain why roads with approximately 10-foot and 9-foot lanes, limited shoulders, curve crash history, documented heavy-vehicle encroachment, and truck turning conflicts do not warrant similar review or restriction.

Given the road's approximate 10-foot lanes on Marsh Road, narrower conditions on Old Daytona Road, limited shoulders, documented heavy-vehicle use, curve crash history, resident near-miss reports, documented truck encroachment concerns, and the County's own acknowledgment that the curves are an issue, I am asking the County to evaluate this as a design-vehicle and roadway-geometry safety issue, not merely as a truck-percentage issue.

Please provide any records, engineering notes, measurements, sign-placement evaluations, curve studies, design-vehicle assumptions, offtracking evaluations, lane-widening evaluations, sight-distance evaluations, intersection-turning-path evaluations, pavement/edge assessments, or safety analyses the County has relied on in concluding that truck restrictions are not warranted and that the existing curve warning and roadway geometry are adequate.

Respectfully,

Justin Sandusky