



Justin Sandusky &lt;justinsandusky@gmail.com&gt;

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**RE: cflroads.com comment form submission - Project: 992600-1 : U.S. 92 at Marsh Road - Installation of new traffic signal with crosswalks and upgraded intersection lighting**

4 messages

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**King, Tanya** <Tanya.King@dot.state.fl.us>

Tue, Jan 27, 2026 at 7:54 AM

To: "justinsandusky@gmail.com" &lt;justinsandusky@gmail.com&gt;

Cc: "Cornejo, Michael" &lt;Michael.Cornejo@dot.state.fl.us&gt;, "Pearson, Jason" &lt;Jason.Pearson@dot.state.fl.us&gt;, "Virani, Abid" &lt;Abid.Virani@dot.state.fl.us&gt;, "Fritz, Gabriel" &lt;Gabriel.Fritz@dot.state.fl.us&gt;, "Williams, Jay" &lt;Jay.Williams@dot.state.fl.us&gt;, "Sanders, Michael" &lt;Michael.Sanders@dot.state.fl.us&gt;, "ACaldwell@volusia.org" &lt;ACaldwell@volusia.org&gt;, "SKazmierczak@volusia.org" &lt;SKazmierczak@volusia.org&gt;

Hi Justin,

Thank you for reaching out to the Department regarding your concerns about truck traffic on Marsh Road.

Because Marsh Road is not a DOT-maintained roadway, we have forwarded your request to Volusia County, who will be able to assist you further.

As requested, I have attached the traffic study for this intersection. The US 92 and Marsh Road intersection met the warrants for a traffic signal, which is currently programmed. The project will include pedestrian crosswalks and upgraded intersection lighting.

For additional information, please refer to the project link below:

<https://www.cflroads.com/project/992600-1>

Should you need any further assistance, please feel free to contact me.

Thank you,

Tanya King, PE, CPM  
Traffic Studies EngineerDistrict 5 Traffic Operations  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, FL 32720  
Phone: 386-943-5330  
Email: [Tanya.King@dot.state.fl.us](mailto:Tanya.King@dot.state.fl.us)

-----Original Message-----

From: [commentform@cflroads.com](mailto:commentform@cflroads.com) <[commentform@cflroads.com](mailto:commentform@cflroads.com)>

Sent: Sunday, January 25, 2026 9:21 PM

To: D5-PIO <[d5-pio@dot.state.fl.us](mailto:d5-pio@dot.state.fl.us)>; Olafs, Bjorg <[Bjorg.Olaf@dot.state.fl.us](mailto:Bjorg.Olaf@dot.state.fl.us)>Subject: [cflroads.com](https://www.cflroads.com) comment form submission - Project: 992600-1 : U.S. 92 at Marsh Road - Installation of new traffic signal with crosswalks and upgraded intersection lighting

EXTERNAL SENDER: Use caution with links and attachments.

Regarding Project: 992600-1 : U.S. 92 at Marsh Road - Installation of new traffic signal with crosswalks and upgraded intersection lighting

From Name: Justin Sandusky

From Email: [justinsandusky@gmail.com](mailto:justinsandusky@gmail.com)

Question or Comment:

I am writing as a resident of the adjacent neighborhood to express concerns regarding Project 992600-1 and the current traffic conditions on Marsh Road.

Request for Documentation: Please provide a copy of the traffic study associated with this project. I am specifically interested in data regarding road capacity, design limitations, and current weight limits. Additionally, could you clarify whether this project was initiated by Volusia County or FDOT?

Safety and Infrastructure Concerns: My neighbors and I are increasingly concerned about the volume of industrial and commercial traffic (dump trucks, semi-trailers, and logging trucks) utilizing Marsh Road.

Under FL State Statute 316.515, FDOT has the authority to restrict vehicles exceeding 96 inches in width on certain roads. Marsh Road is a substandard road with lane widths of 10 feet or less, making it unsuitable for heavy industrial traffic, especially around blind corners where the margin for error is less than 6 inches. We are concerned that the current "Traffic Operations Pushbutton" improvements may inadvertently invite more cut-through commercial traffic into our residential area.

Does FDOT have plans to implement width or weight restrictions for non-local commercial traffic on Marsh Road to ensure the safety of residents and the longevity of the infrastructure?

Thank you for your time and for considering these community concerns.

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 **79060000 MP 2.356 SWA 202409 US 92 at Marsh Road\_FINAL.pdf**  
7987K

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**Yellow** <justinsandusky@gmail.com>

Tue, Jan 27, 2026 at 3:31 PM

To: "King, Tanya" <Tanya.King@dot.state.fl.us>

Cc: "Cornejo, Michael" <Michael.Cornejo@dot.state.fl.us>, "Pearson, Jason" <Jason.Pearson@dot.state.fl.us>, "Virani, Abid" <Abid.Virani@dot.state.fl.us>, "Fritz, Gabriel" <Gabriel.Fritz@dot.state.fl.us>, "Williams, Jay" <Jay.Williams@dot.state.fl.us>, "Sanders, Michael" <Michael.Sanders@dot.state.fl.us>, "ACaldwell@volusia.org" <ACaldwell@volusia.org>, "SKazmierczak@volusia.org" <SKazmierczak@volusia.org>

Good afternoon Tanya,

Thank you for your response, for providing the Signal Warrant Study, and for forwarding our concerns to Volusia County. We appreciate the coordination between FDOT and the County on this location.

After reviewing the study in detail and conducting additional field observations within the neighborhood, I wanted to share updated information so both agencies have the same technical picture moving forward.

We understand the Signal Warrant Analysis appropriately evaluates operations and safety at the US-92/Marsh Road intersection itself, and we are not disputing the signal warrants or the planned intersection improvements.

However, the analysis appears limited to the intersection geometry and does not evaluate the downstream residential segment of Marsh Road north of US-92, which functions very differently than the state highway facility.

In front of the homes, Marsh Road has approximately 10-foot travel lanes, minimal shoulders, tight curvature, and limited recovery area. This is effectively a narrow residential collector and is not well suited for frequent heavy commercial or industrial truck traffic.

To better understand current usage, I conducted updated counts using continuous camera monitoring within the residential segment. The measured average daily traffic is approximately 3,850–4,200 vehicles per day, which is roughly 15–25% higher than the 3,400 AADT referenced in the study. We wanted to provide this updated data in case it affects operational or diversion assumptions.

While the SWA evaluates signal warrants, delay, and intersection safety, it does not appear to assess:

- downstream residential capacity or heavy-vehicle suitability
- truck off-tracking within narrow lanes
- vibration or structural effects to adjacent homes
- diversion or cut-through behavior following signalization
- or neighborhood mitigation measures

Because the proposed signal will meter traffic at US-92, we are concerned that delay or queues may increase diversion through Marsh Road's residential section. Without coordinated mitigation, an intersection improvement could unintentionally shift additional heavy vehicles onto a local neighborhood street that was not designed for that purpose.

Additionally, Florida Statute 316.515 provides both FDOT and local authorities the authority to regulate or restrict oversized or heavy vehicles where roadway width, safety, or structural limitations warrant. While Marsh Road is a county-maintained facility, FDOT retains concurrent authority to review and, if necessary, impose or recommend such restrictions when state-designated routes or safety concerns are involved. Given the narrow lane widths and residential context of this segment, we respectfully request that both FDOT and the County coordinate to evaluate truck suitability and potential weight, width, or routing controls as part of the overall response.

We also met today with Dave Padgett from Volusia County at the neighborhood and provided photographs, measurements, and traffic data documenting current conditions. Dave indicated this information will be shared with Storm Kazmierczak and Addison Caldwell for further review.

Our goal is simply to ensure the project improves safety at the intersection without creating unintended impacts to the adjacent residential roadway. We appreciate both agencies working together on this matter and look forward to any guidance or next steps.

Thank you again for your time and assistance.

Sincerely,  
Justin Sandusky  
Marsh Road Resident

[Quoted text hidden]

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**King, Tanya** <Tanya.King@dot.state.fl.us>

Tue, Jan 27, 2026 at 4:37 PM

To: Yellow <justinsandusky@gmail.com>

Cc: "Cornejo, Michael" <Michael.Cornejo@dot.state.fl.us>, "Pearson, Jason" <Jason.Pearson@dot.state.fl.us>, "Virani, Abid" <Abid.Virani@dot.state.fl.us>, "Fritz, Gabriel" <Gabriel.Fritz@dot.state.fl.us>, "Williams, Jay" <Jay.Williams@dot.state.fl.us>, "Sanders, Michael" <Michael.Sanders@dot.state.fl.us>, "ACaldwell@volusia.org" <ACaldwell@volusia.org>, "SKazmierczak@volusia.org" <SKazmierczak@volusia.org>

Hi Justin,

I appreciate you for reviewing the report and providing me the additional information. Because Marsh Road is under the jurisdiction of the County, FDOT is not responsible for mitigation and/or improvements on Marsh Road. The intersection study was performed by FDOT and followed FDOT standards and procedures that are outlined in the Manual of Uniform Traffic Control Devices (MUTCD). The study recommendations and observations are limited to Marsh Road intersection operations and its connection to US 92 within FDOT right-of-way limits.

We understand that the installation of a traffic signal at this location may increase delay, queuing and potentially divert traffic to the Marsh Road intersection; however, based on operational and safety considerations, a traffic signal is the best traffic control alternative for this intersection.

I am glad that you were able to meet with County staff and discuss your concerns, as the County will be able to address any heavy truck restrictions and potential geometric improvements along Marsh Road. I encourage you to continue working with the County regarding these issues, as they will be better able to assist you.

Sincerely,

[Quoted text hidden]

> <https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.cflroads.com%2Fproject%2F992600-1&data=05%7C02%7CTanya.King%40dot.stat e.fl.us%7C54ddfe2e74224a44453108de5de3223c%7Cdb21de5dbc9c420c8f3f8f08f85b5ada%7C0%7C0%7C639051427293625854%7CUnknown%7CTWFPbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIIYiOilwLjAuMDAwMCIslIAiOiJXaW4zMilskFoljoiTWFPbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=x3RLTU%2FfYITWvCZgqTrY07ILVczyG5Yud3dKTh6Ly0E%3D&reserved=0>

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**Yellow** <justinsandusky@gmail.com>

Tue, Jan 27, 2026 at 4:54 PM

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Tanya,

Thank you for the clarification and for outlining FDOT's scope and responsibilities. I appreciate you confirming that the Signal Warrant Study appropriately focused on intersection operations within FDOT right-of-way and that any heavy vehicle restrictions or geometric improvements along Marsh Road would fall under County jurisdiction.

I also appreciate your note that installation of the signal may increase delay, queuing, and potentially divert traffic onto Marsh Road. That potential diversion is our primary concern for the residential segment north of the intersection.

For coordination, I am including Dan Nimlos and Dave Padgett, whom we have previously spoken and met with regarding the residential segment conditions, along with the County staff already copied, so everyone has the same information moving forward.

As discussed during our site visit, we have provided photographs, lane measurements, and updated continuous traffic counts documenting current neighborhood conditions. We appreciate the County reviewing this information and evaluating truck suitability, residential safety impacts, and any potential operational or geometric considerations along Marsh Road.

Our goal is simply to ensure the intersection improvements enhance safety without creating unintended operational or safety impacts to the adjacent residential roadway and homes.

Thank you all for your time and coordination, and please let me know if any additional information would be helpful.

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