

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION OPPORTUNITIES

Florida Department of Transportation

District 5

LPGA Boulevard PD&E Study

Limits of Project: From US 92 to Williamson Boulevard

Volusia, Florida

Financial Management Number: 448456-1

ETDM Number: 14332

Date: June, 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.



# LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY

FPID: 448456-1-22-01

## Transportation System Management and Operations (TSM&O) Opportunities

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## 1.1 TSM&O Purpose and Need

Transportation Systems Management and Operations (TSM&O) are vital to the success of the I-95/LPGA PD&E process by providing a system of processes to identify existing systems and services and proposed opportunities to enhance services and capacity conducive to stakeholder goals accommodating all transportation system user groups. This holistic approach to the planning process aims to preserve and enhance capacity, safety, and reliability for stakeholders. The overarching goals addressed in the LPGA Boulevard and I-95 interchange redesign are focused on accommodating future transportation demands and enhancing safety for all users.

The TSM&O program for the subject project serves the core purpose of providing insight into existing key transportation technologies that contribute to overarching goals focused on safety and efficiency. The insight is developed by performing a gap analysis against the latest program practices and casts light on the performance of the existing system by analyzing various performance metrics such as collision history, travel time, and emergency response time amongst a myriad of other performance measures ranging from broad to detailed assessments available from the immense data pool that is mined and processed accordingly. Assessment of the data helps to address engineering and planning needs by providing a detailed insight into system operations leading to the justification of improvement opportunities. Coordinating stakeholder buy-in is bolstered by sound assessments leading to vetted solutions ultimately programmed into the design phase. TSM&O procedures to identify issues in a holistic manner result in the implementation of solutions that address safety and efficiency issues while also being aligned with a variety of users and stakeholders.

## 1.2 TSM&O Existing Transportation Technology

Evaluation of existing transportation technology is vital to the success of TSM&O programs and is based on the identification of responsible organization, contributing stakeholders, review of current and programmed infrastructure, and analysis of existing and future solution sets adhering to local and regional system management constraints. Analysis of the existing transportation technology is achieved by assessment of existing documentation such as the: TSM&O guidance, adopted local and regional ITS Master Plans, Long-Range Transportation Plan (LRTP), and infrastructure datasets, followed by field verification thereof. Beneficial insights are gathered while performing field investigations, particularly when the maintaining agency is a participant in the review as nuanced details, are oftentimes shared through collaboration. Information gathered from field verification and the documents listed below are included in this study.

Table 1.2.1 | Referenced Documentation

Document Name	ID, Revision, Date, etc.	Link, or Contact Info to Obtain
<b>Florida Department of Transportation Intelligent Transportation Systems Master Plan – District 5</b>	Published October 31, 2016 Accessed September 26, 2022	<a href="https://cflsmartroads.com/docs/District%20ITS%20Master%20Plan_FINAL.pdf">https://cflsmartroads.com/docs/District%20ITS%20Master%20Plan_FINAL.pdf</a>
<b>Florida Department of Transportation TSM&amp;O, 2017 Strategic Plan</b>	Published August 17, 2017 Accessed September 26, 2022	<a href="https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/traffic/doc_library/pdf/2017-tsm-and-o-strat-plan-aug-24-2017-final.pdf?sfvrsn=d38c3054_0">https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/traffic/doc_library/pdf/2017-tsm-and-o-strat-plan-aug-24-2017-final.pdf?sfvrsn=d38c3054_0</a>
<b>Florida Department of Transportation TSM&amp;O, Concept of Operations for Florida Department of Transportation District 5 Event Management Phase II – ITS Surveillance System</b>	Accessed February 10, 2023	Jeremy Dilmore (386) 943-5360 Jeremy.Dilmore@dot.state.fl.us
<b>River to Sea 2045 Long Range Transportation Plan</b>	Published September 2020 Accessed January 17, 2023	<a href="https://www.r2ctpo.org/planning-studies/long-range-transportation-plan/">https://www.r2ctpo.org/planning-studies/long-range-transportation-plan/</a>
<b>River to Sea Connected and Automated Vehicle Readiness Study – Technology Transition Plan</b>	Published June 2020 Accessed September 26, 2022	<a href="https://cflsmartroads.com/docs/R2CTPO_CAV-Technology-Transition-Plan_FINAL_June2020.pdf">https://cflsmartroads.com/docs/R2CTPO_CAV-Technology-Transition-Plan_FINAL_June2020.pdf</a>
<b>River to Sea Intelligent Transportation Systems Master Plan – Phase 1</b>	Published August 2016 Accessed September 26, 2022	<a href="https://cflsmartroads.com/docs/R2CTPO%20ITS%20Master%20Plan%20Phase%201.pdf">https://cflsmartroads.com/docs/R2CTPO%20ITS%20Master%20Plan%20Phase%201.pdf</a>
<b>River to Sea Intelligent Transportation Systems Master Plan – Phase 2</b>	Published June 2018 Accessed February 26, 2023	<a href="https://www.r2ctpo.org/planning-studies/long-range-transportation-plan/">R2CTPO-TSMO-Master-Plan-Ph-2-Final-ADOPTED-06.27.18.pdf</a>

### 1.2.1 River to Sea Traffic Planning Organization

The River to Sea Traffic Planning Organization (R2CTPO) oversees urban transportation planning and programming efforts for the metropolitan planning area (MPA) that includes Volusia County and portions of Flagler County. They document existing conditions and are responsible for the planning of growth for the region. TSM&O projections and goals are found in the latest Intelligent Transportation System (ITS) Master Plan (2016) and the LRTP (2020). R2CTPO performs community outreach, analysis, and planning with their regional partners and is the primary vehicle with which larger-order TSM&O activities are directed in the area.

In the R2CTPO LRTP, there is a proposed interchange improvement for the I-95/LPGA Boulevard interchange that will cost \$32.48 million. It was noted in the LRTP that there is a need for an increased capacity along LPGA Boulevard from US-92 to I-95. In order to mitigate this, they plan to widen LPGA Boulevard to four lanes from US 92 to Tymber Creek Road and Tymber Creek Road to I-95 interchange for \$21.7 million and \$16.1 million in 2026 to 2030 and 2041 to 2045 respectively.

### 1.2.2 FDOT

As the largest stakeholder in the region, the Florida Department of Transportation (FDOT) maintains a myriad of infrastructure elements supporting the core goals and needs of the adopted TSM&O program. Existing conditions of infrastructure providing the data, user interfaces, and decision-making tools along with regional transportation-related projections of future demands all fall within the umbrella of their vast responsibilities. Much of the Department's TSM&O program goals, priorities, and funding allocations are documented in the FDOT ITS Strategic Plan (2017). The FDOT ITS Strategic Plan includes fiber optic cable (FOC) trunklines for data communications, four (4) Dynamic Messaging Signs to convey information to local drivers, and numerous CCTV cameras to monitor traffic flows and congestion as planned deployments to enhance operations, expand coverage, and provide infrastructure for Wide Area Network (WAN) integration of the local partners.

### 1.2.3 Volusia County

A key subsidiary in the R2CTPO, Volusia County, operates and maintains an ITS with FDOT, but provides County-specific elements of the TSM&O program. County system functionality leverages DOT data expanding their system with supplemental functionality such as transportation monitoring via access to Department CCTV, various data metrics, and a host of other backend and user-interface contributions. Independently owned FOC provides the primary medium through which regional communications are transferred and leverages FDOT FOC in various locations to establish redundancy for system efficiency and security. Volusia County has both system connections to subsystem elements (e.g traffic signals) and FOC WAN with FDOT. Volusia County maintains a separate system of other ITS-related subsystems throughout the County such as CCTV cameras, Dynamic Message Signing (DMS), and Travel Time (TT) that are also shared with FDOT in support of regional partnering practices. While the communication systems provide an opportunity to communicate between FDOT and Volusia County ITS networks, limitations are in place with the network architecture and contain limits to access and communication rights. For instance, Volusia County cannot access all the FDOT CCTV camera feeds to monitor conditions along I-95 which would enhance the efficiency of operations and maintenance of the County's roadway network. There are four (4) existing network-connected intersections and microwave vehicle detection systems along the corridor at US 92, I-95 SB off-ramp, I-95 NB on-ramp, and Williamson Boulevard that are monitored by Volusia County. These intersections provide an array of data characteristics to Regional and Local Traffic Monitoring Centers to aid in the overall management of the transportation system operations and maintenance.

## 1.2.4 Daytona Beach

The City of Daytona Beach is another key subsidiary of the R2CTPO. Similarly, the city also owns and operates a FOC communications network that routes a number of critical data communications for various systems. TSM&O-related systems include traffic system monitoring and real-time data analytics. The city has expanded fiber interconnection, from US 92 to International Tennis Drive along LPGA Boulevard, supplementing state and county infrastructure to accommodate the increasing traffic growth forecasted for the region investing in ITS infrastructure along city-maintained roadways establishing spur connections to both County and State systems for the same aforementioned reasons. The data collected through the interconnected networks assists the City directly in handling traffic constraints on local roadways and is a vital function of their system as hosts to large recurring events throughout the year. The City's continual investment in ITS infrastructure is currently limited to providing spur connections between various major trunklines. Event management operations contain all aspects of the TSM&O program involving all stakeholders of the region. Continued improvements are an ongoing commitment for the City and their regional TSM&O stakeholders.

## 1.3 TSM&O and Technology Opportunities

Application of the TSM&O planning approach provides a way to effectively focus on potential operational and technical advancements that assist in supporting stakeholder goals, which include improving travel time reliability, reducing all lanes cleared time, increasing throughput, reducing delay and second crash rates, and increasing district and Statewide uptime availability. Evaluation of opportunities to preserve and enhance safety, traffic congestion, event management, and data collection efforts are compared to districtwide implementations that have a higher return on investment that determines appropriate applicability within economic constraints. The TSM&O approach to incorporating improvements baselines innovation selection through coordination with stakeholders identifying opportunities for improvement and matching the various supporting documents of available system solutions. The following solution sets have been identified for consideration and refined to meet the TSM&O goals of this project, as listed above. All proposed improvements have established network workflows as defined in the ARC-IT Version 9.0 of the federal architecture. Each is to be identified for feasibility and applicability while further guiding discovery in the latest direction of each stakeholder's initiatives to align TSM&O processes at the State, Regional, and Project levels. Service packages fall under the main areas of Data Management (DM), Parking Management (PM), Public Safety (PS), Commercial Vehicle Operations (CV), Traffic Management (TM), and Traveler Safety (TS) and may be further explored at the following website (<https://www.arc-it.net/html/servicepackages/servicepackages-areaspsort.html>).

### 1.3.1 Wrong Way Driving

Installation of vehicle detection systems at off-ramps that monitor traffic flow for the presence of vehicles traveling in the wrong direction. Identification of wrong-way vehicles actuates LED, reflective "Wrong Way" signs to alert drivers while simultaneously issuing alert notices to various TSM&O responsible personnel. Alert message recipients include emergency responders, law enforcement, and traffic management operations along with regional-specific assignees as

necessary. Additional personnel defined in the Standardized Operations Procedures (SOP) are also programmed into the system. The system is configurable and adjustable as a standard practice. Construction of Wrong Way Driving systems is now required at all off-ramps within the State in support of the Target Zero Program and is proposed to be constructed at both off-ramps of the I-95/LPGA Boulevard interchange. This along with the increased connectivity between stakeholders shall decrease the number of wrong-way collisions at the interchange. Wrong-Way Driving systems is a newer subsystem of ITS, D5 has design guidance that has been developed through regional-partner coordination with enhancements that are under consideration based on lessons learned to further increase its proven beneficial functionality.

### **1.3.2 Network Integration**

The R2CTPO ITS Master Plan noted opportunities for improved network architecture configurations with FDOT and R2CTPO subsidiaries. Challenges exist for the stakeholders to effectively transmit data between agencies. Agencies are unable to share CCTV camera footage with one another, limiting partnering management functions. Data that can be mined to facilitate effective management of congestion and leveraged for initiatives to enhance driver safety has also been observed. Identified TSM&O improvements include establishing and implementing collaborative network architecture where possible, including along LPGA Boulevard. Consideration of the development and adoption of standard network architecture practices between agencies is a topic that will lead to a clear direction on this complex effort. Though all improvements identified for this project will follow the National network architecture as a springboard, cohesive communications between agencies for newly implemented technologies may introduce an opportunity to support the preferred direction.

### **1.3.3 Advanced Traffic Signal Performance Measures (ATSPM) and Smart Signals**

The enhancement of data processing techniques has provided stakeholders the ability to effectively collect, store, manage, mine, and interpret large datasets not previously possible. These enhancements have translated to stakeholders requesting more precise data collection standards and the supporting infrastructure necessary to process larger sample sizes. Efforts coalesce in ATSPM and Smart Signals systems deployed at signalized intersections, which collect a myriad of standard and new data sets otherwise historically gathered through resource-intensive legacy practices. Base data such as speed, volume, and occupancy are now processed at the “edge” of newer systems for reporting next-level data metrics such as turning movements, travel time, and Origin-Destination (O-D) links amid a host of other valuable traffic management performance measurement metrics. ATSPM and Smart Signals include standardized practices such as monitoring intersections via CCTVs and automating data processing. These enhancements contribute to the safety, mobility, efficiency, and performance uptime of signalized intersections improving the level of service and enabling expansive traffic management capabilities by applying regional assessment tools such as modeling and projection platforms.

Along LPGA Boulevard, the CCTVs at the I-95 intersections are monitored by Volusia County and the CCTVs at the US 92 and Williamson Boulevard intersections are monitored by FDOT. These intersections will continue to be monitored by each stakeholder with potentially additional CCTVs

to include more data to be monitored. Ramp metering will be added to all on-ramps at the I-95/LPGA Boulevard interchange to improve the overall safety and efficiency of the interchange.

### **1.3.4 Route Notification and Diversion**

The LPGA Boulevard interchange is located within the limits of Daytona Beach immediately north of the International Speedway Boulevard and I-4 interchanges on I-95. These interchanges are vital to the regional flow of traffic in Daytona Beach and are a main diversion route for the International Speedway Boulevard. Congestion from events and incidents have significant downstream impacts on local and regional traffic flow. Effective communication to drivers of congestion and highlighting alternative routes significantly improves the management of regional traffic operations. TSM&O considers a myriad of subsystems that contribute to the function of diversion route management. It involves the use of vehicle detection systems upstream and downstream of LPGA Boulevard, which monitors traffic congestion and triggers predetermined diversion routes and management operations. Effective communication leveraged by applicable management operations capabilities enables dynamic functions such as messaging to drivers, email notification to managers, actuation of alerting subsystems, and alerts to law enforcement and emergency response. In addition to those standard practices listed, customization to include other established stakeholders is inherent to the system. Similar functionality is available through other subsystems. Similarly, customization of information distribution, such as specific DMS messages, continues to be a complex modality undergoing an ever-improving process. Maximizing the effectiveness of interoperations, logistics, and decision-making is one of the primary functions of the TSM&O program.

### **1.3.5 Truck Parking Availability System (TPAS)**

An increase in freight along the corridor is anticipated with the growth of the region's population, planned communities, and accompanying market demand. Due to economic constraints for civil transportation such as limited Right-of-Way, expansion of truck parking facilities is not a feasible solution to address increased parking demands, especially at the I-95/LPGA Boulevard. Effective TSM&O solutions to the issue are anticipated to allocate the available resources throughout the region. A relatively new and novel resource is the Truck Parking Availability System, a statewide system that provides notification of available spaces at nearby truck parking locations. National requirements of the freight industry include the requirement that drivers may not drive any longer than 11 hours after 10 consecutive hours off duty. A response to this requirement was to increase parking locations and spaces to support the resting criteria. The system provides truck drivers with the number of available parking spaces at the upstream rest area or other designated sites. Sufficient advanced notice for decision-making is provided by analyzing existing signing conditions and installing a standardized sign panel with an embedded changeable message sign.

### **1.3.6 Event Management**

The Daytona Beach region is host to many events that attract large volumes of attendees significantly impacting traffic volumes. These events include Daytona Speedway events, Bike Week, Spring Break, Summer Break, conventions, and Embry Riddle Sporting events, which cause a spike in traffic volumes that exceed system capacity thus requiring the implementation of event management operations. Effectively managing events seek to reduce congestion periods

and involves the participation of all local stakeholders. TSM&O solutions to address event management include notification of upcoming events to drivers, development of specific timing patterns, deployment of temporary traffic control (TTC) designs, coordination of law enforcement personnel, real-time monitoring from traffic management centers, and response efforts inevitably encountered during events. Enhancements consider emergency services response time, diversion routes, a collaboration of business, public, and private agencies, and stakeholders' efficiencies amongst an evolving solution set of developing technologies produced to address a range of factors from specific detection devices for special conditions to regional management software ingesting, displaying, and facilitating real-time decision making. The addition of DMSs along arterial roadways would increase the amount of information provided during events and potentially reduce the congestion and travel time of vehicles and will be discussed further in the Dynamic Message Signing section below.

### 1.3.7 Connected and Automated Vehicle

The R2CTPO Connected and Automated Vehicle (CAV) Readiness Study discusses opportunities to incorporate initiatives that would improve government services using different technology applications. Technology is constantly changing and R2CTPO is continuously updating and adopting new programs such as adding parking management as a pilot program. They have proposed to install or upgrade the FOC along LPGA Boulevard to 96 single-mode to improve communication and data sharing between the TMCs. Another potential upgrade would be the addition of parking management systems that would monitor parking availability and share with drivers the location of available parking via mobile apps or wayfinding signs, which would reduce the travel time for drivers. As one of many examples, the evolution of technology at current trends introduces entirely new systems and capabilities at rates far faster than adoption practices and processes currently require. Decisions of adoption for any agency becomes an enormous risk as a current industry leader may become obsolete well before planned system lifetime dates. Market conditions shift abruptly oftentimes impacting provider product lead times or worse, dissolution of the provider rendering newly implemented systems nearly impossible to maintain for the originally planned duration.

As this ongoing trend continues in the CAV marketplace, competition for the position of leading industry practice which baselines requirements of infrastructure, software, and performance criteria of systems becomes an enormous risk for any agency adoption. Current practice is to identify the baseline of the fundamental subsystems in which it is expected any CAV system will operate. This includes subsystems such as a communications network; edge data collection, processing, and management; operating system platforms; data storage and backup; network system uptime criteria; data format, coding, and transfer customization; and data collection methodology. Each of these listed baseline functions are regionally adopted and customized to meet agency maintenance and operations settings developed over years of implemented practices fine-tuned to regional needs. The litany of specialized and customized system settings creates unique challenges faced by the public and private sectors. It is likely that the adoption and deployment of a statewide system platform will continue to be a challenge which will remain until the larger-order guidelines and regulations of the CAV market are established. Current projections of the determinations and adoptions of specifications remain fluid with baselines for industry adoption estimated by the year 2030.

## 1.3.8 Dynamic Message Signing

I-95 has four (4) dynamic messaging signs within the vicinity of the LPGA Boulevard interchange that will not be impacted by the proposed changes along LPGA. Three (3) signs are located on the southbound side 1.8 miles and 4.1 miles north and 2.6 miles south of the interchange while the last one is located 0.9 miles north of the interchange on the northbound side. These signs are used to convey information to drivers regarding emergency services, changes in traffic patterns, hazardous conditions, and travel time in addition to event-specific messaging. Effective communication with drivers supports desired traffic behavior to real-time changes in conditions. Decisions that appropriately address dynamic needs require a complex integration of several subsystems that ultimately coordinate the dissemination of information. During congestion, the mainline provides an excellent source of information to navigate the environment; however, arterial roadways such as LPGA Boulevard do not provide further guidance on appropriate decision-making to navigate congestion. As such, these conditions constrain the arterials and negatively impact the regional traffic flow. The inclusion of additional DMS signs upstream of the LPGA interchange on the arterials will further guide drivers further enhancing traffic congestion alleviation efforts. However, adding a DMS sign on the west side of the interchange may not be beneficial as feasible alternative routes are not available. DMSs are placed to inform drivers of near real-time conditions at a downstream decision point that meets or exceeds MUTCD criteria. Typically, the site is located in excess of the decision point due to additional criteria of sign placement and offsets to standardized guide sign locations.

## 1.3.9 Travel Time

The four (4) dynamic messaging signs within the vicinity of the LPGA Boulevard interchange can be used to inform drivers of various roadway conditions, the most common is the travel time information that is developed by the Travel Time System (TTS). The TTS is a subsystem that collects near real-time data at key locations throughout the roadway network and processes said data to develop the average time it takes for vehicles to travel from point to point along a standard route. The travel times generated by the TTS are then distributed to various other subsystems of the ITS for use in a variety of ways.

For example, travel time information provided early to drivers assist in the decision-making process. The common benefit of the TTS is the diversion of drivers from heavily congested conditions to reduce delay. The diversion of drivers under such conditions further assists overall roadway network performance by reducing the traffic volume of the roadway system that is experiencing congestion thus improving overall LOS performance. Similar interactions of the TTS with other ITS subsystems provide a myriad of TSM&O tools that contributes to the decision-making processes used to efficiently manage the regional roadway system.

However, as said in the section above, there are no dynamic signs along arterial roadways, like LPGA Boulevard, which prevent drivers from taking alternate routes if there is congestion along I-95. Supplementary signage would inform drivers earlier along arterial roadways to take another route and prevent additional congestion. These signs would strengthen the traffic congestion alleviation efforts already in effect.

### 1.3.10 Ramp Metering

Installation of ramp metering at all on-ramps is a consideration to enhance the management of traffic behavior in unsafe queuing and weaving conditions. LOS determines the applicability of subsystem deployment. Ramp metering systems regulate the number of vehicles entering the freeway from the on-ramps. They are throttled when the mainline is experiencing volume-to-capacity ratios known to create unsafe queuing and weaving conditions. Vehicles are released from the on-ramp queue at a rate determined by the mainline volume and speed conditions. Throttling on-ramp volume eliminates ramp platooning which removes the merge condition such that disruption to mainline flow is reduced. However, constructing an isolated ramp metering can backfire as more vehicles will travel to nearby on-ramps to avoid the metering and cause deteriorating ramp and freeway performance. By 2050, the projected I-95 Level of Service (LOS) will be a LOS C to D. This LOS does not currently demand full ramp metering deployment. However, construction of conduits and pull boxes infrastructure would be beneficial due to the negligible cost to include it within the project. Ramp metering deployments as additional system enhancements to prepare for future needs are expected.

### 1.4 TSM&O Coordination

The I-95 LPGA PD&E Study engaged stakeholders in the assessment of TSM&O strategies. Preliminary insights into stakeholders’ needs were captured as primary categories to facilitate discussion and discovery of agency, local, and regional insights. Decision makers have posed questions that followed a solution-driven focus balancing feasibility and functionality. Priorities provided overall guidance for the concept design of the preferred option. Risk factors of system construction revealed from concept design efforts were provided to further support project assessments and final directions for the design phase. Standalone subsystems of the concept enabled al-a-carte considerations supporting economic and construction phasing factors. Stakeholders that would be impacted by changes included in this study are identified below:

Table 1.4.1 | Stakeholders

Agency	Contact	Phone	Email	Address
<b>Volusia County</b>	Tadd Kasbeer	(386) 257-3874	<a href="mailto:TKasbeer@volusia.org">TKasbeer@volusia.org</a>	Thomas C. Kelly Administration Center 123 W. Indiana Avenue DeLand, FL 32720
<b>River 2 Sea TPO</b>	Stephan Harris (Transportation Planner – Project Manager)	(386) 226-0422 ext. 20428	<a href="mailto:SHarris@r2ctpo.org">SHarris@r2ctpo.org</a>	2570 W International Speedway Boulevard Suite 100, Daytona Beach, FL 32114
<b>D5</b>	Jeremy Dilmore	(386) 943-5360	<a href="mailto:Jeremy.dilmore@dot.state.fl.us">Jeremy.dilmore@dot.state.fl.us</a>	719 S Woodland Boulevard DeLand, FL 32720

LPGA Boulevard from US 92 (SR 600) to Williamson Boulevard PD&E Study

<b>FHP</b>		(386) 736-5350	<a href="mailto:FHP@flhsmv.gov">FHP@flhsmv.gov</a>	1511 E. International Speedway Boulevard DeLand, FL 32724
<b>City of Daytona</b>	Jim Nelson (City Engineer)	(386) 671-8613	<a href="mailto:nelsonjames@codb.us">nelsonjames@codb.us</a>	950 Bellevue Avenue Daytona Beach, FL 32115
<b>VoTran</b>	Elizabeth Suchsland (Assistant General Manager)	(386) 761-7700	<a href="mailto:esuchsland@volusia.org">esuchsland@volusia.org</a>	950 Bellevue Avenue Daytona Beach, FL 32115
<b>Volusia County - Sheriff</b>		(386) 323-3502		59 Keyton Drive Daytona Beach, FL 32127
<b>Volusia County - Emergency Services</b>	Aubrie Austin	386-254-1500 ext. 11625	<a href="mailto:alaustin@volusia.org">alaustin@volusia.org</a>	3825 Tiger Bay Road Daytona Beach, FL 32127



## **Florida Department of Transportation District 5**

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