

Volusia-Flagler TPO CAC & TCC Meetings

JANUARY 21, 2025

1:15 PM - CAC

3:00 PM - TCC

CAC/TCC MEETINGS JANUARY 21, 2025

1. Call to Order/Roll Call/Determination of Quorum/Pledge of Allegiance





CAC/TCC MEETINGS JANUARY 21, 2025

2. Public Comment/Participation



CAC/TCC MEETINGS JANUARY 21, 2025

3. ACTION ITEMS

A. Review and Approval of the November 19, 2024 CAC/TCC Meeting Minutes



CAC/TCC MEETINGS JANUARY 21, 2025

3. ACTION ITEMS

B. Review and Recommend Approval of Resolution

2025-## amending the FY 2024/25 to 2028/29

Transportation Improvement Program (TIP)

Roll Call Vote Required





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

12/03/2024 | 12:13 PM EST

River to Sea Transportation Planning Organization
ATTN: Ms. Colleen Nicoulin, Executive Director
1 Deuce Court, Suite #100
Daytona Beach, FL 32124

RE: Request for Revision to Fiscal Year (FY) 2024/25-2028/29 Transportation Improvement Program (TIP)

Dear Ms. Nicoulin:

Florida Department of Transportation requests River to Sea TPO revise the FY 2024/25-2028/29 TIP.

Projects #454927-1 and #456112-1 are Federal Transit Authority (FTA) grants awarded to VoTran in Volusia County. Both projects require formal TIP amendments to add them to the TIP.

Please use the information in the table below to amend the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
454927-1	Volusia – VoTran FTA Bus and Low- and No-Emissions Grant	N/A	N/A	CAP	FTA	\$1,625,564	2025
456112-1	Volusia-VoTran Areas of Persistent Poverty Grant	N/A	N/A	CAP	FTA LF Total	\$750,000 <u>\$179,000</u> \$929,000	2025

CAC/TCC MEETINGS JANUARY 21, 2025

3. ACTION ITEMS

**C. Review and Recommend Approval of Resolution
2025-## adopting the 2025 Volusia-Flagler TPO Safety
Data and Targets**



PM1: Safety (All Public Roads)



Florida Department of Transportation
Systems Forecasting & Trends Office

Performance Management

November 2024

OVERVIEW

The first of Federal Highway Administration's (FHWA) performance management rules establishes measures to assess safety on all public roads and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their safety targets.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	<i>The total number of persons suffering fatal injuries in a motor vehicle crash calculated based on a 5-year rolling average.</i>	RATE OF SERIOUS INJURIES	<i>The total number of serious injuries per 100 million VMT calculated based on a 5-year rolling average.</i>
RATE OF FATALITIES	<i>The total number of fatalities per 100 million vehicle miles traveled (VMT) calculated based on a 5-year rolling average.</i>	NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	<i>The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle calculated based on a 5-year rolling average.</i>
NUMBER OF SERIOUS INJURIES	<i>The total number of persons suffering at least one serious injury in a motor vehicle crash calculated based on a 5-year rolling average.</i>		

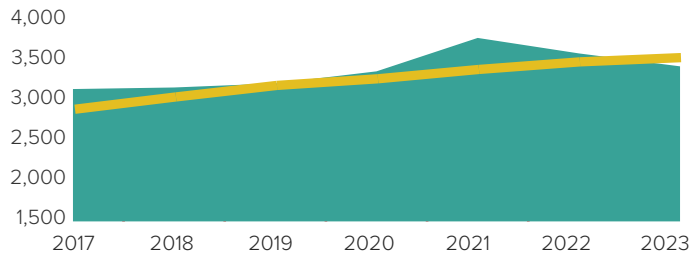
TIMELINE



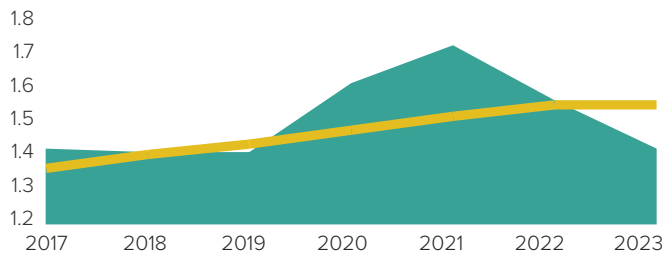
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

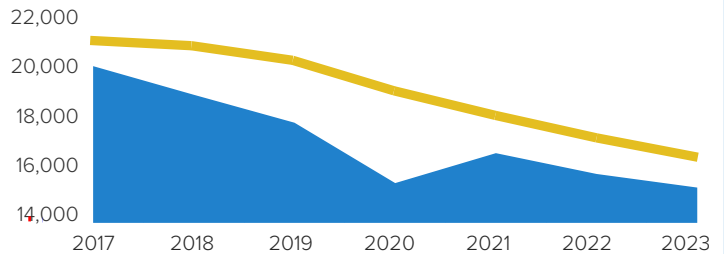
ANNUAL FATALITIES



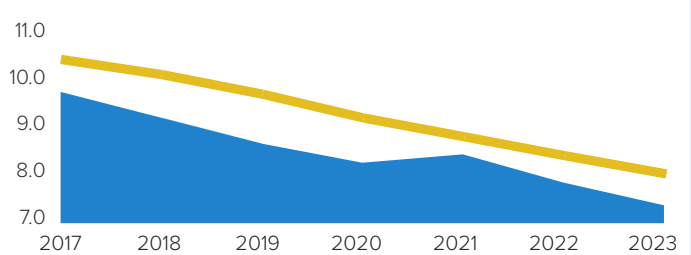
FATALITY RATE (PER HUNDRED MILLION VMT)



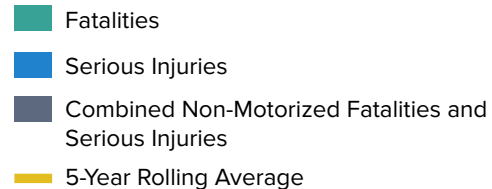
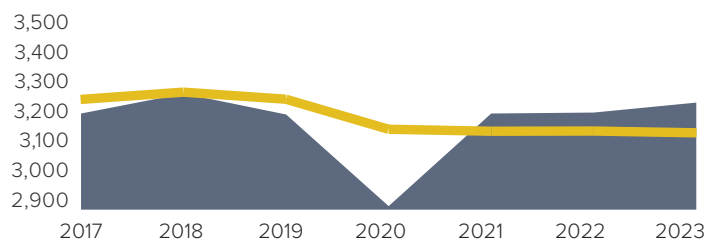
ANNUAL SERIOUS INJURIES



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



This is the current data available.

Source: Signal Four Analytics: 2024

STATEWIDE TARGETS

FDOT establishes statewide safety targets for the following calendar year as part of the [HSIP Annual Report](#), which must be submitted by August 31 each year.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is ZERO.

MPO TARGETS

MPOs must set targets by February 27 of each year (within 180 days after FDOT sets targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

MPOs must include the most recent reported performance and targets with each TIP update. The TIP must describe how the investments contribute to achieving the performance targets. The LRTP must include a System Performance Report that discusses the performance of the transportation system and progress achieved in meeting the targets over time.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four of the five safety targets are met or the actual outcome is better than baseline performance. Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users.

As requested by FHWA, FDOT annually develops an [HSIP Implementation Plan](#) to highlight strategies it will undertake in support of these targets. MPOs are encouraged to review this Plan each year to identify strategies appropriate for their planning area.

FHWA will not assess MPO target achievement. However, FHWA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

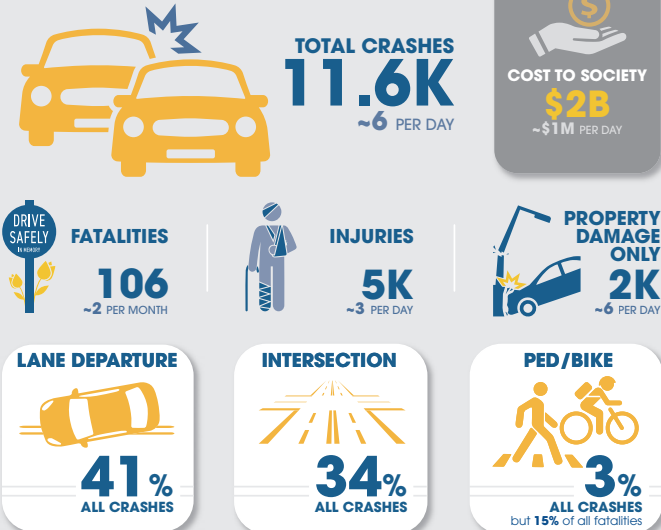
Florida Department of Transportation | Regina.Colson@dot.state.fl.us | (850) 414-5271

FLAGLER COUNTY | SUMMARY OF CRASHES

FIVE YEARS OF CRASH DATA 2019-2023

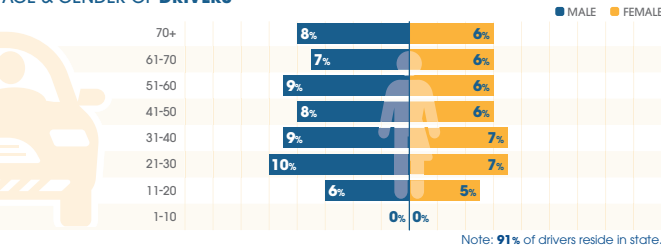


HOW MANY CRASHES OCCURRED?

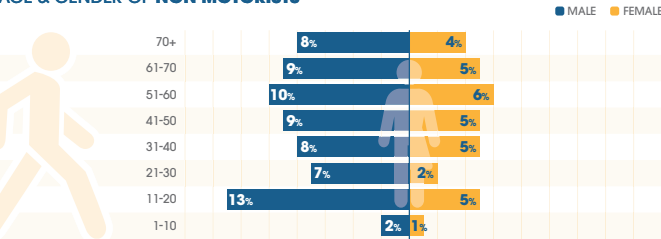


WHO WAS INVOLVED IN THE CRASHES?

AGE & GENDER OF DRIVERS

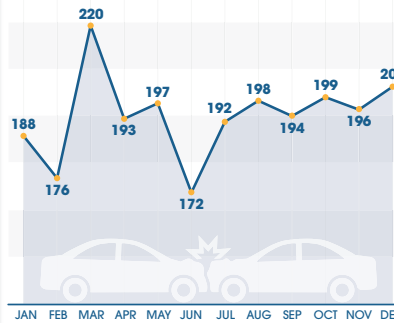


AGE & GENDER OF NON-MOTORISTS

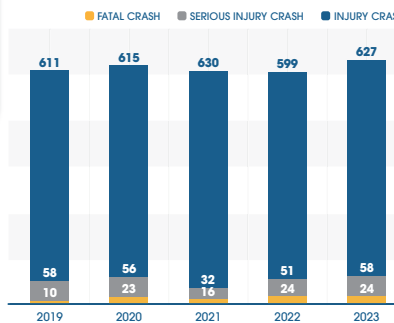


WHEN DID THE CRASHES OCCUR?

MONTHLY AVERAGE



CRASHES PER YEAR



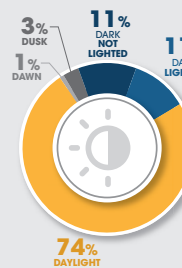
Commonly occur from



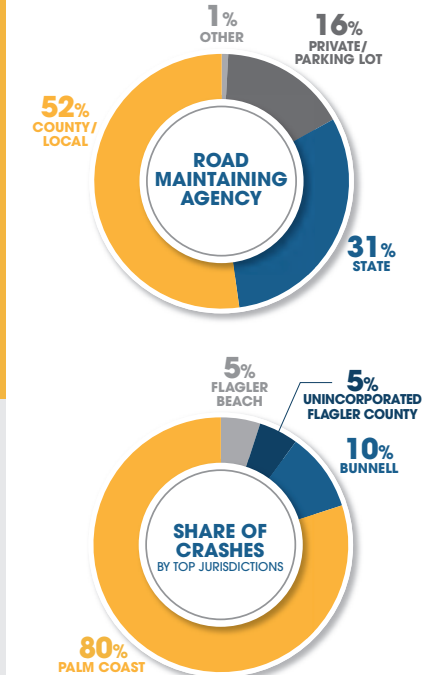
Commonly occur On



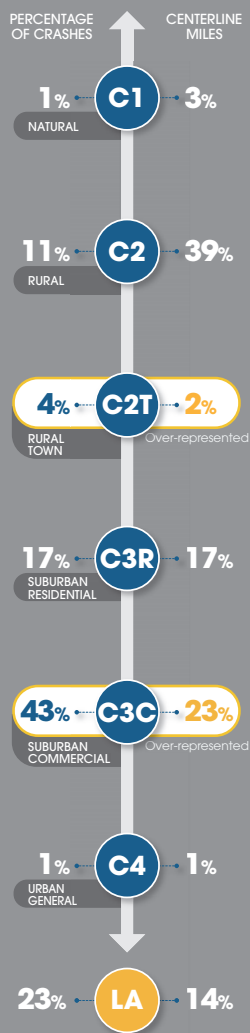
LIGHTING CONDITIONS



WHERE DID THE CRASHES OCCUR?

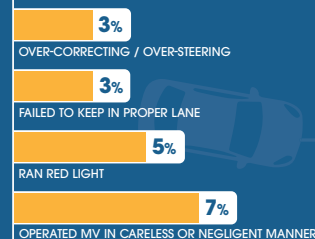


CRASHES BY CONTEXT CLASSIFICATION¹



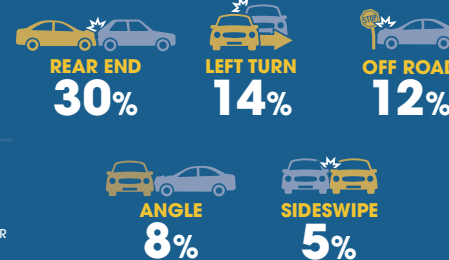
WHAT CONTRIBUTED TO THE FATAL AND INJURY CRASHES?

MOST FREQUENT DRIVER ACTIONS

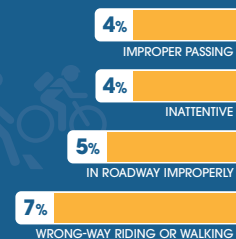


Note: No contributing action by the driver was attributed to 50% of the crashes.

MOST FREQUENT CRASH TYPES



MOST FREQUENT NON-MOTORIST ACTIONS



Note: No contributing action by the non-motorist was attributed to 54% of the crashes.

Note: Context Classifications are assigned to state roadways only. Detailed descriptions of context classifications can be found in the [FDOT Context Classification Guide](#).

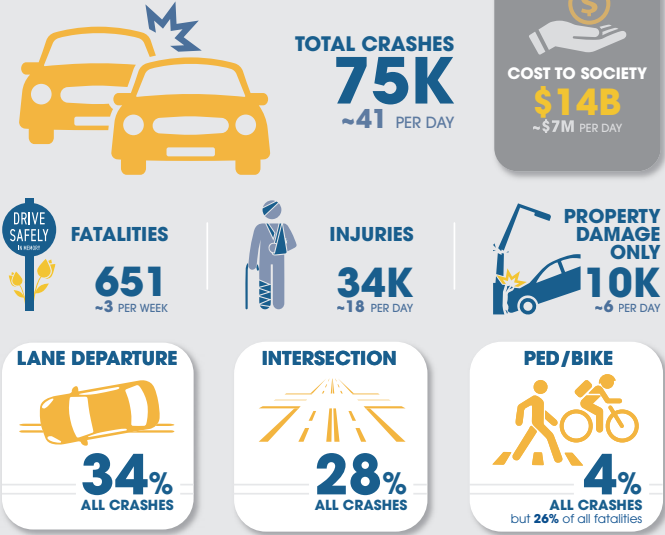
¹Based on the subset of crashes that occurred on the State Highway System
Sources: Signal-4 Analytics, download date of August 2024 for all crashes.

VOLUSIA COUNTY | SUMMARY OF CRASHES

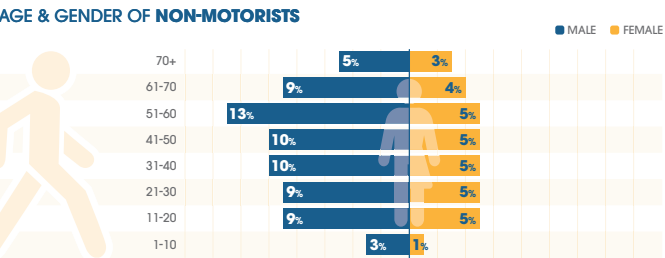
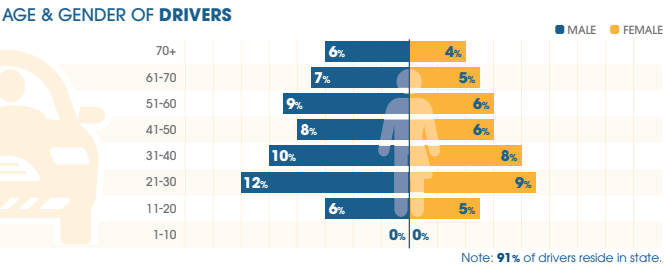
FIVE YEARS OF CRASH DATA 2019-2023



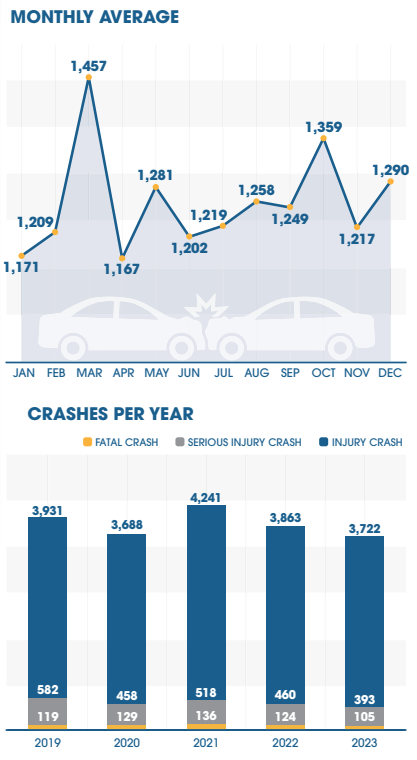
HOW MANY CRASHES OCCURRED?



WHO WAS INVOLVED IN THE CRASHES?



WHEN DID THE CRASHES OCCUR?



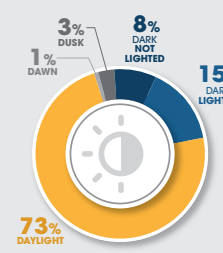
Commonly occur from



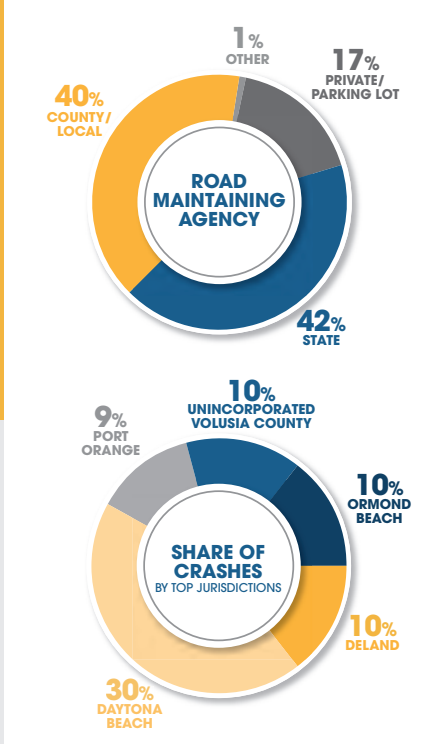
Commonly occur On



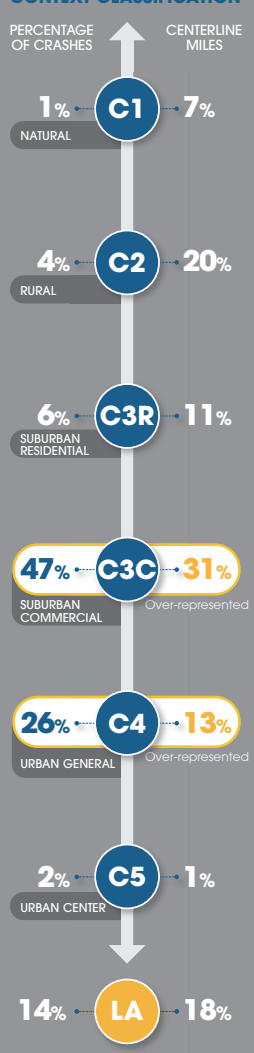
LIGHTING CONDITIONS



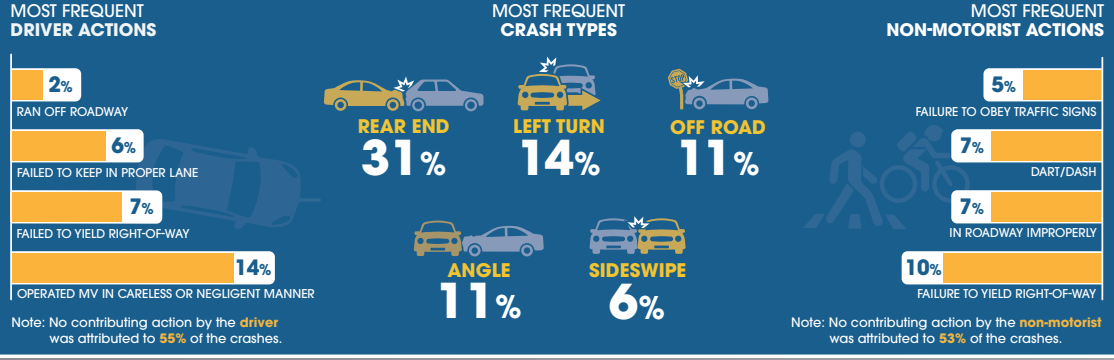
WHERE DID THE CRASHES OCCUR?



CRASHES BY CONTEXT CLASSIFICATION¹



WHAT CONTRIBUTED TO THE FATAL AND INJURY CRASHES?



¹Based on the subset of crashes that occurred on the State Highway System
Sources: Signal-4 Analytics, download date of August 2024 for all crashes.

CAC/TCC MEETINGS JANUARY 21, 2025

3. ACTION ITEMS

D. Appointment of Vision Zero Comprehensive Safety

Action Plan Task Force Members



What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in major American cities.

The Problem

Each year, more than 42,000 people — the population of a small city — are needlessly killed on American streets and thousands more are injured. We call this suffering traffic “accidents” — but, in reality, we have the power to prevent traffic collisions.

For too long, we've considered traffic deaths and severe injuries to be inevitable side effects of modern life. While often referred to as “accidents,” the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

The significant loss of life exacts a tragic toll, extending beyond personal loss to deep community impacts, including: personal economic costs and emotional trauma to those suffering; and significant taxpayer spending on emergency response and long-term healthcare costs. And because so many fear for their safety on our streets, there is no true freedom of mobility, and, as a result, we compromise our public health with increasing rates of sedentary diseases and higher carbon emissions.

A New Vision for Safety



Vision Zero is a significant departure from the status quo in two major ways:

1. Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.
2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Taking the Lead for Safe Streets

Safe Systems = Safe Mobility



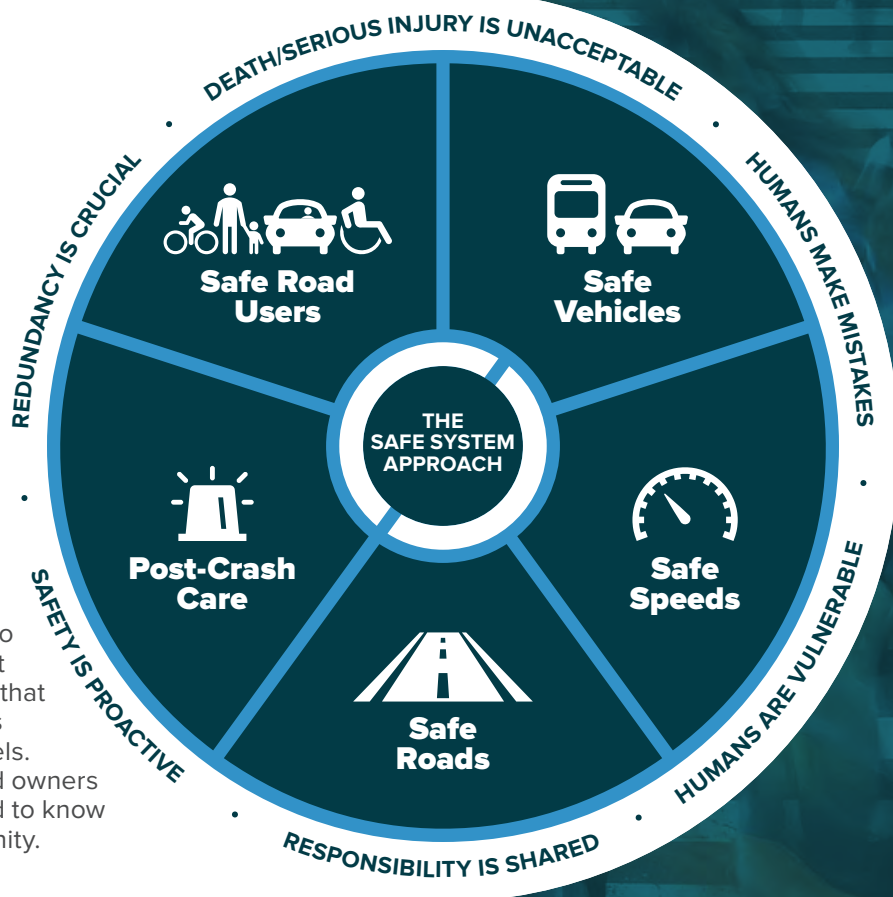
Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety.

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES



Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.



SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

- Prevent crashes → Prevent deaths and serious injuries
- Improve human behavior → Design for human mistakes/limitations
- Control speeding → Reduce system kinetic energy
- Individuals are responsible → Share responsibility
- React based on crash history → Proactively identify and address risks

Safe System

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE
YOU ON THE
SAFE SYSTEM
JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit safety.fhwa.dot.gov/zerodeaths to learn more.

S | S Safe Streets and Roads for All 4 | A (SS4A) Program Facts



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Biden-Harris Administration's Bipartisan Infrastructure Law**. It provides \$5 billion over 5 years to fund community-led projects that address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan. These can help build a pipeline of projects for future funding.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

SS4A is exclusively designed to help local communities. DOT offers extensive technical assistance to potential applicants, especially first-time federal funding applicants.

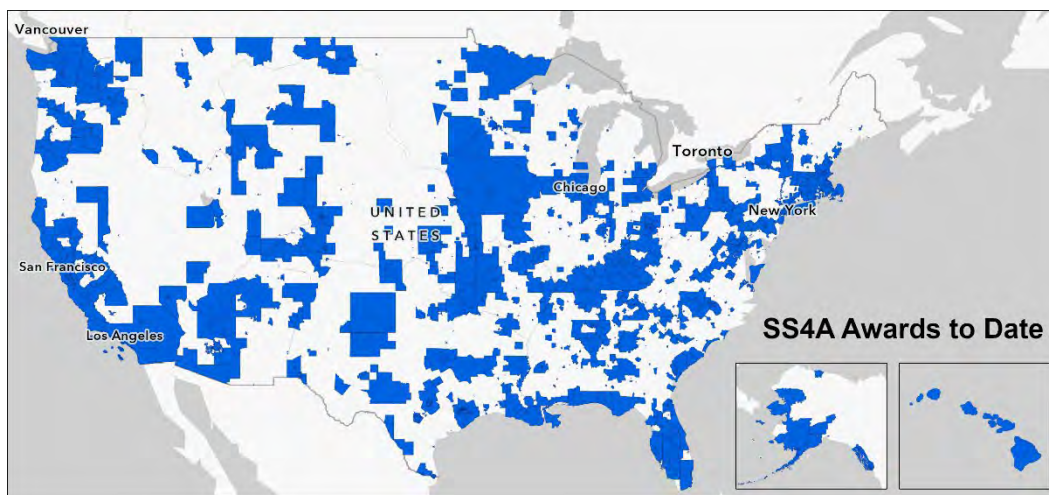
For more information, use the QR code above or visit the [SS4A website](https://www.transportation.gov/grants/SS4A).

SS4A grants are already making an impact nationwide

- In the first three years of funding, USDOT awarded **\$2.9 billion** to over **1,600 communities** across **all 50 states and Puerto Rico**.
- SS4A funds to improve roadway safety planning have been awarded to communities that comprise about **77% of the nation's population**.
- Awarded funds go to localities that make up **70% of all roadway fatalities**.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 816 communities (44% of award recipients) have **populations under 50,000**.
- **64 Tribal communities** were awarded SS4A funding.
- About 50% of award recipients are **new direct Federal funding recipients to USDOT**.
- Around 60% of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



CAC/TCC MEETINGS
JANUARY 21, 2025

4. PRESENTATION & DISCUSSION ITEMS

A. Presentation and Discussion of FDOT's Tentative Work Program Public Hearing for FY 2025/26 to 2029/2030



CAC/TCC MEETINGS
JANUARY 21, 2025

4. PRESENTATION & DISCUSSION ITEMS

B. Presentation and Discussion of the Development of the Volusia-Flagler 2050 Long Range Transportation Plan (LRTP)



January 21, 2025

2050



Long Range Transportation Plan

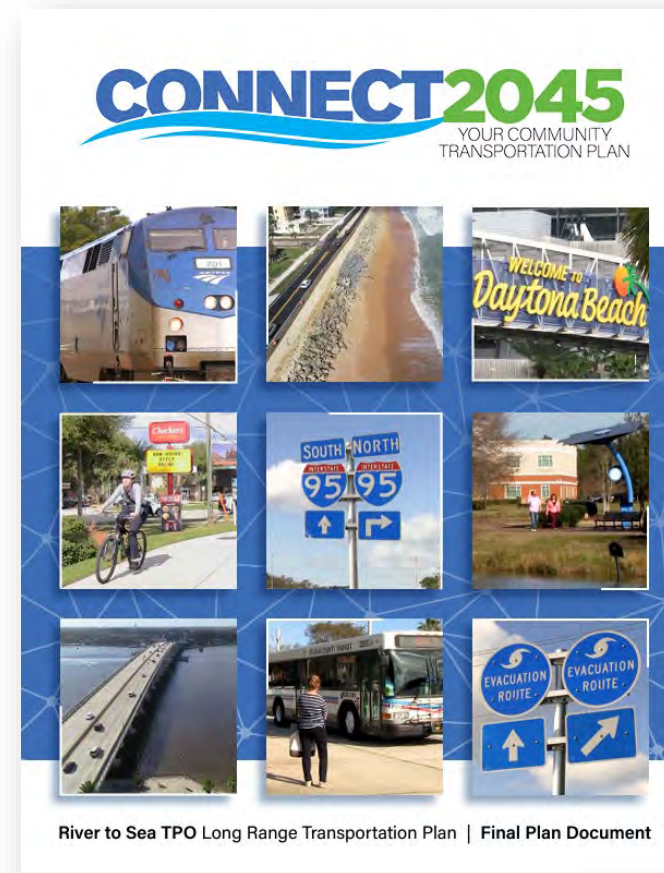
VOLUSIA
FLAGLER
TPO
TRANSPORTATION PLANNING ORGANIZATION





Introduction

- What is the LRTP?
- Goals and Objectives
- Financial Resources Introduction
- Public Involvement Plan
- Schedule / Next Steps
- Q & A



What is a Long Range Transportation Plan?

- **Federally-required** short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- **Updated every five years** covering at least 20 years into the future
- **Identifies future needs and improvements** for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a **fiscally-constrained list of projects**
- Adoption Due Date: **September 23, 2025**

Performance-Based Planning

- Goals, objectives, performance measures, and targets inform decision-making
- Consistent with federal/state guidance and requirements
- Performance measures and targets provide a means for evaluating and monitoring progress over time
 - Safety (PM 1), Bridge and Pavement Condition (PM 2), System Performance (PM 3), Transit Asset Management Plan

Volusia-Flagler 2050 LRTP Goals and Objectives

Resources

Federal

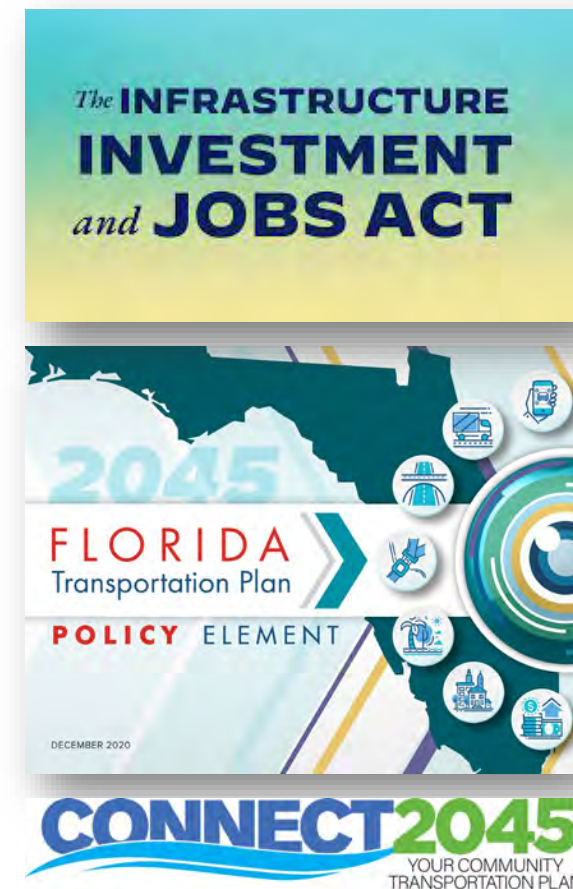
- IIJA, FAST Act

State

- Florida Transportation Plan, Trade and Mobility Plan

Local

- 2045 LRTP, local comprehensive plans



Volusia-Flagler 2050 LRTP Goals

Multimodal	Develop and maintain a balanced and efficient multimodal transportation system
Economic Development	Support the economic development and growth of the TPO area and region
Connectivity	Enhance and expand transportation connectivity and choice for all users
Safety	Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network
Livability	Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources
Involvement	Promote equity, transparency, and opportunities for the public to be involved with their transportation system

2050 Financial Resources

- Required financial plan that **estimates funds** that can be available to support implementation of the LRTP
- Indicate funds that are **reasonably expected** to be made available to carry out the LRTP
- Demonstrate **fiscal constraint** and ensure the LRTP reflects realistic assumptions about future revenues.
- Guidance for the development of the **LRTP Cost Feasible Plan**

Trends Affecting Available Resources

Rising Project Costs

- Impact on number of projects that can advance/scope of project elements
- Example: Cost per mile for new construction = \$7.5 million (FY 2024) vs. \$4.8 million (FY 2020)*

Impacts on Fuel Tax Revenues

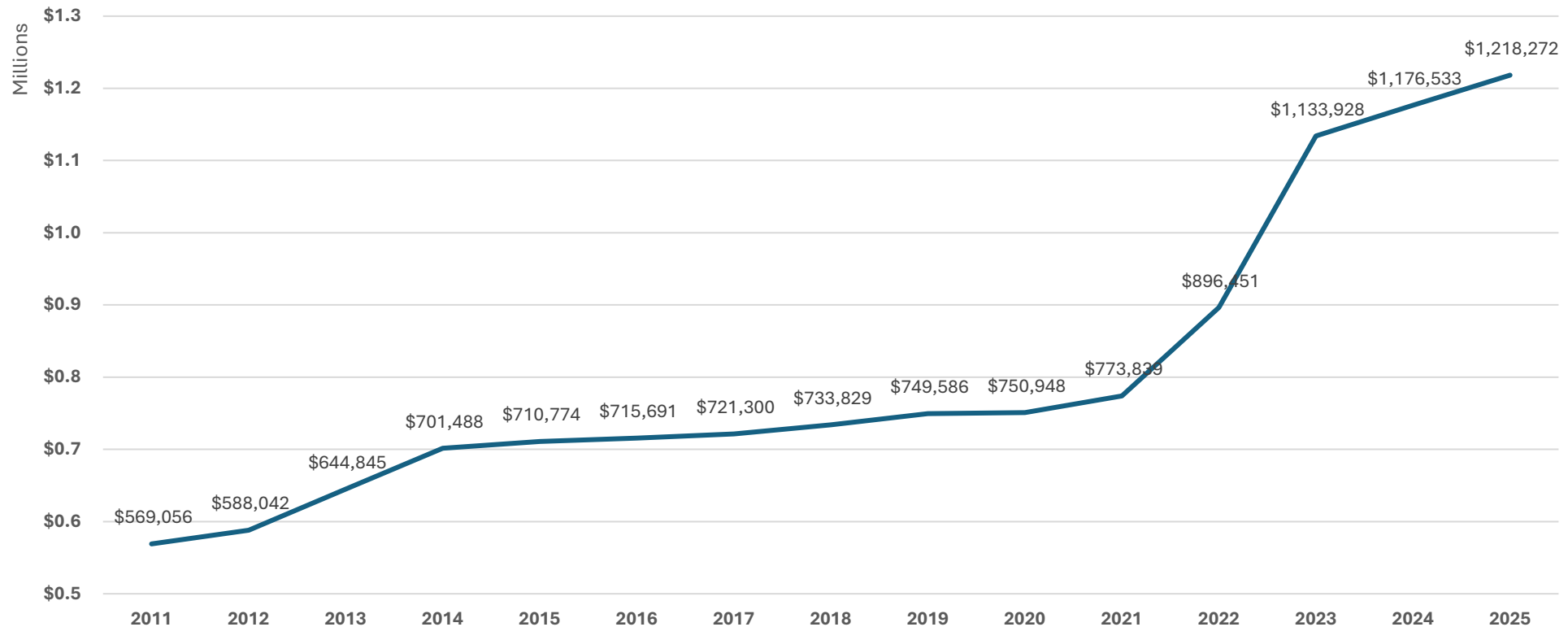
- Increasing fuel efficiency and share of alternative fuels

**FDOT Construction Cost Indicators, September 20, 2023*



Trends Affecting Available Resources

Resurfacing Cost per Mile



Source: FDOT Office of Forecasting and Performance

2050 Revenue Forecast

- Provided by FDOT in *2050 Revenue Forecast Handbook*
- Revenue estimates specific to Volusia-Flagler TPO
- Districtwide level revenue estimates
 - Estimated allocations for some funds developed through Central Florida MPO Alliance coordination – based on population



Federal/State Revenues

Estimates Specific to Volusia-Flagler TPO	2045 LRTP (2026-2045) (YOE)	2050 LRTP (2031-2050) (YOE)
Surface Transportation Block Grant – Urbanized Area (SU)/TMA Funds	\$112,910,000	\$155,910,000
Transportation Alternatives – Urbanized Area (TALU)	\$9,120,000	\$28,480,000
Carbon Reduction - Urbanized (CARU)	N/A	\$23,640,000
State Highway System (non-SIS)	\$785,480,000	\$102,220,000
Other Roads (non-SIS/non-SHS) – “Off System”	\$87,270,000	\$53,930,000
Total	\$994,780,000	\$364,180,000

Federal/State Revenues (Districtwide)

Districtwide Revenue Source	Total Projected Districtwide Revenues (2031-2050) (YOE)	Estimated Volusia-Flagler TPO Allocation*
Surface Transportation Block Grant – Any Area (SA)	\$1,208,760,000	\$177,200,000
Transportation Alternatives – Any Area (TALT)	\$147,160,000	\$28,480,000

**Based on Volusia-Flagler TPO proportion of total population within FDOT District Five*

Local Revenue Sources

- Coordination with local agencies to identify anticipated future revenue sources and assumptions
 - Fuel taxes
 - Impact Fees
 - Sales Taxes
- Allocations between capital projects and operations & maintenance

Transit Revenue Sources

- Identify and project federal, state, and local sources funding transit service in Volusia and Flagler counties
- Volusia County Transit Development Plan (TDP) 2022 Annual Update
- Flagler County FY 2022-2031 TDP



Strategic Intermodal System (SIS) Revenues

- Planned future improvements on to be incorporated by reference in the Volusia-Flagler 2050 LRTP
- Based on *SIS Adopted 2nd Five Year Plan* and *2050 SIS Cost Feasible Plan*



2050 LRTP Public Involvement Plan

- Outlines the public involvement approach for *Volusia-Flagler 2050*
- A range of strategies including:
 - Webpage, Social Media, and Videos
 - Mini-Surveys
 - Virtual Workshops
 - Open Houses and Public Meetings
 - Media and Stakeholder Outreach
 - TPO Board and Committee Coordination
- Targets for Measures of Effectiveness (e.g. attendance and number of comments provided)

Project Schedule: Anticipated Key Milestones

- **January-March** – Preliminary Planning/Needs Assessment
 - Virtual Workshops
- **April-May** – Finalize Needs Assessment/Draft Cost Feasible Plan (CFP)
 - Virtual Workshops / Needs Assessment Public Open Houses
- **June-July** – Finalize CFP and LRTP Documentation
 - Virtual CFP Public Meetings & Public Hearing Period
- **August** – Anticipated Adoption

Next Steps – February 2025

- Approval of final Goals and Objectives
- Approval of final Public Involvement Plan (PIP)
- Conduct initial Virtual Workshop (tentative)
- Continue preparation of draft Needs Assessment
- Continue development of revenue forecast and equity assessment

Questions?

Goal 1 – Develop and maintain a balanced and efficient multimodal transportation system

Objective 1.1 Develop a multimodal transportation system that improves accessibility and mobility to economic centers for all users (including motor vehicle, bicycle, pedestrian, transit) as well as the movement of goods.

Objective 1.2 Minimize congestion/delay and maintain travel time reliability on roadways and intersections through projects that improve capacity, provide for the more efficient use and operation of existing transportation facilities, and reduce transportation demand.

Objective 1.3 Provide public transit systems that serve diverse populations and deliver efficient and convenient transit service.

Objective 1.4 Develop a plan that maximizes the use of all available existing and alternative revenue sources and is financially feasible.

Objective 1.5 Incorporate measures that give priority to projects that provide high benefit-to-cost value.

Objective 1.6 Adequately fund preservation of transportation assets (National Highway System Pavement Condition, Bridge Condition, and Transit Assets).

Objective 1.7 Address incident management including improving response and mitigating impacts through development of alternative routes and other solutions.

Goal 2 – Support the economic development and growth of the TPO area and region

Objective 2.1 Develop a transportation system that supports diverse economic growth, advances tourism, and improves the economic competitiveness of the region.

Objective 2.2 Identify and support safe and efficient truck routes and other facilities that improve the movement of freight and goods.

Objective 2.3 Improve connectivity and access to rail, port, bus, and airport facilities.

Objective 2.4 Support funding of transit service that improves access to employment activity centers.

Goal 3 – Enhance and expand transportation connectivity and choice for all users

Objective 3.1 Provide a range of transportation alternatives to improve mobility for all residents and visitors which includes addressing the unique needs of the elderly, people with disabilities, and those unable to drive.

Objective 3.2 Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit, and other transportation system components to provide safe and convenient pedestrian, bicycle, transit, and motor vehicle mobility.

Objective 3.3 Enhance regional connectivity to employment, education, health, entertainment, and other major activity centers.

Objective 3.4 Enhance transportation connectivity between local government jurisdictions within the region.

Objective 3.5 Plan for transportation infrastructure resiliency to maintain and ensure system connectivity.

Goal 4 – Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network

Objective 4.1 Identify and prioritize improvements to reduce the frequency and severity of crashes, and eliminate fatalities and serious injuries to reach Vision Zero.

Objective 4.2 Identify and implement safety programs, enhancements, and innovations to improve the safety for all roadway users, including the most vulnerable users such as pedestrians, bicyclists, motorcyclists, and those using mobility devices (e.g. wheelchairs and scooters).

Objective 4.3 Enhance the safety and security of transit systems and other modes such as airports through appropriate design, monitoring, and enforcement programs.

Objective 4.4 Develop a transportation plan that supports emergency evacuation, response, and post-disaster recovery, and improves national, state, and local security and emergency management functions.

Goal 5 – Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources

Objective 5.1 Promote compact, walkable, mixed-use development and redevelopment opportunities that encourage a range of transportation options and maximize the effectiveness of the transportation system.

Objective 5.2 Develop a transportation plan with components planned and designed to preserve and enhance the existing character of both urban and rural communities.

Objective 5.3 Support local visioning and planning principles by developing a plan that is consistent with local government comprehensive plans to the maximum extent feasible.

Objective 5.4 Locate and design transportation facilities to avoid or minimize the impact to natural resources including environmentally sensitive areas and critical lands, waters, and habitats.

Objective 5.5 Develop and support a multimodal transportation system that maintains or reduces vehicle greenhouse gas emissions and reduces or mitigates stormwater impacts.

Objective 5.6 Locate and design transportation facilities to avoid or minimize impacts to historic and cultural assets.

Goal 6 – Promote equity, transparency, and opportunities for the public to be involved with their transportation system

Objective 6.1 Provide opportunities for public participation that are open, inclusive, and accessible for all members of the community; and develop outreach programs to engage all jurisdictions as well as the traditionally underserved and underrepresented.

Objective 6.2 Include provisions to identify the needs of low income and minority populations and ensure that projects in the plan do not disproportionately burden these populations, and include measures to avoid, minimize, or mitigate adverse impacts.

Objective 6.3 Support transportation investments that improve public transit services for low income and transit-dependent populations to gain access to jobs, schools, health services, and other needed services.

1. Introduction

The Volusia-Flagler Transportation Planning Organization (VFTPO) (formerly the River to Sea TPO) is a federally authorized agency responsible for planning and programming federal and state transportation funds for the Metropolitan Planning Area that consists of Volusia and Flagler counties. For urbanized areas exceeding a population of 50,000, a Transportation/Metropolitan Planning Organization (TPO/MPO) is necessary to meet federal requirements for obtaining and expending federal transportation funds. To that end, the VFTPO is responsible for managing a continuing, cooperative, and comprehensive transportation planning process. This “3-C” process must result in plans and programs consistent with the comprehensively planned development of the urbanized area. Importantly, this consists of preparing and adopting a long-range transportation plan (LRTP) per federal and state requirements that include 23 Code of Federal Regulations (CFR) 450.104, 450.306, 450.316, 450.322, 450.324 and Section 339.175, Florida Statutes.

This Public Involvement Plan (PIP) outlines the public involvement approach for Volusia-Flagler 2050, hereafter referred to as the 2050 LRTP. The purpose of this approach is to:

- Engage the public in meaningful and measurable ways;
- Inform the public of transportation issues facing the community; and
- Provide reasonable and continuing opportunity for public input on planning priorities and solutions being considered.

The TPO planning area includes a diverse population and the 2050 LRTP will be developed to reflect community values and benefits for all socioeconomic segments. This includes making a concerted effort to communicate and address the needs of traditionally underserved segments of the population. **This PIP is consistent with the TPO’s Public Participation Plan adopted on June 22, 2022.**

This PIP outlines a process that:

- Requires timely public notice of all public outreach activities via press releases and public service announcements to be provided by the TPO staff;
- Supports early and continuing involvement of the public in the plan development process;
- Includes multiple events and activities to inform the public of planning efforts and provide opportunities for input and access to key decisions;
- Recognizes that the public includes not only residents, but also business owners, freight operators, environmental groups, and others who have an interest in the transportation decisions being made through the 2050 LRTP;
- Includes a variety of activities and strategies to engage members of the community in ways that are innovative and informative including the use of web-based formats; and
- Identifies principles to guide and evaluate the effectiveness of the PIP.

2. Long Range Transportation Plan (LRTP) Overview

The LRTP is a federally required plan that addresses future transportation needs for a minimum of twenty years. The LRTP is updated every five years to ensure that it is consistent with current and forecast transportation conditions and needs, and reflective of public input. The 2050 LRTP is financially constrained and includes projects to enhance the performance of the transportation system over the next twenty-five years.

The 2050 LRTP is developed to:

- 1) Identify future needs and improvements for pedestrian, bicycle, transit, highway and freight mobility;
- 2) Guide the expenditure of transportation funds;
- 3) Ensure new transportation improvements meet community values;
- 4) Prioritize transportation projects; and
- 5) Promote safe and efficient transportation services.

Local and state planning officials use the LRTP to select projects for inclusion in their work programs.

The LRTP will be the result of a 3-C planning process that provides for consideration and implementation of projects, strategies, and services that will address the following planning factors per the Code of Federal Regulations (23 CFR 450.306(a) and (b)):

- Economic Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Safety: Increase the safety of the transportation system for motorized and non-motorized users
- Security: Increase the security of the transportation system for motorized and non-motorized users
- Accessibility & Mobility: Increase the accessibility and mobility of people and freight
- Environmental Quality: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Multimodal Connectivity: Enhance the integration and connectivity of the transportation system across and between modes for people and freight
- System Efficiency: Promote efficient system management and operations
- System Preservation: Emphasize the preservation of the existing transportation system
- Resiliency & Reliability: Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation
- Travel & Tourism: Enhance travel and tourism

The effectiveness of the LRTP is dependent upon a successful public involvement effort that fosters community interaction. The process should be guided by public sentiment about long term transportation investments to achieve the best possible mobility connections. The result is expanded public awareness of and support for the resulting LRTP.

3. Evaluating Public Involvement Activities

It is critical to continuously evaluate public involvement activities to ensure they are meaningful and effective. The following principles advance the TPO’s public participation objectives and will be utilized to guide and evaluate the LRTP public involvement process:

- 1) Meaningful input will be sought from various groups across the socioeconomic spectrum, and target audiences will be identified including residents, business and property owners, and those traditionally underserved and underrepresented populations including disabled, low income, and minority households within the planning area.
- 2) LRTP public meetings and workshops will be held at locations and times that are convenient to potentially affected residents and will be geographically dispersed throughout the TPO planning area.
- 3) Up-to-date information about the planning process and clearly identified opportunities for the public to participate will be provided through the TPO’s website and social media channels.
- 4) The quality and effectiveness of the public involvement approach will be continuously monitored during LRTP development.
- 5) Input regarding the public involvement process will be sought from non-transportation professionals to help ensure that the information being presented is interpreted as intended.

See Table 1 for the complete list of measures with targets to evaluate effectiveness of key activities that are defined in *Section 4. Public Involvement Approach*.

Table 1. Public Involvement Targets for Measures of Effectiveness

Activity	Schedule	Target
LRTP Web Page and Social Media (Section 4.1)	Monitoring will be conducted from January 2025 until September 2025.	<ul style="list-style-type: none"> • 250 unique visitors to 2050 LRTP Web Page • 150 likes on LRTP-specific Facebook posts
Mini-Surveys (4.2)	Up to three (3) Mini-Surveys launched and available on LRTP web page during strategic points during LRTP development.	<ul style="list-style-type: none"> • 300 total respondents across all mini-surveys
LRTP Virtual Workshops (4.3)	Up to five (5) virtual workshops to be held at strategic points during LRTP development.	<ul style="list-style-type: none"> • Target 20 attendees per LRTP Workshop
Needs Assessment Public Open Houses (4.4)	Three (3) Needs Assessment Public Open Houses will be held in geographically dispersed locations. Anticipated in April 2025.	<ul style="list-style-type: none"> • 50 combined attendees across all Needs Assessment Public Open House
Interactive Public Comment Map (4.4)	Interactive Public Comment Map will be available at strategic points during LRTP development. Tied to Needs Assessment Public Open House.	<ul style="list-style-type: none"> • 100 participants providing comments
Pop-Up Events (4.5)	Up to four (4) Pop-Events where LRTP will be highlighted at existing community events. Schedule based upon event availability.	<ul style="list-style-type: none"> • 50 total engagements per pop-up event
Virtual Cost Feasible Plan Public Meetings (4.6)	Two (2) Virtual Cost Feasible Plan Public Meetings to be held on the same day. Anticipated in June 2025.	<ul style="list-style-type: none"> • 100 combined attendees across Virtual CFP Meetings
Environmental Mitigation Consultation (4.7)	Input will be solicited from applicable environmental agencies regarding Needs Assessment. Anticipated in April 2025.	<ul style="list-style-type: none"> • Contact and communicate with applicable federal, state, and local agencies
Freight Coordination (4.8)	Input will be solicited from representatives of the freight community. Anticipated by April 2025.	<ul style="list-style-type: none"> • Contact and communicate with five (5) freight-related entities
LRTP Promotional Videos (4.9)	Up to three (3) 30-60 second videos to promote the LRTP and key topics at strategic points during LRTP development.	<ul style="list-style-type: none"> • 500 viewings total across videos
Media and Stakeholder Outreach (4.12)	Presentations will be made to various interest groups to promote the LRTP. As available.	<ul style="list-style-type: none"> • 200 combined attendees across all presentations

4. Public Involvement Approach

The LRTP public involvement approach encompasses a range of strategies to involve the public in the development of the 2050 LRTP, including outreach and involvement of traditionally underrepresented populations. In addition, the participation of community stakeholders, agency representatives, planners, engineers, and other knowledgeable public and private sector professionals will provide valuable input so that key issues are identified, and appropriate solutions are generated. The goal is a consensus-based LRTP that accurately reflects the area's needs.

Public outreach efforts include a need to both inform and solicit input from various members of the public. Since these efforts target people with various levels of education, interest, background, goals and desires, socioeconomic status, and available time, multiple public involvement tools will make up the approach for the 2050 LRTP. The primary tools proposed are described in the following sections.

4.1 Long Range Transportation Plan (LRTP) Web Page and Social Media

A project web page will be established for the LRTP and updated regularly throughout the long-range planning process. The web page will be compliant with the Americans with Disabilities Act (ADA) and meet the appropriate Web Content Accessibility Guidelines (WCAG 2.0 AA). The web page contents will include:

- General information about the 2050 LRTP including the approved goals and an overview of the long-range transportation planning process;
- Project schedule showing key activities and plan development steps;
- Notices of open houses, meetings, workshops, and activities where the public can participate in the development of the 2050 LRTP;
- A platform for the public to provide comments online and by email; and
- Draft documents and information for public review, and final plan documents as they are approved.

The increasing access that the public has to the Internet enables it to be a forum for the dissemination and exchange of information. Social media tools are an important component of this effort. The TPO's Facebook site (www.facebook.com/RivertoSeaTPO) will be utilized, in companion with the TPO website and LRTP web page to maximize the exposure of the LRTP effort and opportunities for public involvement.

The advantages of a project website and social media include the following:

- low-cost to set up and maintain;
- readily able to be edited and updated;
- generally accessible at any time; and
- offers two-way communication (opportunities for site visitors to offer input as well as become informed).

The primary limitations of these tools are that they are only available to those with Internet access. This means that groups with lower utilization rates such as elderly or low-income populations may

be less likely to access the planning process using this resource. This is important to recognize when considering the collective approach to public engagement.

4.2 LRTP Mini-Surveys

Over time, the TPO has leveraged the use of general and plan-specific surveys to gauge public sentiment towards issues and projects. Continuing with that approach for the 2050 LRTP, mini-surveys will be conducted at key points during the LRTP development process. The intent is to gain insight into the public's thoughts on relevant topics that are useful in helping to shape the final LRTP. Each mini-survey will consist of up to five (5) questions and will be promoted on the TPO's Facebook page and available on the LRTP web page for a period of time to provide sufficient opportunity for the public to complete it. Survey results will be summarized in a user-friendly format for distribution to the TPO Board and Committees, and for presentation to the public.

Survey results will be presented in a user-friendly format during TPO Board and Advisory Committee meetings, and LRTP Virtual Workshops. Survey results will be used in companion with other outreach efforts to inform LRTP development and help to understand the changing needs of the region. Although the exchange of information in a survey is limited, the opportunity to reach a greater number of people is very beneficial. Most survey respondents are willing to provide their contact information which helps to expand the TPO's database of contacts for other public outreach efforts.

4.3 LRTP Virtual Workshops

LRTP Virtual Workshops will be held at defined points during LRTP development to advise the stakeholders and the public regarding the planning activities and to receive input. Notice of the workshops will be provided on the TPO's website and promoted via the TPO's Facebook page, during meetings of the TPO's Board and Advisory Committees, and through email distribution to the database of TPO interested parties and stakeholders. The LRTP Virtual Workshops will be held up to five (5) times during the LRTP development process. The workshops will provide summaries of information and data supporting plan development, updates on milestone activities, and information to engage stakeholder partners and the public for their input at key decision points during the development of the plan.

4.4 Needs Assessment Public Open Houses

Public Open Houses will be held to present the Draft Needs Assessment to the public and receive their input. The Open Houses will provide information that reviews the study process, reviews the needs assessment by mode, and solicits comments on identified needs projects as well as unidentified needs. The Needs Assessment stage includes the Open Houses which will be held in three (3) geographically dispersed areas throughout the TPO's planning area. Participants at the open houses will be given the opportunity to comment on projects within the Needs Assessment. This input will be considered for the development of the draft Cost Feasible Plan.

Input for the Needs Assessment will also include an interactive online public comment map that will provide an opportunity for the public to share feedback on specific locations in Volusia and Flagler counties related to potential transportation needs. The online public comment map will be

released to coincide with the Open Houses and will remain available during the specified comment period.

4.5 Pop-up Events

Existing community events are an effective location to connect with the public where they are. As available, the TPO will use “pop-up” events like these to connect with the community to maximize LRTP outreach. Example materials that might be shared at these events include an overview of the long-range planning process, a map of the TPO area showing potential transportation needs, and a card with a link to the LRTP web page for more information. The intent of connecting with the public at these events is to provide information and encourage greater participation in the development of the LRTP.

4.6 Virtual Cost Feasible Plan Public Meetings

Two (2) Virtual Public Meetings will be facilitated to provide information on and receive input for the draft Cost Feasible Plan. These meetings will provide the same materials and be presented on the same day, with one scheduled in the daytime and one in the evening to increase the opportunity for public attendance. One of the meetings will be recorded to be available for on-demand viewing with the intent to maximize the opportunity for public viewing. All of this will be accompanied by a mechanism for the public to provide comments.

4.7 Environmental Mitigation Consultation

The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including those that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP [CFR 450.324(g)(10)]. This discussion can focus on policies, programs, or strategies, rather than at the project level. The TPO will develop this discussion in consultation with the applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies that include, but are not limited to:

- US Environmental Protection Agency
- US Fish and Wildlife Service (US Department of the Interior)
- National Park Service (US Department of the Interior)
- Florida Department of Environmental Protection
- St. Johns River Water Management District
- Florida Fish and Wildlife Conservation Commission
- Florida Forest Service (Florida Department of Agriculture and Consumer Services)

The consultation period will take place after the LRTP Needs Assessment is conducted and will consist of direct solicitation of input from the applicable agencies to develop the discussion. The consultation process will be documented in a separate Environmental Mitigation Consultation report.

4.8 Freight Coordination

The Volusia-Flagler TPO is focused on providing effective supporting infrastructure for trade and industry. This includes supporting existing activity as well as new freight-dependent commercial interests. The TPO will engage the freight community, as available, including the FDOT Freight Coordinator and local organizations such as TEAM Volusia to identify possible needs in the planning area.

4.9 LRTP Promotional Videos

Brief videos (30-60 seconds) can be an effective tool to reach a broader community audience to stimulate interest in transportation-related issues. Videos of this format were effective and well-received during the development of Connect 2045. Up to three (3) brief videos will be developed to promote the development of the 2050 LRTP and encourage public engagement in the process. The videos will be used in marketing promotions, on the TPO's social media, and during related public meetings and events.

4.10 LRTP One-Pager

A one-pager will be developed to notify the public that the Volusia-Flagler TPO is engaged in a public outreach effort to seek input for the development of the 2050 LRTP. The one-pager will succinctly promote the long-range planning process that is underway and provide a link to the LRTP web page. It will be easily printed offering the advantage of being made available in a range of settings including TPO meetings, events, and other locations. The intent of the one-pager is to encourage the engagement of the public in the long-range planning process.

4.11 Volusia-Flagler TPO Board and Committee Coordination

A significant amount of input and review for the development of the 2050 LRTP will also occur as part of the regular meetings of the Volusia-Flagler TPO Board and Advisory Committees. These groups include citizen representatives, elected officials, local government staff, and special interest advocates representing segments throughout the larger planning area. The Transportation Disadvantaged Local Coordinating Board will also provide a forum for LRTP updates and input. Public notice is provided for each of the meetings in accordance with Florida Statutes and the adopted bylaws of the organization.

4.11.1 TPO Board

The Volusia-Flagler TPO Board membership consists of elected officials representing local governments in the planning area, including municipal and county entities. The TPO Board is comprised of 21 voting members. In addition, there are six non-voting members that represent the Technical Coordinating Committee, Citizen's Advisory Committee, Bicycle/Pedestrian Advisory Committee, FDOT District 5, and a representative from the Volusia County and Flagler County School Boards. These members are appointed primarily to provide information and recommendations to the Volusia-Flagler TPO Board.

The Volusia-Flagler TPO Board typically meets on the fourth Wednesday of each month at 9:00 a.m., and meetings are properly noticed and open to the public. An agenda is developed in advance of the meetings and, in accordance with the adopted Bylaws of the TPO, each meeting agenda

includes an opportunity for “citizens to comment or be heard on any matter pertinent to the urban transportation planning process.” As appropriate, 2050 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TPO Board where the public will be provided an opportunity for comment.

4.11.2 Technical Coordinating Committee

The Technical Coordinating Committee (TCC) consists of transportation planners, professional engineers, and technical personnel made available by the units of local government participating in the TPO, as well as transportation service providers. The TCC’s purpose is to seek input on planning proposals and to provide comment with respect to various segments of the population in regard to their transportation needs.

The TCC typically meets on the third Tuesday of each month at 3:00 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2050 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TCC where the public will be provided an opportunity for comment.

4.11.3 Citizens’ Advisory Committee

The Citizens’ Advisory Committee (CAC) membership consists of representatives from the public as appointed by each of the TPO Board members. The CAC members use their knowledge of the local community, special interests, and experiences to review transportation-related studies and information and provide citizen-based recommendations to the TPO board.

The CAC typically meets on the third Tuesday of each month at 1:15 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for other citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2050 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the CAC where the public will be provided an opportunity for comment.

4.11.4 Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) membership consists of representatives from the public who serve as advocates for walking, cycling, and other non-motorized activities. Members of the BPAC are appointed by each of the TPO Board members and use their knowledge of the local community, special interests, and experiences to review transportation-related studies and information and provide recommendations to the TPO Board.

The BPAC typically meets on the second Wednesday of each month at 2:00 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for other citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2050 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the BPAC where the public will be provided an opportunity for comment.

4.11.5 Transportation Disadvantaged Local Coordinating Board

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of various agency and non-agency members as outlined in Chapter 427, Florida Statutes and Rule 41-2.012, Florida Administrative Code to represent persons who are transportation disadvantaged. Committee representatives are recommended from specific agencies or volunteers (for non-agency positions) and are approved by the TPO Board. The purpose of the coordinating board is to assist the TPO in identifying local service needs and to provide information, advice, and direction to the Community Transportation Coordinator (CTC) regarding the coordination of services to be provided to the transportation disadvantaged. As such, the TDLCB provides a forum for the needs of the transportation disadvantaged to be heard. The TDLCB is recognized as an advisory body to the Commission for the Transportation Disadvantaged in its service area.

The TDLCB typically meets quarterly. TDLCB meetings are properly noticed and open to the public. In addition, each meeting agenda includes an opportunity for press and citizen comments. This provides time for citizens to address the TDLCB regarding an unlimited range of transportation-disadvantaged related topics. **During LRTP development, the TPO will present to the TDLCB on April 9, 2025 to share and receive input on the Equity Assessment being conducted for the LRTP.** As appropriate, the TPO will also provide briefings during other meetings of the TDLCB regarding the LRTP development process.

4.12 Media and Stakeholder Outreach

In addition to the efforts above, there will be outreach to news media at key points for coverage to promote the long-range planning efforts of the Volusia-Flagler TPO and encourage public participation. Targeted presentations and work sessions will also be conducted with stakeholder groups, as warranted, such as chambers of commerce, business associations, community organizations, transportation providers, freight interests, education and health organizations, professional associations, and state, regional, and local government agencies.

CAC/TCC MEETINGS
JANUARY 21, 2025

4. PRESENTATION & DISCUSSION ITEMS

C. FDOT Report





Florida Department of Transportation

RON DESANTIS
GOVERNOR

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DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
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Volusia and Flagler Counties Project Status Update as of December 31, 2024

The following is a brief status update on major FDOT road construction projects in Volusia and Flagler Counties as of the December cutoff. The next cutoff date is January 31, 2025. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

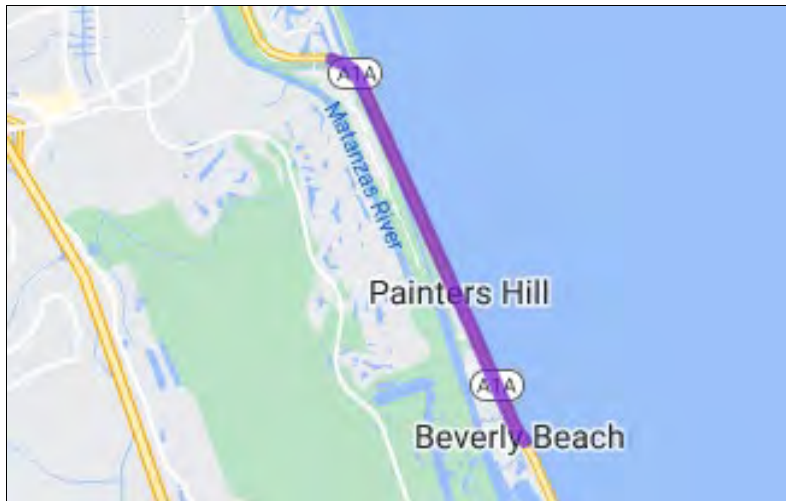
VOLUSIA COUNTY

Current Projects:

439124-1 SR A1A from Osprey Drive to north of Mariners Drive

- Contract: E51F9
- Project Start: July 2024
- Estimated Completion: Spring 2025

Update: The contractor is working on sod placement and installing electrical boxes, driveway aprons, and foundations.



Work Type:	Resurfacing
Phase:	Construction
Length:	3.798 miles
City:	Beverly Beach Flagler Beach Palm Coast
County:	Flagler
Road:	SR A1A
Construction Cost:	\$4.4 Million
Project Start:	Summer 2024
Est. Completion:	Spring 2025

The purpose of the project is to resurface State Road (S.R.) A1A from Osprey Drive to north of Mariners Drive to extend the service life of the existing roadway. The project will also add two new midblock crossings equipped with pedestrian activated signals known as Rectangular Rapid Flashing Beacons (RRFBs) to alert drivers that a pedestrian is ready to cross. The crossings are planned at Varn Park and south of Westmayer Place. Improved crossings are also planned north of Painters Walk, north of Driftway Terrace, and south of Mariners Drive.

There are currently no lane closures.



Florida Department of Transportation

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431922-1 SR 44 (E. New York Avenue) at Kepler Road Roundabout and Safety Improvements

- Contract: T5822
- Project Start: June 2024
- Estimated Completion: Fall 2025

Update: The contractor is working on storm drainage installation.

	Work Type:	Roundabout
	Phase:	Construction
	Length:	0.475 miles
	City:	DeLand
	County:	Volusia
	Road:	SR 44
	Construction Cost:	\$8.5 Million
	Project Start:	Summer 2024
	Est. Completion:	Fall 2025

The Florida Department of Transportation (FDOT) is constructing a two-lane roundabout at the intersection of State Road (S.R.) 44 (E. New York Avenue) and Kepler Road in DeLand, Volusia County, to enhance safety and improve the flow of traffic.

Once completed, the roundabout will replace the existing signalized intersection. The roundabout will also have two travel lanes in each direction with right turn bypass lanes at three of the four road connections, a concrete apron to accommodate large trucks, and landscaping in the center island.

Pedestrian safety enhancements include new sidewalks and crosswalks equipped with Rectangular Rapid Flashing Beacons (RRFBs) at the roundabout approaches. Each RRFB will include flashing yellow LED lights to increase drivers' awareness of pedestrians crossing at the roundabout. For more information about RRFBs and how to use them, visit:

<https://www.alerttodayflorida.com/Pedestrian>.

S.R. 44 will also be resurfaced from approximately 800 feet west of Kepler Road to Talisman Road. Kepler Road will be resurfaced from 650 feet south of S.R. 44 to 1,250 feet north of S.R. 44. Additionally, a center bi-directional turn lane will be added along S.R. 44 from east of Kepler Road to Lake Winnemissett Drive.

To learn more about roundabouts, including how to use them:

<http://www.fdot.gov/agencyresources/roundabouts/>

<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>

There are currently no lane closures.

The project is currently in Phase 1 of construction. Work will require intermittent traffic shifts and nighttime lane closures, but no detours. The intersection of S.R. 44 and Kepler



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Road will remain open throughout the duration of the project. See below for a visual representation of the intersection and project work zones during Phase 1. The project work zones are represented by the areas shaded in orange.

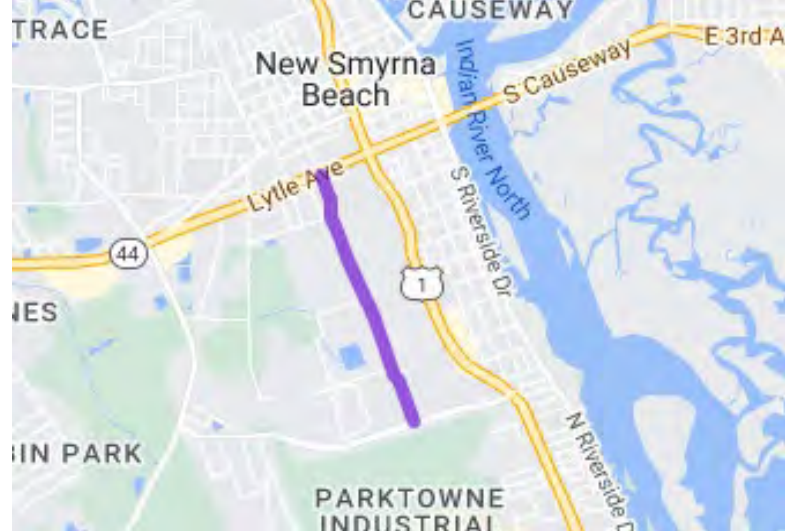
FDOT aims to minimize the impact of construction on the traveling public. Constructing this project without detours maintains consistent traffic flow, reducing inconvenience and travel time for motorists.

Drivers should expect delays, avoid distractions, and drive cautiously through work zones.

439864-1 St. Johns River-to-Sea Loop Myrtle Ave. from 10th St. to S.R. 44

- Contract: E59B2
- Project Start: June 2024
- Estimated Completion: Early 2025

Update: The contractor is working on sod placement.

	<table><tr><td>Work Type:</td><td>Trail</td></tr><tr><td>Phase:</td><td>Construction</td></tr><tr><td>Length:</td><td>1.229 miles</td></tr><tr><td>City:</td><td>New Smyrna Beach</td></tr><tr><td>County:</td><td>Volusia</td></tr><tr><td>Road:</td><td>SR 44 Trails</td></tr><tr><td>Construction Cost:</td><td>\$3.1 Million</td></tr><tr><td>Project Start:</td><td>Spring 2024</td></tr><tr><td>Est. Completion:</td><td>Early 2025</td></tr></table>	Work Type:	Trail	Phase:	Construction	Length:	1.229 miles	City:	New Smyrna Beach	County:	Volusia	Road:	SR 44 Trails	Construction Cost:	\$3.1 Million	Project Start:	Spring 2024	Est. Completion:	Early 2025
Work Type:	Trail																		
Phase:	Construction																		
Length:	1.229 miles																		
City:	New Smyrna Beach																		
County:	Volusia																		
Road:	SR 44 Trails																		
Construction Cost:	\$3.1 Million																		
Project Start:	Spring 2024																		
Est. Completion:	Early 2025																		

The Florida Department of Transportation (FDOT) is constructing a 12-foot-wide asphalt multi-use trail that will travel roughly 1.2 miles along South Myrtle Avenue from 10th Street to Lytle Avenue (State Road (S.R.) 44) in New Smyrna Beach as part of the Florida Shared-Use Non-motorized (SUN) Trail Program. For more information about this program, visit floridasuntrail.com.

The trail is a segment of the St. Johns River-to-Sea Loop. To learn more about the St. Johns River-to-Sea Loop, visit river2sealoop.org.

The goal of the project is to enhance pedestrian and bicyclist safety in the area as well as provide a vital connection through New Smyrna Beach between the City of Edgewater and the East Coast Greenway Trail.

There are currently no lane closures.



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449457-2 US 17-92 from Beresford Ave to Plymouth Ave Safety Improvements

- Contract: E54A6
- Project Start: May 2024
- Estimated Completion: Early 2025

Update: The contractor is working on punch-list items.

	<p>Work Type: Safety Project</p> <p>Phase: Construction</p> <p>Length: 2 miles</p> <p>City: DeLand</p> <p>County: Volusia</p> <p>Road: SR 15 SR 44 US 17 US 17/92 US 92</p> <p>Construction Cost: \$1.5 Million</p> <p>Project Start: Spring 2024</p> <p>Est. Completion: Early 2025</p>
<p>The Florida Department of Transportation (FDOT) is implementing pedestrian safety improvements along Woodland Boulevard (U.S. 17-92) from East Beresford Avenue to Plymouth Avenue in DeLand. Improvements include upgrading existing pedestrian crossings and adding six new pedestrian crossings at the following locations:</p>	
<ul style="list-style-type: none"> • At East Winnemissett Avenue • At the Intermodal Transportation Facility • At Georgia Avenue • At Michigan Avenue • At University Avenue • South of Pennsylvania Avenue 	
<p>The crossings will be equipped with Rapid Rectangular Flashing Beacons (RRFBs), which are pedestrian-activated signals that display flashing yellow lights to alert drivers that a pedestrian is ready to cross. By state law, vehicles must stop at all marked crosswalks when a pedestrian is present. More information about RRFBs can be found by going to www.alerttodayflorida.com.</p>	
<p>Upgrades to existing crosswalks and pedestrian curb ramps are included.</p>	
<p>There are currently no lane closures.</p>	

447105-1 Granada Boulevard (S.R. 40) Safety Improvements from U.S. 1 to SR A1A, except for the Halifax River Bridge

- Contract: E59B3
- Project Start: May 2024
- Estimated Completion: Fall 2025

Update: The contractor is working on soft digs, retrofit lighting, concrete removal, directional drilling, splice boxes, and conduit installation.



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	<p>Work Type: Safety Project</p> <p>Phase: Construction</p> <p>Length: 1.481 miles</p> <p>City: Ormond Beach</p> <p>County: Volusia</p> <p>Road: SR 40 SR 5 SR A1A US 1</p> <p>Construction Cost: \$9.2 Million</p> <p>Project Start: Spring 2024</p> <p>Est. Completion: Fall 2025</p>
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The Florida Department of Transportation (FDOT) is implementing safety improvements and resurfacing the roadway along Granada Boulevard (State Road (S.R.) 40) from U.S. 1 to S.R. A1A (Ocean Shore Boulevard/South Atlantic Avenue), except for the bridge over the Halifax River in Ormond Beach.

In addition to repaving this segment of S.R. 40, the travel lanes along this segment of Granada Boulevard will be slightly narrowed to ten feet and subtle changes in the roadway alignment will be introduced to encourage slower driving speeds. Pedestrian safety improvements include a new mid-block pedestrian crossing between Vining Court and Bovard Avenue. Upgrades will also be made to existing crossings at Washington Street and west of Beach Street.

The mid-block crossings located west of Beach Street and between Vining Court and Bovard Avenue will be slightly elevated to be level with the sidewalk and will include in-road lighting to further alert motorists of people crossing the roadway and encourage reduced speeds.

All three crossings will be equipped with a Pedestrian Hybrid Beacon (PHB) and overhead lighting to increase driver awareness and visibility of pedestrians. A PHB is an overhead traffic device that remains dark until a pedestrian activates the beacon, signaling for drivers to come to a stop and for pedestrians to cross. Audible pedestrian signals and detectable warning pads will also be installed at each crossing to provide accessibility for the visually impaired.

Intersection lighting will be upgraded, and new mast arm poles will be installed at the Ridgewood Avenue and S.R. A1A traffic signals. New bicycle lanes next to turn lanes, called keyholes, minor drainage improvements, median modifications, and a new directional median to reduce left-turn conflicts at Washington Street will also be included. Existing sidewalks and on-street parking will remain.

There are currently no lane closures.

445301-1 US 17-92 (SR 15 / 600) Resurfacing from Wisconsin Ave to north of SR 15A (Taylor Rd)

- Contract: E51F3
- Project Start: May 2024
- Estimated Completion: Fall 2025

Update: The contractor is working on milling and paving operations.



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	<p>Work Type: Resurfacing</p> <p>Phase: Construction</p> <p>Length: 2.852 miles</p> <p>City: DeLand Orange City</p> <p>County: Volusia</p> <p>Road: SR 15A SR 472 SR 600 US 17 US 17/92 US 92</p> <p>Construction Cost: \$10.6 Million</p> <p>Project Start: Spring 2024</p> <p>Est. Completion: Fall 2025</p>
<p>The Florida Department of Transportation (FDOT) is resurfacing Woodland Boulevard (U.S. 17-92/State Road (S.R.) 15/600) from Wisconsin Avenue in Orange City to north of Taylor Road (S.R. 15A) in DeLand to extend the life of the existing roadway.</p>	
<p>In addition to repaving the travel lanes, the project will upgrade pedestrian curb ramps and existing crosswalks. This project will also modify the existing drainage system to accommodate the proposed sidewalk, signal and roadway work.</p>	
<p>There are currently no lane closures.</p>	

412326-5-72-48: Nova Canal (S.R. 5A) Drainage System Restoration

- Contract: E56C8
- Project Start: April 2024
- Estimated Completion: Early 2025

Update: The contractor is working on punch-list items.

	<p>Work Type: Drainage Work</p> <p>Phase: Construction</p> <p>City: Daytona Beach Melbourne</p> <p>County: Brevard Volusia</p> <p>Road: SR 5A</p> <p>Project Start: Spring 2024</p> <p>Est. Completion: Early 2025</p>
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Nova Canal Drainage System Restoration (segment 48) from Nova Road (S.R. 5A) from 10th Street to Herbert Street in Daytona Beach.

The Florida Department of Transportation (FDOT) will conduct a Nova Canal (S.R. 5A) Drainage System Restoration Project from 10th Street to 3rd Street and Orange Ave and Canal View Blvd. / Herbert St. along Nova Road. The work consists of the restoration of the design bottom width and depth



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of the Nova Canal drainage system; work includes cleaning, reshaping, clearing & grubbing, tree and vegetation removal, herbicide application, and turf restoration in a series of canal segments between Canal View Boulevard and 10th Street in Volusia County.

Construction Cost: \$875,000

Project Start: April 2024

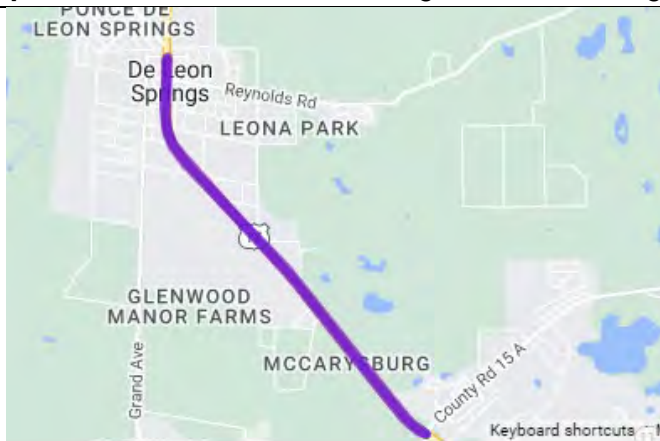
Estimated Project Completion: Late 2024

There are currently no lane closures.

445716-1: U.S. 17 (S.R. 15) Safety Improvements from Spring Garden Avenue (S.R. 15A) to Ponce Deleon Boulevard

- Contract: T5799
- Project Start: January 2024
- Estimated Completion: Spring 2025

Update: The contractor is working on storm drainage.



Work Type:	Safety Project
Phase:	Construction
Length:	3.104 miles
County:	Volusia
Road:	SR 15 US 17
Construction Cost:	\$7 Million
Project Start:	Early 2024
Est. Completion:	Spring 2025

The purpose of this project is to provide median modifications on U.S. 17 (State Road 15) from Spring Garden Avenue (State Road 15A) to Ponce Deleon Boulevard in De Leon Springs. Other improvements include repaving, drainage modifications, sidewalk and pedestrian curb ramp reconstruction, updated signage and striping, and lighting improvements.

There are currently no lane closures.

410251-3 U.S. 17 (S.R. 15) Widening from south of Spring Street to Lake Winona Road

- Contract: T5792
- Project Start: September 2023
- Estimated Completion: Summer 2025

Update: The contractor is working on shifting traffic to prepare for roundabout work.



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	<p>Work Type: Widening</p> <p>Phase: Construction</p> <p>Length: 1.55 miles</p> <p>County: Volusia</p> <p>Road: US 17</p> <p>Construction Cost: \$15.1 Million</p> <p>Project Start: Summer 2023</p> <p>Est. Completion: Summer 2025</p>
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The purpose of this project is to increase capacity and enhance safety along U.S. 17/State Road (S.R.) 15 from south of Spring Street to Lake Winona Road. The project widens U.S. 17 from two lanes to four lanes to enhance mobility in the area. A new roundabout at the intersection of U.S. 17 and Spring Garden Avenue/Spring Garden Ranch Road is also being constructed to improve operations and safety. This project also includes a multi-use trail from Spring Garden Avenue to Lake Winona Road and a new entrance into the Department of Forestry compound. This project is a portion of the overall project approved in the 2006 PD&E study to widen U.S. 17 to north of S.R. 40 (FPID No. 410251-1). Another segment, project 410251-4, proposes to widen U.S. 17 from south of Winona Road to S.R. 40 and includes a new bridge over Deep Creek, as well as a wildlife crossing culvert.

Beginning Monday Jan. 6, there will be detours for Spring Garden Avenue. The closure, located on the east end of Spring Garden Avenue, is needed for roadway resurfacing and to begin transitioning into work on the first half of the roundabout included in this project. No driveways will be impacted by this closure.

The planned detour routes are as follows:

- Motorists traveling south on Lake Winona Road wishing to travel to Spring Garden Avenue will continue south on Lake Winona Road, turn left on County Road (C.R.) 3 North, and turn left on Spring Garden Avenue.
- Motorists traveling south on U.S. 17 wishing to travel to Spring Garden Avenue will turn right on Lake Winona Road, turn left on C.R. 3 North, and turn left on Spring Garden Avenue.
- Motorists traveling north on U.S. 17 wishing to travel to Spring Garden Avenue will turn left on Lake Winona Road, turn left on C.R. 3 North, and turn left on Spring Garden Avenue.
- Motorists traveling west on Spring Garden Ranch Road wishing to travel to Spring Garden Avenue will turn right on U.S. 17, turn left on Lake Winona Road, turn left on C.R. 3 North, and turn left on Spring Garden Avenue.
- Motorists traveling north on Ponce De Leon Boulevard wishing to travel to Spring Garden Ranch Road will continue north on Ponce De Leon Boulevard, turn right on Lake Winona Road, turn right on U.S. 17, and turn left on Spring Garden Ranch Road.

445300-1 S.R. 44 Resurfacing from N Hill Ave to Eastbound I-4 On Ramp

- Contract: E50B5
- Project Start: September 2023
- Estimated Completion: Early 2025



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Update: The contractor is working on punch-list items.

	<p>Work Type: Resurfacing</p> <p>Phase: Construction</p> <p>Length: 3.792 miles</p> <p>City: DeLand</p> <p>County: Volusia</p> <p>Road: I-4 SR 400 SR 44</p> <p>Construction Cost: \$5.4 Million</p> <p>Project Start: Fall 2023</p> <p>Est. Completion: Early 2025</p>
<p>The purpose of this project is to repave State Road (S.R.) 44 from N. Hill Avenue to the eastbound Interstate 4 (I-4) on-ramp, except for the proposed limits of a new roundabout at the S.R. 44 intersection with Kepler Road. The roundabout will be constructed under a separate design-build project, (FPID No. 431922-1) scheduled to begin in summer 2024. Improvements also include safety and operational upgrades such as correcting slopes at two curves and upgrading the guardrail at the I-4 overpass. Pedestrian safety improvements include enhanced intersection lighting, upgraded pedestrian signals, and reconstructed sidewalk curb ramps to meet current Americans with Disabilities Act (ADA) standards.</p> <p>There are currently no lane closures.</p>	

445208-1 U.S. 92 Resurfacing from north of Educators Rd to north of Tomoka Farms Rd

- Contract: E56B5
- Project Start: August 2023
- Estimated Completion: Early 2025

Update: The contractor is working on punch-list items.

	<p>Work Type: Resurfacing</p> <p>Phase: Construction</p> <p>Length: 2.261 miles</p> <p>City: Daytona Beach</p> <p>County: Volusia</p> <p>Road: SR 600 US 92</p> <p>Construction Cost: \$4.4 Million</p> <p>Project Start: Summer 2023</p> <p>Est. Completion: Early 2025</p>
<p>The purpose of the project is to repave this segment of International Speedway Boulevard (U.S. 92/S.R. 600) from north of Educators Road to north of Tomoka Farms Road to rehabilitate the asphalt pavement and extend the life of the existing roadway.</p> <p>There are currently no lane closures.</p>	



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437942-1 International Speedway Blvd (U.S. 92/S.R. 600) Safety Improvements from the Halifax River Bridge to S.R. A1A

- Contract: E54B1
- Project Start: June 2023
- Estimated Completion: Early 2025

Update: The contractor is working on light poles and sidewalk corrections throughout the project limits.

	<p>Work Type: Safety Project</p> <p>Phase: Construction</p> <p>Length: 0.682 miles</p> <p>City: Daytona Beach</p> <p>County: Volusia</p> <p>Road: SR 441 SR 600 SR A1A US 92</p> <p>Construction Cost: \$12 Million</p> <p>Project Start: Spring 2023</p> <p>Est. Completion: Early 2025</p>
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This project involves widening International Speedway Boulevard (U.S. 92/S.R. 600) between the Halifax River Bridge and S.R. A1A to provide two travel lanes, a 6-foot-wide sidewalk headed westbound, and a 10-foot-wide sidewalk headed eastbound. Improvements also include resurfacing along International Speedway Boulevard, building a raised median, and upgrading the traffic signals at Halifax Avenue, Peninsula Drive (S.R. 441), Grandview Avenue and S.R. A1A.

There are currently no lane closures.

429556-1 S.R. 44 over the St. John's River Bridge Replacement

- Contract: T5706
- Project Start: July 2020
- Estimated Completion: Early 2025

Update: The contractor is working on sidewalk work and installing rip rap.



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	<p>Work Type: Bridge Work</p> <p>Phase: Construction</p> <p>Length: 0.807 miles</p> <p>City: DeLand</p> <p>County: Lake Volusia</p> <p>Road: SR 44</p> <p>Construction Cost: \$47 Million</p> <p>Project Start: Summer 2020</p> <p>Est. Completion: Early 2025</p>
<p>The purpose of this project is to replace the existing State Road (S.R.) 44 bridge over the St. Johns River, also known as the Whitehair Bridge, with a high-level fixed span bridge. During construction, the existing S.R. 44 bridge will remain open for drivers to use while the new bridge is constructed to the south of the existing bridge. After construction, the existing bridge will be removed.</p> <p>There are currently no lane closures.</p>	

447117-1 US 1 NB Bridge Replacement over Turnbull Creek

- Contract: T5830
- Project Start: November 2024
- Estimated Completion: Late 2025

Update: The contractor is working on installing temporary lighting.

	<p>Phase: Construction</p> <p>Length: 0.293 miles</p> <p>County: Volusia</p> <p>Road: SR 5 US 1</p> <p>Construction Cost: \$9.4 Million</p>
<p>The purpose of this project is to replace the northbound U.S. 1 bridge over Turnbull Creek in southeastern Volusia County. This project is located just north of Scottsmoor and south of Oak Hill. This project will replace the northbound bridge with a slightly higher and wider structure meeting current standards. The 12-foot-wide travel lanes will remain. The project also includes milling and resurfacing the bridge and the approaches as well as restriping.</p> <p>There are currently no lane closures.</p>	



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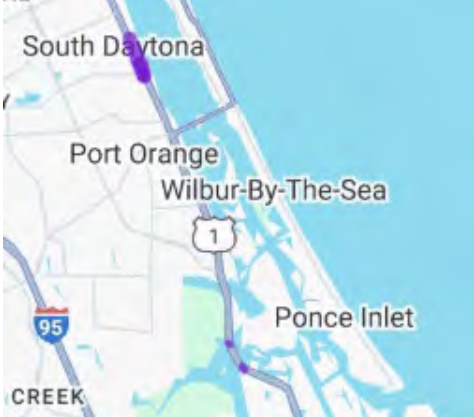
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447089-1 US 1 from Reed Canal Road to Ridge Blvd and Spruce Creek Bridge Approaches

- Contract: T5833
- Project Start: December 2024
- Estimated Completion: Summer 2025

Update: The contractor is working on placing signage.

	<p>Work Type: Resurfacing</p> <p>Phase: Construction</p> <p>Length: 1.027 miles</p> <p>City: South Daytona</p> <p>County: Volusia</p> <p>Road: SR 5 US 1</p> <p>Construction Cost: \$2.1 Million</p> <p>Project Start: Late 2024</p> <p>Est. Completion: Spring 2025</p>
<p>The purpose of this project is to resurface two areas of U.S. 1 to extend the life of the existing roadway. The first area is from north of Reed Canal Road to south of Ridge Boulevard in South Daytona. Included within this segment is a plan to convert the existing on-street parking lanes to bicycle lanes.</p> <p>The second area is at the three bridges over Spruce Creek. The project will replace the asphalt leading up to the bridges in both directions of U.S. 1.</p>	
<p>There are currently no lane closures.</p>	

UPCOMING VOLUSIA COUNTY PROJECTS

446544-1 S.R. A1A at Williams Avenue

- Contract: E54B2
- Expected Project Start: January 2025
- Estimated Completion: Fall 2026
- City: Daytona Beach

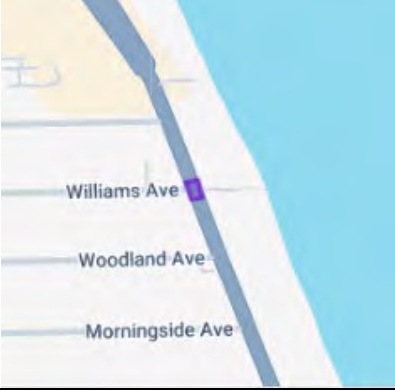


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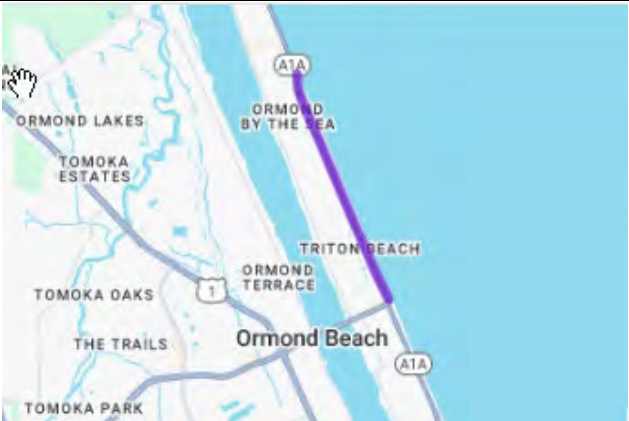
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	<p>Phase: Construction</p> <p>Length: 0.006 miles</p> <p>City: Daytona Beach</p> <p>County: Volusia</p> <p>Road: SRA1A</p> <p>Construction Cost: \$1.2 Million</p>
<p>The purpose of this project is to provide traffic signal upgrades at the intersection of State Road (S.R.) A1A (Atlantic Avenue) and Williams Avenue. This project also includes pedestrian lighting, curb ramp and sidewalk upgrades, drainage pipe and structures along with signing and pavement markings.</p> <p>Goes with 442884-1</p>	

442874-1 S.R. A1A from North of S.R. 40 (Granada Blvd) to North of Roberta Road

- Contract: E54B2
- Expected Project Start: January 2025
- Estimated Completion: Fall 2026
- City: Ormond Beach

	<p>Work Type: Resurfacing</p> <p>Phase: Construction</p> <p>City: Ormond Beach</p> <p>County: Volusia</p> <p>Road: SR 40 SRA1A</p> <p>Construction Cost: \$20.4 Million</p>
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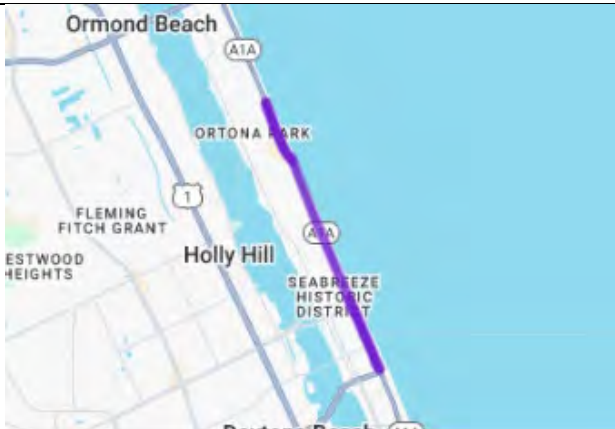
This project will make improvements along State Road (S.R.) A1A from north of Granada Boulevard (S.R. 40) to north of Roberta Road in Ormond Beach. The project will repave this portion of S.R. A1A and enhance safety and operations for all users.

To help encourage safer driving speeds, the project will introduce subtle alignment shifts and add curb and gutter along parts of the corridor. Improvements also include adding left turn lanes at the intersection of Neptune Avenue for enhanced traffic operations.

Pedestrian safety enhancements include new sidewalk where possible on the east side of the road, as well as a shared-use path on the west side of the road. Existing pedestrian curb ramps will be upgraded to current Americans with Disabilities Act (ADA) standards. Raised midblock crossings with pedestrian activated signals will be installed. Traffic signal, lighting upgrades and drainage improvements will also be included.

442884-1 S.R. A1A from North of International Speedway Blvd to Milsap Road

- Contract: E54B2
- Expected Project Start: January 2025
- Estimated Completion: Fall 2026
- City: Daytona Beach



Work Type:	Resurfacing
Phase:	Construction
Length:	3.666 miles
City:	Daytona Beach
County:	Volusia
Road:	SR A1A
Construction Cost:	\$20.6 Million

The goal of the project is to extend the service life of the roadway and enhance safety and operations for all users along the corridor. In addition to repaving this segment of S.R. A1A, the project will introduce subtle alignment shifts and raised intersections to help encourage safer driving speeds and enhance pedestrian safety. Traffic signal and lighting upgrades, as well as drainage improvements are included.

Pedestrian safety enhancements include wider sidewalks, raised midblock crossings with pedestrian-activated signals, and upgraded curb ramps to comply with the Americans with Disabilities Act (ADA).

Goes with 446544-1



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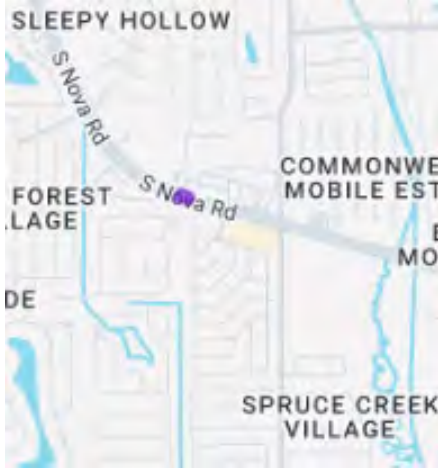
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452994-1 Nova Road (S.R. 5A) at Miles Drive New Traffic Signal

- Contract: Unknown
- Expected Project Start: January 2025
- Estimated Completion: Summer 2025
- City: Port Orange

	<p>Work Type: Traffic Signal Work</p> <p>Phase: Construction</p> <p>Limits: Nova Road (S.R. 5A) at Miles Drive</p> <p>Length: 0.1 miles</p> <p>City: Port Orange</p> <p>County: Volusia</p> <p>Road: SR 5A</p> <p>Construction Cost: \$1,000,000</p> <p>Project Start: Early 2025</p> <p>Est. Completion: Summer 2025</p>
<p>The purpose of the project is to improve overall safety and operations at the intersection of Nova Road (State Road 5A) and Miles Drive in Port Orange. Work involves constructing a traffic signal with new mast arms, new accessible pedestrian signals and crosswalks and new intersection lighting. Sidewalk and curb ramp construction and minor resurfacing within the intersection is included.</p>	

FLAGLER COUNTY

441990-3-52-23 I-95 (S.R. 9) Virtual Weigh-In-Motion Station

- Contract: T9030
- Project Start: May 2024
- Estimated Completion: Early 2025

Update: The contractor is working on punch-list items.



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	<p>Work Type: ITS</p> <p>Phase: Construction</p> <p>Limits: Mile Marker 281.99 to Mile Marker 289.05</p> <p>County: Flagler</p> <p>Road: I-95</p> <p>Construction Cost: \$5.6 Million</p> <p>Project Start: Spring 2024</p> <p>Est. Completion: Early 2025</p>
<p>The Florida Department of Transportation (FDOT) is constructing virtual Weigh-In-Motion (WIM) and associated Intelligent Transportation System features for the northbound and southbound truck weigh stations in Flagler County. These improvements will be installed along Interstate 95 (I-95) from the Palm Coast Parkway interchange (Exit 289) to approximately 2 miles south of the State Road 100 (East Moody Boulevard) interchange.</p> <p>WIM systems utilize sensors embedded in the pavement to record the weights of moving commercial vehicles and allow underweight vehicles to bypass the weigh station. Because WIM systems do not require vehicles to stop, they help reduce congestion and keep goods moving to their destination.</p> <p>There are currently no lane closures.</p>	

445219-1 S.R. 100 from N. Palmetto Street to Old Kings Road South

- Contract: T5801
- Project Start: April 2024
- Estimated Completion: Summer 2025

Update: The contractor is working on concrete pouring, roadway widening, and drainage work.

	<p>Work Type: Resurfacing</p> <p>Phase: Construction</p> <p>Length: 4.551 miles</p> <p>City: Bunnell Palm Coast</p> <p>County: Flagler</p> <p>Road: SR 100</p> <p>Construction Cost: \$15.3 Million</p> <p>Project Start: Spring 2024</p> <p>Est. Completion: Summer 2025</p>
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719 South Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY


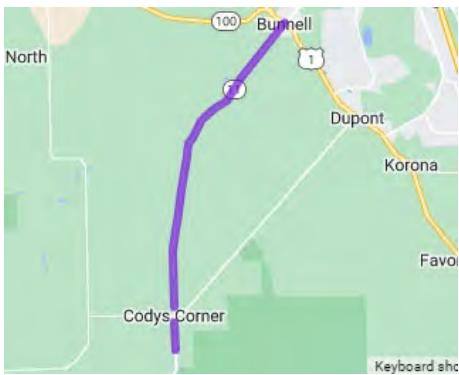
The purpose of the project is to resurface State Road (S.R.) 100 from east of N. Palmetto Road in Bunnell to east of Old Kings Road in Palm Coast to extend the service life of the existing roadway. Improvements include constructing 6-foot-wide sidewalk to close sidewalk gaps where existing right of way allows and improving pedestrian features at intersections within the project limits. The project will also upgrade traffic signals at two existing intersections with new signal poles and install Wrong Way Driving devices at the I-95 interchange off-ramps.

There are currently no lane closures.

[439156-1](#) & [447082-1](#): S.R. 11 Resurfacing from the Volusia County Line to U.S. 1

- Contract: T5809
- Estimated Start: March 2024
- Estimated Completion: Summer 2025

Update: The contractor is working on pouring curbs.

<div>439156-1</div> 	<div>447082-1</div> 
<p>Work Type: Roundabout</p> <p>Phase: Construction</p> <p>Length: 0.4 miles</p> <p>City: Bunnell</p> <p>County: Flagler</p> <p>Road: SR 11</p> <p>Construction Cost: \$4.7 Million</p> <p>Project Start: Early 2024</p> <p>Est. Completion: Summer 2025</p>	<p>Work Type: Resurfacing</p> <p>Phase: Construction</p> <p>Length: 15.477 miles</p> <p>City: Bunnell Palm Coast</p> <p>County: Flagler</p> <p>Road: SR 11</p> <p>Construction Cost: \$14.4 Million</p> <p>Project Start: Early 2024</p> <p>Est. Completion: Summer 2025</p>
<p>The purpose of the project is to construct a roundabout at the intersection of State Road (S.R.) 11 (Perkins Highway) and County Road (C.R.) 304 in Flagler County to enhance safety and operations.</p>	<p>The purpose of this project is to repave State Road (S.R.) 11 from the Volusia County line to south of County Road (C.R.) 304 and from north of C.R. 304 to U.S. 1 in Flagler County. Additional improvements include the construction of a shared-use path, signal improvements, and minor widening.</p>



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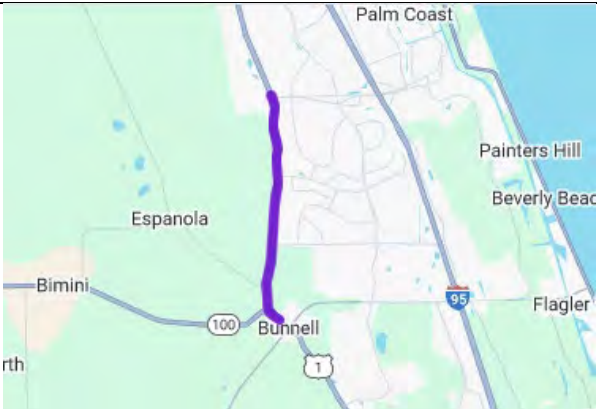
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There are currently no lane closures.

445216-1 US 1 (SR 5) from East Ridgewood Ave to north of Palm Coast Pkwy

- Contract: T5825
- Project Start: November 2024
- Estimated Completion: Late 2025

Update: The contractor is working on drainage installation.

	<table><tr><td>Work Type:</td><td>Resurfacing</td></tr><tr><td>Phase:</td><td>Construction</td></tr><tr><td>Length:</td><td>5.966 miles</td></tr><tr><td>City:</td><td>Bunnell Palm Coast</td></tr><tr><td>County:</td><td>Flagler</td></tr><tr><td>Road:</td><td>SR 5 US 1</td></tr><tr><td>Construction Cost:</td><td>\$15.2 Million</td></tr></table>	Work Type:	Resurfacing	Phase:	Construction	Length:	5.966 miles	City:	Bunnell Palm Coast	County:	Flagler	Road:	SR 5 US 1	Construction Cost:	\$15.2 Million
Work Type:	Resurfacing														
Phase:	Construction														
Length:	5.966 miles														
City:	Bunnell Palm Coast														
County:	Flagler														
Road:	SR 5 US 1														
Construction Cost:	\$15.2 Million														

The purpose of the project is to repave this segment of U.S. 1 (State Road (S.R.) 5) to extend the service life of the existing roadway. To enhance safety, the project proposes to convert the existing median opening at East Plane Street to a directional median opening. Other improvements include constructing 6-foot-wide sidewalk to close sidewalk gaps where existing right of way allows and upgrading pedestrian features at intersections within the project limits.

There are currently no lane closures.

FLAGLER AND VOLUSIA COUNTIES

450227-1 I-95/SR-9 Wrong Way Vehicle Detection System Installation at Palm Coast Parkway interchange, I-95 at Matanzas Woods Parkway interchange, and at I-4 at SR 44 interchange

- Contract: E59B4
- Project Start: January 2024
- Estimated Completion: Early 2025

Update: The contractor is working on testing the wrong-way vehicle detection systems (WWVDS).



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	<p>Work Type: Safety Project</p> <p>Phase: Construction</p> <p>Limits: Palm Coast Parkway interchange, I-95 at Matanzas Woods Parkway interchange, and at I-4 at SR 44 interchange</p> <p>Length: 1.95 miles</p> <p>City: DeLand Palm Coast</p> <p>County: Flagler Volusia</p> <p>Road: I-95</p> <p>Construction Cost: \$6,200,000</p> <p>Project Start: Early 2024</p> <p>Est. Completion: Early 2025</p>
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The purpose of this project is to install wrong way vehicle detection systems (WWVDS) on interstate off-ramps to notify drivers, traffic emergency responders, and law enforcement of a wrong way driving activity. The goal of this project is to enhance safety for the travelling public by deterring and minimizing accidents due to wrong way driving. This technology will be implemented at all 6 ramps on I-95 at Palm Coast Parkway interchange, I-95 at Matanzas Woods Parkway interchange, and at I-4 at SR 44 interchange. The WWVDS initiative supports the FDOT's commitment to achieving zero fatalities and serious injuries on the State Highway System. For more information on the WWVDS initiative and technology visit <https://www.fdot.gov/traffic/teo-divisions.shtm/cav-ml-stamp/Wrong-Way-driving>

There are currently no lane closures.

445219-1 SR 421, Volusia County and Old Dixie Hwy, Flagler County Wrong Way Vehicle Detection System Installation

- Contract: E53F8
- Project Start: November 2024
- Estimated Completion: Summer 2025

Update: The contractor is working on signage, wiring, and cabinet installation.

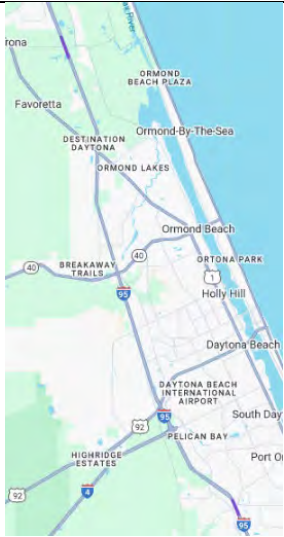


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	<p>Work Type: Safety Project</p> <p>Phase: Construction</p> <p>Length: 1.83 miles</p> <p>Construction Cost: \$1500000</p> <p>Project Start: Fall 2024</p> <p>Est. Completion: Summer 2025</p>
<p>The purpose of this project is to install wrong way vehicle detection systems (WWVDS) on interstate off-ramps to notify drivers, traffic emergency responders, and law enforcement of a wrong way driving activity. The goal of this project is to enhance safety for the travelling public by deterring and minimizing accidents due to wrong way driving. This technology will be implemented at SR 421, Volusia County and Old Dixie Hwy, Flagler County. The WWVDS initiative supports the FDOT's commitment to achieving zero fatalities and serious injuries on the State Highway System.</p>	

[452444-1](#) & [452443-1](#) SR A1A Road/Slope Protection from SR 5 to Flagler Road and Volusia/Flagler County Line to Osprey Road

- Contract: H5461
- Project Start: March 2024
- Estimated Completion: Fall 2025
- **Update:** The contractor is working on guide wall construction, auger cast piles, and rebar cages.
- Contract: H5461
- Project Start: August 2024
- Estimated Completion: Fall 2025
- **Update:** The contractor is working on guide wall construction, auger cast piles, and rebar cages.


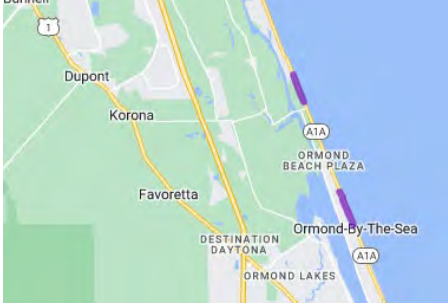


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452444-1	452443-1
	
<p>Work Type: Erosion Protection</p> <p>Phase: Construction</p> <p>Limits: Flagler County line to S. Central Avenue</p> <p>City: Flagler Beach</p> <p>County: Flagler</p> <p>Road: SR A1A</p> <p>Construction Cost: \$21.4 Million</p> <p>Project Start: Spring 2024</p>	<p>Work Type: Erosion Protection</p> <p>Phase: Construction</p> <p>City: Ormond Beach</p> <p>County: Volusia</p> <p>Road: SR A1A</p> <p>Construction Cost: \$82.5 Million</p>
<p>The purpose of this project is to construct a buried seawall in southern Flagler County to provide long-term protection for State Road (S.R.) A1A. The seawall will begin at South Central Avenue and extend south to the Flagler County line. The wall will continue to north of High Bridge Road in Volusia County. Construction is expected to begin near South Central Avenue in late February.</p> <p>The Volusia County portion is covered under project 452443-1, and is estimated to begin construction in Summer 2024.</p> <p>The project was recommended in the S.R. A1A Resiliency Plan, which was a joint effort by representatives from the FDOT, Flagler County, the City of Flagler Beach, and Volusia County to explore options to repair and strengthen S.R. A1A in Flagler and Volusia counties.</p>	<p>The purpose of this project is to construct buried seawalls in Volusia County to provide long-term protection for State Road (S.R.) A1A. The first location is from south of Sunrise Avenue to Marlin Drive. The second location begins one-half mile north of High Bridge Road and continues to the Flagler County line.</p> <p>The Flagler County portion is covered under project 452444-1, and is estimated to begin construction in Summer 2024.</p> <p>The project was recommended in the S.R. A1A Resiliency Plan, which was a joint effort by representatives from the FDOT, Flagler County, the City of Flagler Beach, and Volusia County to explore options to repair and strengthen S.R. A1A in Flagler and Volusia counties.</p>
<p>There are currently no lane closures.</p>	

CAC/TCC MEETINGS
JANUARY 21, 2025

4. PRESENTATION & DISCUSSION ITEMS

D. Volusia County and Flagler County Construction Reports



Volusia County Construction Report – March 2024

Completed within the last 6 months:

- 1) Howland Blvd 4-lane widening (Providence Blvd to Elkcam Blvd)
- 2) Old New York paved shoulders (Shell to S-44)
- 3) Trail Connection from Marine Discovery Center to River to Sea Loop
- 4) City Island Seawall Repair
- 5) Graves Ave Turn lanes (Veterans Memorial Parkway to Kentucky)
- 6) Blue Lake Extension from Victoria Park to SR-472
- 7) Old Elections Parking Lot Replacement

Under Construction or Advertised for Construction:

- 1) Williamson Blvd. and Strickland Range Rd. Intersection Improvements – Under Construction
- 2) Pioneer Trail and Sugar Mill Intersection Improvements – Under Construction
- 3) LPGA Blvd. and Clyde Morris Blvd. Intersection Improvements – Under Construction
- 4) Turnbull Bay Road paved shoulders – Bids Opened / Bid Under Review
- 5) Amelia Ave. (Voorhis to Ohio) – Under Construction
- 6) Veterans Memorial Plaza – Bids Opened / Bid Under Review

Design Projects:

- 1) Spring to Spring Trail - Segment 3C (Trail along Don Smith Blvd) – Design ongoing
- 2) Beresford Ave Extension (Blue Lake to MLK) – Design Ongoing
- 3) Beresford Ave Extension (MLK to SR-44) – Design Ongoing
- 4) Spring to Spring Trail (Lake Beresford to Old New York) – Design Ongoing
- 5) Spring to Spring Trail (Old New York to SR-44) – Design Ongoing
- 6) Spring to Spring Trail (SR-44 to Grand Avenue) – Design On Hold
- 7) Williamson Blvd. (Strickland Range to Hand Ave) – Design Ongoing
- 8) Old Mission Road from W. Park to Josephine – Design Ongoing
- 9) Taylor Branch Rd. widening (Dunlawton to Clyde Morris) – Project not moving forward
- 10) Pioneer Trail and Tomoka Farms Rd. Roundabout – Design Ongoing / ROW Ongoing
- 11) Williamson Blvd. Access Management Improvements (Airport to Taylor) – Project not moving forward
- 12) Doyle Rd. Twisted Oak to Lush Lane paved shoulders – Design Ongoing
- 13) Orange Camp Rd. from US-17/92 to MLK – widening study – Study Ongoing
- 14) Veterans Memorial Parkway from Graves to SR-472 – Negotiating Design Scope
- 15) Williamson from Madeline to Beville Rd. widening – Design Ongoing
- 16) Dunn Ave Extension from LPGA Blvd to I-95 – Design Ongoing
- 17) Pioneer Trail and Williams– Design Ongoing
- 18) Dirksen from US-17/92 to I-4 widening study – Traffic Study Ongoing
- 19) USS Lexington Phase 2 (Beville to Bellevue) – Design Ongoing
- 20) Tomoka Farms and Bellevue Ave Traffic Improvements – Design Ongoing
- 21) Tomoka Farms and Taylor Rd. Intersection Improvements – Design Ongoing
- 22) Ponce Inlet Sidewalks – Design Starting
- 23) Hand Ave (Clyde Morris to Nova Rd.) – Design Ongoing

*Changes/Updates since last report are underlined.

Note: Dates are subject to change due to normal project development issues.



Flagler County Design & Construction Projects Report

December 2024

Road & Bridge Program

- CR 305/CR 302 Intersection Safety Improvements – Construction completion in December of 2024
- Walnut Avenue Paving Project – Design to conclude in December of 2024
- Westmayer Place Paving Project – Design to conclude in December of 2024
- Canal Avenue (CR 302) from Water Oak Road to Forest Park – Design to conclude in February of 2025
- Jungle Hut Road from A1A to beach access – Design to commence in January of 2025
- Forest Park Street from CR 90 to SR 100 – Design to commence in January of 2025
- Flagler Central Commerce Parkway Connector Project – Construction completion in July 2025
- CR 90 from CR 305 to CR 75 Paving Improvements Project – Construction completion in December 2024
- Old Haw Creek Road – Construction underway. Anticipated completion in June 2025
- CR 205 Resurfacing Project – Construction anticipated to commence in first quarter of 2025

Sidewalk & Trail Program

- Bulow Creek Headwaters Regional Park – Planning phase to conclude in Summer of 2026
- Trailhead for GST & Lehigh Trail – Design phase anticipated to begin in Spring of 2025
- Old Kings Road Trail – Design phase anticipated to begin in Spring of 2025

Vertical CIP Program

- Fire Rescue Station 51 – Construction to commence in summer of 2025
- Fire Rescue Station 62 (Administration Facility) – Construction to commence in summer of 2025



- NEXUS Center – Construction to conclude in November of 2025
- SMA Integrated Stabilization Unit – Construction to commence in summer of 2025
- Eco-Discovery Center - Project initiation phase is underway with project construction completion expected in the 4th quarter of 2026. Design-Build RFQ issued in December 2024.
- Multipurpose Emergency Preparedness Project - Project initiation phase is underway with project construction completion expected in the 4th quarter of 2026

Stormwater Master Plan Program

- Malacompra Canal Restoration and Resiliency - Design to commence in January 2025

Beach Management Plan Program

- Beach Reach 2 (North 7th St to Varn Park) – Construction to commence summer of 2025
- Beach Reach 3 – Permitting/Engineering/ Design to begin in Spring of 2025

CAC/TCC MEETINGS JANUARY 21, 2025

5. STAFF COMMENTS



CAC/TCC MEETINGS JANUARY 21, 2025

6. CAC/TCC MEMBER COMMENTS



CAC/TCC MEETINGS JANUARY 21, 2025

7. INFORMATION ITEMS

- A. CAC & TCC Attendance Records
- B. Upcoming TPO Events
- C. TPO Outreach and Activities



CAC/TCC MEETINGS JANUARY 21, 2025

8. ADJOURNMENT

**The next CAC & TCC meetings will be on
February 18, 2025**

