## STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION TECHNICAL REPORT COVERSHEET

#### DRAFT NOISE STUDY REPORT ADDENDUM

Florida Department of Transportation

District 1

State Road 777 (River Road)

Limits of Project: Center Road to South of I-75

Sarasota County, Florida

Financial Management Number: 445059-1-52-01

Date: October 17, 2024

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

# **EXECUTIVE SUMMARY**

The Florida Department of Transportation (FDOT) is currently constructing improvements to River Road (State Road 777) from north of US 41 to south of Interstate 75 (I-75) in Sarasota County. Once complete, the project will provide six lanes (three in each direction) from north of US 41 to south of I-75.

A traffic noise study was conducted during the Project Development and Environment (PD&E) Study for the Englewood Interstate Connector (EIC) in Sarasota and Charlotte counties and was documented in the Final PD&E Noise Study Report (NSR) dated February 2003. The PD&E study did not recommend noise abatement measures for further consideration during the design phase. The environmental document (Type 2 Categorical Exclusion (CE)) was approved by the Federal Highway Administration (FHWA) on March 16, 2004, also known as the Date of Public Knowledge (DPK).

A Noise Study Report Addendum (NSRA) was prepared during the design phase of improvements to River Road from north of US 41 to south of I-75. The NSRA evaluated an eastward shift in the roadway alignment for residences in the Stoneybrook community, located on the west side of River Road and north of Center Road. The improvements included a six-lane typical section from north of US 41 to Center Road (Segment 1) and a four-lane typical section from Center Road to south of I-75 (Segment 2). The evaluation determined that with the proposed design changes, traffic noise levels were not predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) for the residences within Stoneybrook and as such, the consideration of abatement measures was not warranted.

Construction of the improvements began in 2022. In 2024, FDOT made the decision to add an additional through lane to the segment from Center Road to south of I-75 (Segment 2). Once complete, this will provide a six-lane typical section with three travel lanes in each direction separated by a median for the entire project limits from north of US 41 to south of I-75. Since a six-lane typical section was not given consideration within Segment 2 during the previous noise studies, additional analysis was warranted.

This traffic noise study was prepared in accordance with Title 23 Code of Federal Regulations (CFR) Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise" and the FDOT Traffic Noise Policy documented in Part 2 of the PD&E Manual.

The predicted noise levels presented in this report are expressed in decibels (dB) on the A-weighted scale dB(A). All noise levels are reported as hourly equivalent level Leq(h) values, which is the equivalent steady-state sound level for a one-hour period that contains the same acoustic energy as the time-varying sound level during the same period. Traffic noise levels are determined using the FHWA's computer model for highway traffic noise prediction and analysis – the Traffic Noise Model (TNM-Version 2.5).

Within the limits of Segment 2 from Center Road to south of I-75, 118 noise sensitive land uses were evaluated. The 118 land uses include 115 residences (Activity Category B), two trails (Activity Category C), and a place of worship (Activity Category D).

In the design year (2044) with the additional travel lane added to Segment 2, traffic noise levels are predicted to range from 52.8 to 68.4 dB(A) at the residences and from 58.3 to 72.0 dB(A) at the two trails. Traffic noise levels are predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) for Activity Category B at 17 residences and Activity Category C at portions of both trails. The predicted interior traffic noise level of 33.4 dB(A) at the place of worship does not approach, meet, or exceed the NAC for Activity Category D.

Noise abatement measures were not considered for the portions of the impacted trails located in Sleeping Turtles Preserve South and Jelks Preserve. The trails are considered an "isolated use" according to FDOT's methodology for evaluating noise abatement at non-residential land uses and would not have enough daily person-hours of use to warrant a detailed noise barrier analysis.

Noise barriers were evaluated as a potential abatement measure for the 17 residences predicted to be impacted by traffic noise from the improvements to River Road. The results indicate that a noise barrier is a potentially feasible and cost reasonable abatement measure for 13 impacted residences in the Caribbean Village community. There does not appear to be any other methods of reducing predicted traffic noise levels at the remaining impacted residences and trails. Details of the recommended noise barrier are provided in Table 4-4 of this report and the location is shown on Sheet 4 of the figures in Appendix C.

The FDOT is committed to the construction of the potentially feasible and cost reasonable noise barrier identified for the Caribbean Village community contingent upon the following condition:

1. If changes to the roadway design occur that may alter the need for and/or effectiveness of the noise barrier, a reevaluation of those changes may be necessary and may alter the length, height, or existence of the recommended noise barrier configuration.

To document public support for or opposition to the potential noise barrier at Caribbean Village, a noise barrier survey was performed. Survey packages consisting of a cover letter, figure depicting the proposed barrier location, aesthetics package and barrier information sheet were provided to the residents and property owners of the benefited receptors. The results of the survey indicate that a majority of the property owners/residents of the benefited receptors support construction of the potential noise barrier while favoring the ashlar stone texture and light beige color for the residential side. Sarasota County officials will be solicited for their aesthetic preferences on the roadway side of the noise barrier.

Land uses adjacent to River Road within the project limits are identified in the FDOT's listing of noise and vibration-sensitive sites (e.g., residences, parks, and places of worship). Construction of the proposed roadway improvements is not expected to have any significant noise or vibration impact. It is anticipated that the application of the FDOT "Standard Specifications for Road and Bridge Construction" will minimize or eliminate potential construction noise and vibration impacts.

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## SECTION 1.0 Introduction

The Florida Department of Transportation (FDOT) District One is currently constructing improvements to River Road (State Road 777) from north of US 41 to south of Interstate 75 (I-75) in Sarasota County. Once complete, the project will provide six lanes (three in each direction) from north of US 41 to south of I-75. The project location and limits are shown on **Figure 1-1**.

A traffic noise study was conducted during the Project Development and Environment (PD&E) Study for the Englewood Interstate Connector (EIC) in Sarasota and Charlotte counties and was documented in the Final PD&E Noise Study Report (NSR) dated February 2003.<sup>1</sup> The EIC project included the limits of the project discussed herein, as well as new roadway alignment south of this projects' limits. Within the current project limits from north of US 41 to south of I-75, noise abatement measures were not recommended in the PD&E Study for further consideration during the design phase. The environmental document (Type 2 Categorical Exclusion (CE)) was approved by the Federal Highway Administration (FHWA) on March 16, 2004. This date is known as the Date of Public Knowledge (DPK) for the project. The FDOT is not responsible for providing noise abatement at noise sensitive land uses permitted for construction after this date.

A Noise Study Report Addendum (NSRA) was prepared during the design phase of improvements to River Road from south of US 41 to north of Center Road.<sup>2</sup> The NSRA evaluated a greater than 12-foot shift in the roadway alignment to the east that occurred in the vicinity of the Stoneybrook community, located on the west side of River Road and north of Center Road. The evaluation determined that with the proposed design changes, traffic noise levels were not predicted to approach, meet or exceed the Noise Abatement Criteria (NAC) for the residences within Stoneybrook and as such, the consideration of abatement measures was not warranted. Further discussion of the NAC and what constitutes a traffic noise impact is provided in Section 2.0.

Construction of the improvements began in early 2022. In 2024 the decision was made by FDOT to add an additional through lane to each direction to the project segment from Center Road to south of I-75, providing a six-lane typical section for the entire project limits. Additional through lanes will be constructed to the inside (in the median) of the previously proposed four-lane section and will occur as part of the existing construction project currently underway. Since previous noise studies did not consider the six-lane typical section from Center Road to I-75, this NSRA documents the additional traffic noise analysis performed for noise sensitive land uses within Segment 2 from Center Road to south of I-75. Additional analysis for Segment 1 from north of US 41 to Center Road was not warranted. The typical sections are provided in **Appendix A**.



# **SECTION 2.0** Methodology

Traffic noise studies are prepared in accordance with Title 23 Code of Federal Regulations (CFR) Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise."<sup>3</sup> The evaluation uses methodology established by the FDOT Traffic Noise Policy documented in Part 2 of the PD&E Manual (July 1, 2023).<sup>4</sup>

The predicted noise levels presented in this report are expressed in decibels (dB) on the A-weighted scale dB(A). This scale most closely approximates the response characteristics of the human ear to traffic noise. All noise levels are reported as hourly equivalent level Leq(h) values, which is the equivalent steady-state sound level for a one-hour period that contains the same acoustic energy as the time-varying sound level during the same time period. The use of the Leq metric and dB(A) as the unit of measurement are specified by 23 CFR Part 772.

Traffic noise levels are determined using the FHWA's computer model for highway traffic noise prediction and analysis – the Traffic Noise Model (TNM-Version 2.5). The TNM predicts sound energy, in one-third octave bands, between highways and nearby receptors taking the intervening ground's acoustical characteristics, topography, and rows of buildings into account. The use of TNM in predicting traffic noise levels is required by 23 CFR Part 772 on all state and federal-aid roadway improvement projects.

To evaluate traffic noise, the FHWA established noise levels at which abatement measures must be considered. Referred to as the NAC, they vary according to the land use activity of a particular property and are provided in **Table 2-1**. For reference, examples of typical sound levels are provided in **Table 2-2**.

When predicted traffic noise levels "approach" or exceed the NAC or, when predicted noise levels increase substantially, the FDOT requires that noise abatement measures be considered. The term "approach" is defined as within one dB(A) of the NAC for a given activity category and considers that a substantial increase will occur if traffic noise levels are predicted to increase 15 dB(A) or more when compared to existing noise levels as a direct result of a transportation improvement project. Traffic noise level increases of this magnitude typically only occur with new alignment projects where no roadway existed previously. Based on the results of the PD&E traffic noise study, none of the evaluated noise sensitive land uses were predicted to experience a substantial increase in traffic noise.

Activity	Activity I	_eq(h)¹	Evaluation	
Category	FHWA	FDOT	Location	Description of Activity Category
A	57	56	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B <sup>2</sup>	67	66	Exterior	Residential.
C <sup>2</sup>	67	66	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	51	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E <sup>2</sup>	72	71	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	_	_	_	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	_	_	_	Undeveloped lands that are not permitted.

Table 2-1FHWA Noise Abatement Criteria (NAC)

(Based on Table 1 of 23 CFR Part 772)

<sup>1</sup> The Leq(h) Activity Criteria values are for impact determination only and are not design standards for noise abatement measures. <sup>2</sup> Includes undeveloped lands permitted for this activity category.

*Note:* FDOT defines that a substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, the requirement for abatement consideration will be followed.

COMMON OUTDOOR ACTIVITIES	NOISE LEVEL dB(A)	COMMON INDOOR ACTIVITIES
		Rock Band
	110	
Jet Fly-over at 1000 ft.		
	100	
Gas Lawn Mower at 3 ft.	00	Food Dlandar at 1 m (2 ft)
Discal Truck at 50 ft at 50 mph	90	Food Biender at 1 m (3 ft.)
Dieser Huck at 50 ft., at 50 fiph	80	Garbage Disposar at 1 m (5 m.)
Noise Urban Area (Davtime)	00	Vacuum Cleaner at 10 ft
Gas Lawn Mower at 100 ft.	70	Normal Speech at 3 ft.
Commercial Area	-	
Heavy Traffic at 300 ft.	60	Large Business Office
		Dishwasher Next Room
Quiet Urban Daytime	50	
	10	Theater, Large Conference Room
Quiet Urban Nighttime	40	(Background)
	30	Libidiy Bedroom at Night, Concert Hall
Ouiet Rural Nighttime	50	(Background)
Queer tarai rughtime	20	(Duokgiound)
	-	
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing
Source: California Dept. of Transportation Tech	nical Noise Suppleme	ant Sentember 2013

Table 2-2 Typical Noise Levels

Source: California Dept. of Transportation Technical Noise Supplement, September 2013.

The traffic data used in the analysis is provided in **Appendix B**. As a conservative, worst-case measure, Level of Service "C" (LOS C) volumes were used. Vehicle speeds are based on the proposed posted speed limits of 45 miles per hour (mph) for River Road and Venice Avenue.

## **SECTION 3.0** Traffic Noise Analysis

### 3.1 Noise Sensitive Land Uses

Within the limits from Center Road to south of I-75, 134 TNM receptors were modeled to evaluate 118 noise sensitive land uses. The 118 land uses include residences, two trails, and a place of worship (Korean Community Church of Venice). The residences were evaluated as Activity Category B of the NAC; additional information pertaining to each community is provided below.

- Stoneybrook Landing: 30 residences are represented by 26 TNM receptors, Receptor ID's 1 through 26.
- Stoneybrook: 23 TNM receptors represent 26 residences (Receptor ID's 27 through 49). An earth berm ranging from approximately six to eight feet in height is located between River Road and the community.
- Three receptors were modeled to represent three isolated residences (Receptor ID's 50-51 and 101) on the south side of Venice Avenue, both east and west of River Road.
- Caribbean Village: 38 receptors were modeled to represent 56 residences (Receptor ID's 53 through 90). 19 of the residences are located on the north side of Venice Avenue west of River Road. An earth berm approximately two to three feet in height is located between Venice Avenue and the residences. The remaining 37 residences are located on the west side of River Road, adjacent to the River Road right-of-way.

Receptor points for residential land uses were located at the edge of the structure closest to the major traffic noise source (River Road or Venice Avenue, depending on the location of the receptor being evaluated).

Activity Category C uses evaluated include trails within Jelks Preserve (Receptor ID's 91 through 100) and Sleeping Turtles Preserve South (Receptor ID's 102 through 134). At both locations, multiple receptors were evaluated along the trails to determine the extent of traffic noise levels and impacts, if applicable.

The place of worship was evaluated as Activity Category D, which considers interior traffic noise levels. The interior traffic noise level was determined by applying a reduction factor of 25 dB(A) to the exterior traffic noise level predicted at the face of the building structure closest to the roadway. The 25 dB(A) reduction factor is consistent with guidance for buildings of masonry construction found in the FHWA publication *Highway Traffic Noise: Analysis and Abatement Guidance*<sup>5</sup>.

Community and evaluated receptor locations are provided on the figures in Appendix C.

#### 3.2 **Results of the Noise Analysis**

A summary of the predicted traffic noise levels for the noise sensitive land uses evaluated within the project limits is provided in Table 3-1. With the six-lane improvements to River Road from Center Road to south of I-75, 17 residences and portions of the trails at Jelks Preserve and Sleeping Turtles Preserve South are predicted to experience future build traffic noise levels in the design year (2044) that would approach, meet, or exceed the NAC for their respective Activity Category of the NAC.

A complete list of predicted levels for all evaluated receptors is provided in Appendix D. The TNM files in support of the analysis have been submitted electronically as Appendix E of this report. The results of the analysis of noise barriers as a potential abatement measure for the impacted land uses are presented in the following section.

Community Name	Site ID's²	Sheet <sup>2</sup>	Number/Type of Sites Represented	NAC Activity Category	Range of Future Build Predicted Traffic Noise Levels - Leq (dB(A))	# of Impacted Sites	Barrier #³
Stoneybrook Landing	1-26	1	30 Residences	В	57.7 – 66.3	2	1
Stoneybrook	27-49	2	26 Residences	В	52.8 – 60.6	0	N/A
Isolated Residences	50-51, 101	3	3 Residences	В	57.7 – 61.2	0	N/A
Korean Community Church of Venice	52	3	1 Place of Worship	D (Interior)	33.4	0	N/A
Caribbean Village	53-90	3-4	56 Residences	В	58.6 - 68.4	15	2, 3
Trail at Jelks Preserve	91-100	1-2	1 Trail	С	58.3 – 69.6	1	N/A <sup>4</sup>
Trail at Sleeping Turtles Preserve (South)	102-134	3	1 Trail	С	61.4 – 72.0	1	N/A <sup>4</sup>

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provided in Appendix D.

<sup>2</sup> Please refer to the Figures in Appendix C.

<sup>3</sup> See Section 4.0 of this report.

<sup>4</sup> Abatement not evaluated since minimum feasibility requirements cannot be achieved. See Section 4.0 for further information.

# **SECTION 4.0** Noise Barrier Evaluation

Noise barriers reduce noise levels by altering the sound propagation path between the noise source and the receptor. In order to effectively reduce traffic noise, a noise barrier must be relatively long, continuous (without intermittent openings), and sufficiently tall to provide a reduction in noise levels. Consistent with FDOT's traffic noise policy, the minimum requirements for a noise barrier to be considered both acoustically feasible and economically reasonable are:

- A noise barrier must provide at least a five dB(A) reduction in traffic noise for at least two impacted noise sensitive receptors to be considered a feasible abatement measure. Receptors that meet this minimum noise reduction requirement are considered "benefited".
- To be considered acoustically reasonable, a noise barrier must achieve the FDOT's noise reduction design goal of at least seven dB(A) for at least one benefited receptor; and,
- A noise barrier should not cost more than \$42,000 per benefited noise sensitive receptor. The current cost estimate for noise barrier construction (including materials and labor) is \$30 per square foot (ft<sup>2</sup>).

Once determined that a noise barrier may achieve the minimum noise reduction requirements at a cost at or below the cost reasonableness criteria, additional factors must also be considered when evaluating a noise barrier as a potential abatement measure. These additional factors address both the engineering and construction feasibility and reasonableness of providing a noise barrier as an abatement measure (i.e., given site-specific details, can a noise barrier be constructed). Additional feasibility factors include items such as safety, access to and from adjacent properties, right-of-way (ROW) requirements, maintenance, and impacts on utilities and/or drainage. In addition to the cost and noise reduction design goal described above, the remaining reasonableness factor considered is the viewpoint of the impacted property owners and residents, if applicable, who may, or may not, desire a noise barrier as an abatement measure.

The evaluation of noise abatement at non-residential land uses (parks, recreation areas, etc.) follows methodology developed by FDOT and documented in the publication "Methodology to Evaluate Traffic Noise at Special Land Uses"<sup>6</sup>. Contained within the methodology is a provision for an "optional preliminary screening" for isolated (single use) facilities to determine if the facility would have a minimum of 45,026 person-hours of use per year within the area potentially benefited by a noise barrier to meet minimum feasibility requirements for providing noise abatement. Jelks Preserve and Sleeping Turtles Preserve South are open seven days a week, 52 weeks per year. The Sarasota County Parks, Recreation, and Natural Resources Department was contacted in April 2024 and was not able to provide usage data for either facility. Assuming the average visit to the preserve would be one hour, a minimum of 124 persons per day would need to occupy the area potentially benefited by a noise barrier. Since the potentially benefited area would be smaller than the total size of the facilities it is not reasonable to assume this level of usage would occur on an average day, and minimum feasibility requirements cannot be achieved. As such, noise barriers are not a feasible abatement measure for the impacted trail portions

within Jelks Preserve and Sleeping Turtles Preserve South. The preliminary screening worksheet is provided in **Appendix F**.

The following discusses the noise barrier evaluation for the remaining impacted residential receptors. Ground mounted noise barriers were evaluated at heights ranging from eight to 22 feet in two-foot increments. At each height, the barrier length is optimized to reduce excess barrier length on the ends (thereby reducing cost) while maintaining minimum noise reduction requirements.

## Noise Barrier 1

Barrier 1 was evaluated for the two impacted residences (Receptor ID's 17 and 18) predicted to experience future traffic noise levels ranging from 66.1 to 66.3 dB(A), levels that approach the NAC for Activity Category B. The residences are single family homes located in Stoneybrook Landing. The barrier was evaluated inside the FDOT ROW at the back edge of the sidewalk to be constructed as part of the project.

The results of the analysis indicate that Barrier 1 could not provide both impacted receptors with a reduction in traffic noise of at least five dB(A), nor could it achieve the noise reduction design goal. As such, the barrier is not considered a feasible or reasonable abatement measure for the impacted receptors. Due to the entrance to the community via Tempest Harbor Loop, a barrier of sufficient length could not be evaluated. There does not appear to be other means of reducing the predicted traffic noise impacts to the residential receptors.

## Noise Barrier 2

Barrier 2 was evaluated for the two impacted residences (Receptor ID's 62 and 63) predicted to experience future traffic noise levels ranging from 66.6 to 67.8 dB(A), levels that approach and exceed the NAC for Activity Category B. The residences are single family homes located in the southern part of the Caribbean Village community, on the north side of Venice Avenue. The barrier was evaluated inside the FDOT ROW at the back edge of the sidewalk to be constructed as part of the project. It should be noted that additional residences within this community are also predicted to experience traffic noise impacts resulting from the project. As those homes are further to the north and adjacent to River Road, a separate barrier analysis (Noise Barrier 3) was performed and is discussed following this barrier evaluation.

The results of the analysis are provided in **Table 4-1**. As shown, the noise reduction design goal could not be achieved until a barrier height of 10 feet, the height at which both impacted receptors are also provided a benefit of at least five dB(A). At those heights and their respective lengths, the total estimated cost to construct the barrier ranges from \$135,000 to \$165,000, and the cost per benefited receptor ranges from \$67,500 to \$82,500. Since these costs exceed the maximum allowable cost per benefited receptor, the barrier is not considered a cost reasonable abatement measure for the impacted receptors. There does not appear to be any other methods of reducing predicted traffic noise levels at the impacted residential receptors.

Ground Mounted Barrier	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors						
Height / Length (ft.)	5-5.9	6-6.9	> 7	Impacted	Other <sup>1</sup>	Total	Avg <sup>2</sup>	Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable?
8/700	1	0	0	1	0	1	5.2	_3		
10/550	0	1	1	2	0	2	6.6	\$165,000	\$82,500	No
12/375	0	1	1	2	0	2	6.7	\$135,000	\$67,500	No
14/325	0	1	1	2	0	2	6.8	\$136,500	\$68,250	No
16/300	0	1	1	2	0	2	6.7	\$144,000	\$72,000	No
18/275	0	1	1	2	0	2	6.7	\$148,500	\$74,250	No
20/275	0	1	1	2	0	2	6.8	\$165,000	\$82,500	No
22/250	0	1	1	2	0	2	6.5	\$165,000	\$82,500	No
<sup>1</sup> Other = Red barrier. <sup>2</sup> Avg = Avera barrier	<sup>1</sup> Other = Receptors determined to not be impacted by the project (traffic noise levels less than 66 dB(A)) but benefited by the noise barrier. <sup>2</sup> Avg = Average noise reduction applies only to "impacted" receptors that would receive at least a five dB(A) benefit from the noise									

Table 4-1 Noise Barrier 2: Caribbean Village (South)

<sup>3</sup> Cost reasonableness not evaluated since noise reduction design goal of 7 dB(A) cannot be achieved.

#### **Noise Barrier 3**

Barrier 3 was evaluated for the 13 impacted residences (Receptor ID's 75 through 87) predicted to experience future traffic noise levels ranging from 66.1 to 68.4 dB(A), levels that approach the NAC for Activity Category B. The residences are single family homes located in Caribbean Village, adjacent to River Road. The barrier was evaluated inside the FDOT ROW at the back edge of the sidewalk to be constructed as part of the project.

**Table 4-2** provides the results of the evaluation. As shown, at barrier heights of 10 feet or greater, all 13 of the impacted receptors could benefit from the barrier, with up to 11 of the 13 achieving the noise reduction design goal. At heights ranging from 10 to 22 feet with their respective lengths, the total cost to construct the barrier ranges from \$258,600 to \$528,000. The cost per benefited receptor ranges from \$19,892 to \$33,231, costs that are below the FDOT cost reasonableness criteria. Since the barrier is predicted to achieve the minimum required noise reduction at a reasonable cost, it was evaluated further. The results of that evaluation are provided in **Table 4-3**.

Ground Mounted Barrier	Impacted Receptors With Insertion Loss of (dB(A))			Numb	Number of Benefited Receptors		_			
Height / Length (ft.)	5-5.9	6-6.9	>7	Impacted	Other <sup>1</sup>	Total	Avg <sup>2</sup>	Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable?
8/775	4	5	2	11	0	11	6.3	\$186,000	\$16,909	Yes
10/862	2	1	10	13	0	13	7.2	\$258,600	\$19,892	Yes
12/837	2	0	<mark>11</mark>	<mark>13</mark>	0	<mark>13</mark>	<mark>7.7</mark>	<mark>\$301,320</mark>	<mark>\$23,179</mark>	Yes
14/837	2	0	11	13	0	13	8.2	\$351,540	\$27,042	Yes
16/825	2	0	11	13	0	13	8.6	\$396,000	\$30,462	Yes
18/800	2	0	11	13	0	13	8.9	\$432,000	\$33,231	Yes
20/800	2	0	11	13	2	15	9.2	\$480,000	\$32,000	Yes
22/800	2	0	11	13	6	19	9.5	\$528,000	\$27,780	Yes
<sup>1</sup> Other = Red	<sup>1</sup> Other = Receptors determined to not be impacted by the project (traffic noise levels less than 66 dB(A)) but benefited by the noise									

Table 4-2 Noise Barrier 3: Caribbean Village (North)

barrier.

<sup>2</sup> Avg = Average noise reduction applies only to "impacted" receptors that would receive at least a five dB(A) benefit from the noise barrier

 $^3$  Cost reasonableness not evaluated since noise reduction design goal of 7 dB(A) cannot be achieved.

Green highlight provides details on the recommended noise barrier configuration

Table 4-3
Additional Considerations - Noise Barrier 3: Caribbean Village (North)

Evaluation Criteria	Comment
1. Relationship of future levels to the abatement criteria	The 13 impacted residential receptors are predicted to experience future traffic noise levels ranging from 66.1 to 68.4 dB(A), levels that approach and exceed the NAC for Activity Category B.
2. Amount of noise reduction	All 13 impacted receptors are predicted to experience a reduction in traffic noise levels of at least five dB(A). 11 of the 13 impacted receptors may achieve the noise reduction design goal.
3. Safety	None.
4. Community desires	A majority of the property owners/residents of the benefited receptors support noise barrier construction. Additional information is provided in Section 7.0.
5. Accessibility	None.
6. Local controls	Sarasota County does not have an active noise control program.
7. Views of local officials with jurisdiction	Sarasota County officials will be solicited on their aesthetic preferences for the roadway side of the noise barrier.
8. Constructability	It is anticipated the barrier can be constructed using routine construction methods.
9. Maintainability	None.
10. Aesthetics	Ashlar stone texture / light beige color for the residential side of the noise barrier. Sarasota County will be solicited for the roadway side of the noise barrier.
<ol> <li>Right-of-Way needs including access rights, easements for construction and/or maintenance, and additional land</li> </ol>	The barrier would be constructed within the FDOT right-of-way.
12. Cost	The cost per benefited receptor is below the FDOT cost reasonableness criteria.
13. Utilities	There are no utility conflicts with the potential noise barrier.
14. Drainage	None.
15. Special land use considerations	The impacted/benefited receptors are not considered special land uses.
16. Other environmental considerations	None

#### 4.2 Summary

Noise barriers were evaluated as a potential abatement measure for the 17 residences predicted to experience traffic noise impacts during the design year with the improvements to River Road. A noise barrier has been determined to be a potentially feasible and cost reasonable abatement measure for 13 impacted residences within the Caribbean Village community. There are no other methods to reduce predicted traffic noise impacts at the remaining residences and recreation areas. For locations where noise barriers were determined to not be a potentially feasible and/or reasonable abatement measure, the analysis concluded that minimum noise reductions requirements could not be achieved at a reasonable cost.

#### 4.3 Statement of Likelihood

The FDOT is committed to the construction of the potentially feasible and cost reasonable noise barrier identified in **Table 4-4** for the Caribbean Village community contingent upon the following condition:

1. If changes to the roadway design occur that may alter the need for and/or effectiveness of the noise barrier, a reevaluation of those changes may be necessary and may alter the length, height, or existence of the recommended noise barrier configuration.

The location of the recommended noise barrier is shown on the figures in Appendix C.

#### 4.4 Engineering Feasibility Review

To ensure that recommended Noise Barrier 3 could be built as planned, a noise barrier engineering feasibility review was conducted by the consultant design team and the FDOT. This review considered items such as utilities, drainage, safety, maintenance, accessibility, ROW requirements and any other issues that would require modification or preclude the construction of the recommended noise barrier. No constraints were identified that would require additional costs to accommodate or that would preclude the construction of the potential noise barrier at Caribbean Village.

Table 4-4 Summary of the Recommended Potentially Feasible and Cost Reasonable Noise Barrier

		•••••••								
Barrier ID / Location <sup>1</sup>	Barrier Height (ft.) <sup>2</sup>	Barrier Length (ft.)	Location	Barrier Stationing	# of Benefited	d Receptors (≥5 dB(A	A) Reduction	Average Noise Reduction⁵	Total Estimated Cost <sup>6</sup>	Cost Per Benefited Receptor
Barrier 18 / Ecoation	Barrier Height (Hi)	Darrier Longar (ia)	Loodtion	Barrier Gtationing	Impaotoa	itot impuotou	lotai	Roduotion	0000	Receptor
3 / Caribbean Village (North)	12	837	Back of sidewalk, 10 feet or less inside the right-of-way for SR 777 (River Road)	STA. 726+75.00L to STA. 735+12.00L	13	0	13	7.7	\$301,320	\$23,179
<sup>1</sup> The recommended noise I	<sup>1</sup> The recommended noise barrier location is graphically depicted on the Project Aerials in Appendix C.									
<sup>2</sup> Barrier height refers to the	height above finished grad	le.								
<sup>3</sup> Impacted: A future predict	<sup>3</sup> Impacted: A future predicted traffic noise level that approaches, is equal to, or exceeds the NAC for a particular Activity Category.									
<sup>4</sup> Not Impacted: A future pre	Not Impacted: A future predicted traffic noise level that does not approach, equal, or exceed the NAC for a particular Activity Category.									
<sup>5</sup> Average noise reduction a	oplies only to "impacted" re	ceptors that would receiv	e at least a 5 dB(A) benefit fro	m the noise barrier.						
6 Deced an #20/#2										

<sup>6</sup> Based on \$30/ft<sup>2</sup>

## **SECTION 5.0** Noise Contours

Land uses such as residences, hotels, schools, churches, and recreation areas are considered incompatible with highway traffic noise levels that exceed the NAC for their respective Activity Category. To reduce the possibility of noise related impacts to future development, noise contours were developed for the future improved roadway facility. These noise contours predict the distance from the outside edge of the nearest travel lane for the Future Build condition to the location where the NAC for each Activity Category (A through E) is expected to be approached (i.e., within one dB(A) of the NAC) in the design year (2045).

Providing a buffer between a roadway and future noise sensitive land uses is an abatement measure that can minimize or eliminate noise impacts in areas of future development. To encourage the use of this abatement measure through local land use planning and zoning, copies of this report, once finalized, will be shared with local Sarasota County officials consistent with state requirements found in Part 2, Chapter 18 of the PD&E Manual and federal requirements found in 23 CFR Part 772.17.

As shown in **Table 5-1**, within the project limits the extent of the noise level contour varies for each of the Activity Categories evaluated. **Figure 5-1** illustrates the noise contours that reflect the distance to an approach of the NAC for each Activity Category.

River Road Segment	Activity Category (NAC)	Distance to 66.0 dB(A) <sup>1</sup>					
	A (57 dB(A))	520 feet					
Octometry O. October Decidity October (175	B/C (67 dB(A))	125 feet					
Segment 2: Center Road to South of 1-75	D <sup>2</sup> (52 dB(A))	55 feet					
	E (72 dB(A))	55 feet					
<sup>1</sup> Distances are measured from the outside edge of the nearest travel lane for the improved roadway, do not account for any reduction in noise levels that							
<sup>2</sup> The distance to the interior impact criteria for Activity Category D is based on a conservative reduction factor of 20 dB(A) provided by the building envelope that is applied to the predicted exterior traffic noise level.							

#### Table 5-1 Noise Contour Distances

Figure 5-1: Noise Contours



# **SECTION 6.0** Construction Noise and Vibration

Land uses within the project limits are identified in the FDOT listing of noise and vibration-sensitive sites (e.g., residences, parks, and places of worship). Construction of the proposed roadway improvements is not expected to have any significant noise or vibration impact. If additional sensitive land uses are developed adjacent to the roadway prior to construction, increased potential for noise or vibration impacts could result. It is anticipated that the application of the FDOT "Standard Specifications for Road and Bridge Construction"<sup>7</sup> will minimize or eliminate potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

# **SECTION 7.0** Community Coordination

The FDOT requires the consideration of the viewpoints of the property owners and residents of the benefited receptors when determining the reasonableness of providing noise barriers as an abatement measure. In doing so, the FDOT solicits input from the property owners and residents regarding their desire for the recommended abatement measure and seeks input regarding available texture and color options for the residential side of the potential noise barrier.

To gauge and document the impacted public's support for, or opposition to, the proposed noise barrier extension, a noise barrier survey was conducted. A noise barrier survey package was mailed via FedEx to the registered property owner and for instances where the mailing address for the property differed from the physical address, the survey package was mailed to both the mailing address and the physical address. Survey packages were also sent to the Caribbean Village Homeowners Association (HOA) and to the registered owner of the vacant parcel south of Caribbean Village since the potential barrier overlaps that property within the FDOT right-of-way. Survey packages consisted of several items; a cover letter that contained detailed information on the River Road project and potential noise barrier as well as the upcoming community noise barrier workshop, a noise barrier information sheet containing information related to the potential advantages and disadvantages of noise barrier, a figure showing the location of the potential barrier on an aerial photograph, and finally, a noise barrier survey was included. The survey served to document the official position/viewpoint of the property owner/renter regarding the proposed noise barrier extension. A self-addressed and stamped envelope was also provided to facilitate the return of the completed surveys.

A total of 18 survey packages were mailed Thursday September 5, 2024, and all deliveries were confirmed by Monday September 9, 2024. A response deadline of September 30, 2024, was stated on the survey cover letter and survey form. A total of 14 surveys were returned, with all 14 (13 property owners and one resident) in favor of noise barrier construction. The majority of those supporting the noise barrier chose the ashlar stone texture and light beige color for the residential side of the noise barrier.

A community noise barrier workshop was held at the Caribbean Village community clubhouse located at 19050 Billfish Avenue, Venice, FL 34292 on September 12, 2024, from 6:00PM to 7:00PM. A simultaneous virtual option was also available at that time. The workshop consisted of a presentation about the River Road project, the traffic noise process and proposed noise barrier details, and additional information regarding the mailed survey packages. Attendees, including those in person and virtually, were then able to ask questions regarding the project and the proposed noise barrier. Multiple questions were raised, ranging from general project/construction questions, questions regarding drainage, speed limits/traffic control and several questions regarding the proposed noise barrier and survey process. There was a total of 42 attendees at the in-person option and 18 attended virtually.

**Appendix G** contains information supporting the noise barrier-specific public involvement for the project, including noise barrier survey package items, community workshop sign-in sheets, barrier survey results, and submitted barrier survey forms.

## SECTION 8.0 References

- Final Noise Study Report, Englewood Interstate Connector PD&E Study, Sarasota and Charlotte Counties, Florida. Federal Aid Project Number: FL 38 001 R. Financial Identification Number: 200610-1. Sarasota County Project Number: 9419 B. February 2003.
- Final Noise Study Report Addendum, Englewood Interstate Connector (River Road) from South of US 41 to North of Center Road, Sarasota County, FL. FPID: 200610-2-38-01, Sarasota County CIP Number: 95760. June 2008.
- 3. 23 Code of Federal Regulations, Part 772: "Procedures for Abatement of Highway Traffic Noise and Construction Noise." Federal Highway Administration; July 13, 2010.
- 4. Project Development and Environment Manual, Part 2, Chapter 18. Florida Department of Transportation. July 1, 2023.
- 5. Highway Traffic Noise: Analysis and Abatement Guidance. Federal Highway Administration. FHWA-HEP-10-025. December 2011.
- 6. Methodology to Evaluate Highway Traffic Noise at Special Land Uses. Florida Department of Transportation Office of Environmental Management. December 2023
- 7. Florida Department of Transportation Standard Specifications for Road and Bridge Construction. January 2024.

# **APPENDIX A**

**Typical Sections** 





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U:\215811032\design\drawing\44505915201\_REV04\roadway\TYPSRD01\_STN.dgr

## **APPENDIX B**

Traffic Data

#### TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 1

Federal Aid Number(s):	0		
FPID Number(s):	445059-1-52-	01	-
State/Federal Route No.:	SR 777		_
Road Name:	S River Road		
Project Description:	Widening & Recons	truction	
Segment Description:	Center Road to I-75 (6-L	ane Typical)	
Section Number:	2		
Mile Post To/From:	0		_
Existing Facility:		D =	<b>53.00%</b> %
		T24 =	<b>10.00%</b> % of 24 Hour Volume
Year:	2022	Tpeak =	5.00% % of Design Hour Volume
		MT =	1.73% % of Design Hour Volume
LOS C Peak Hour Directional Volume:	1019	HT =	3.20% % of Design Hour Volume
Demand Peak Hour Volume:	1	B =	0.07% % of Design Hour Volume
Posted Speed:	45	MC =	0.30% % of Design Hour Volume
No Build Alternative (Design Year):		D =	53.00% %
		T24 =	<b>10.00%</b> % of 24 Hour Volume
Year:	2044	Tpeak =	5.00% % of Design Hour Volume
		MT =	1.73% % of Design Hour Volume
LOS C Peak Hour Directional Volume:	1019	HT =	<b>3.20%</b> % of Design Hour Volume
Demand Peak Hour Volume:	1	В =	0.07% % of Design Hour Volume
Posted Speed:	45	MC =	0.30% % of Design Hour Volume
Build Alternative (Design Year):		D =	53.00% %
		T24 =	<b>10.00%</b> % of 24 Hour Volume
Year:	2044	Tpeak =	5.00% % of Design Hour Volume
		MT =	1.73% % of Design Hour Volume
LOS C Peak Hour Directional Volume:	2751	HT =	3.20% % of Design Hour Volume
Demand Peak Hour Volume:	1	В =	0.07% % of Design Hour Volume
Posted Speed:	45	MC =	0.30% % of Design Hour Volume
I certify that the above information is a	ccurate and appropriate for	use with the traffic noise	analysis.
		An VISTI	8
Prepared By: B. Ki	irkpatrick	UMA UNA	Date: 10/6/2023
Prir	nt Name	Signature	
	and information is seen.	the features with the star ff	
i have reviewed and concur that the ab	ove information is appropria	DocuSigned by:	c noise analysis.
FDOT Reviewer: Brittany	Nichols	Brittainin Meliols	<sub>Date:</sub> 10/06/2023   1:53 PM ED

Print Name

3491A225

# APPENDIX C

**Project Aerials** 





Appendix C: Project Aerials FPID #: 445059-1-52-01 River Road from Center Road to South of I-75 Sarasota County, Florida Page 1 of 4







Appendix C: Project Aerials FPID #: 445059-1-52-01 River Road from Center Road to South of I-75 Sarasota County, Florida Page 2 of 4

Data Source: ESA, ESRI, Stantec, Sarasota County







Appendix C: Project Aerials FPID #: 445059-1-52-01 River Road from Center Road to South of I-75 Sarasota County, Florida Page 3 of 4

Data Source: ESA, ESRI, Stantec, Sarasota County





Sarasota County, Florida Page 4 of 4



N River Rd

.

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Data Source: ESA, ESRI, Stantec, Sarasota County



# APPENDIX D

Predicted Traffic Noise Levels
#### State Road 777 (River Road) from Center Road to I-75 FPID: 445059-1

#### Appendix D: Predicted Traffic Noise Levels

Site ID	# of Units	Land Use / Location	NAC Activity Category	Leq(h) - dB(A) Future Build (2044)	Approaches, Meets, or Exceeds NAC?
1	1	Residential / Stoneybrook Landing	B	59.2	No
2	1	Residential / Stoneybrook Landing	B	59.2	No
3	1	Residential / Stoneybrook Landing	В	59.3	No
4	1	Residential / Stoneybrook Landing	В	59.8	No
5	1	Residential / Stoneybrook Landing	B	60.2	No
6	1	Residential / Stoneybrook Landing	В	60.7	No
7	1	Residential / Stoneybrook Landing	В	61.2	No
8	1	Residential / Stoneybrook Landing	В	62.2	No
9	1	Residential / Stoneybrook Landing	В	63.3	No
10	1	Residential / Stoneybrook Landing	В	63.6	No
11	1	Residential / Stoneybrook Landing	В	63.9	No
12	1	Residential / Stoneybrook Landing	В	64.2	No
13	1	Residential / Stoneybrook Landing	В	64.9	No
14	1	Residential / Stoneybrook Landing	В	64.5	No
15	1	Residential / Stoneybrook Landing	В	64.5	No
16	1	Residential / Stoneybrook Landing	В	64.3	No
17	1	Residential / Stoneybrook Landing	В	66.1	Yes
18	1	Residential / Stoneybrook Landing	В	66.3	Yes
19	1	Residential / Stoneybrook Landing	B	58.9	No
20	1	Residential / Stoneybrook Landing	B	58.9	No
21	2	Residential / Stoneybrook Landing	B	59.2	No
22	2	Residential / Stoneybrook Landing	B	59.4	No
23	1	Residential / Stoneybrook Landing	B	59.2	No
24	1	Residential / Stoneybrook Landing	В	59.0	No
25	2	Residential / Stoneybrook Landing	В	58.3	No
26	2	Residential / Stoneybrook Landing	B	57.7	No
27	1	Residential / Stoneybrook	В	56.8	No
28	1	Residential / Stoneybrook	В	57.3	No
29	1	Residential / Stoneybrook	В	57.3	No
30	3	Residential / Stoneybrook	В	57.1	No
31	1	Residential / Stoneybrook	В	57.3	No
32	1	Residential / Stoneybrook	В	57.0	No
33	1	Residential / Stoneybrook	В	58.1	No
34	1	Residential / Stoneybrook	В	58.8	No
35	1	Residential / Stoneybrook	В	59.8	No
36	1	Residential / Stoneybrook	В	60.4	No
37	1	Residential / Stoneybrook	В	60.3	No
38	1	Residential / Stoneybrook	В	60.6	No
39	1	Residential / Stoneybrook	В	60.3	No
40	2	Residential / Stoneybrook	В	60.3	No
41	1	Residential / Stoneybrook	В	60.4	No
42	1	Residential / Stonevbrook	В	60.2	No
43	1	Residential / Stoneybrook	B	60.4	No
44	1	Residential / Stoneybrook	В	60.0	No
45	1	Residential / Stoneybrook	В	59.2	No
46	1	Residential / Stoneybrook	В	58.2	No
47	1	Residential / Stoneybrook	В	57.4	No
48	1	Residential / Stoneybrook	В	52.8	No

#### State Road 777 (River Road) from Center Road to I-75 FPID: 445059-1

#### Appendix D: Predicted Traffic Noise Levels

Sito	# of		Leq(h)		B(A)	
ID	# 01 Units	Land Use / Location	Category	Build (2044)	Approaches, Meets, or Exceeds NAC?	
49	1	Residential / Stoneybrook	B	52.9	No	
50	1	Isolated Residential	B	61.2	No	
51	1	Isolated Residential	В	57.7	No	
52	1	Place of Worship / Korean Community Church of Venice	D (Interior)	33.4	No	
53	1	Residential / Caribbean Village	B	61.3	No	
54	1	Residential / Caribbean Village	В	61.4	No	
55	1	Residential / Caribbean Village	B	62.0	No	
56	2	Residential / Caribbean Village	B	62.8	No	
57	2	Residential / Caribbean Village	B	64.3	No	
58	2	Residential / Caribbean Village	B	65.5	No	
59	2	Residential / Caribbean Village	B	65.8	No	
60	2	Residential / Caribbean Village	B	65.0	No	
61	2	Residential / Caribbean Village	В	65.5	No	
62	1	Residential / Caribbean Village	B	67.0	Vec	
63	1	Residential / Caribbean Village	B	67.0	Ves	
64	1	Residential / Caribbean Village	P	60.0	No	
65	1	Residential / Caribbean Village	D D	60.7	No	
66	0	Residential / Caribbean Village	B	59.6	No	
67	1	Residential / Caribbean Village	P	60.9	No	
69	1	Residential / Caribbean Village	B	61.6	No	
60	2	Residential / Caribbean Village	B	61.5	No	
70	2	Residential / Caribbean Village	B	61.5	No	
70	2	Residential / Caribbean Village	B	61.6	No	
71	2	Residential / Caribbean Village	D D	61.5	No	
72	2	Residential / Caribbean Village	D	61.5	No	
73	1	Residential / Caribbean Village	B	61.3	No	
74	1	Residential / Caribbean Village	B	61.3	NO	
75	1	Residential / Caribbean Village	В	67.6	Yes	
76	1	Residential / Caribbean Village	В	67.6	Yes	
70	1	Residential / Caribbean Village	В	67.4	Yes	
78	1	Residential / Caribbean Village	В	67.2	Yes	
79	1	Residential / Caribbean Village	В	67.4	Yes	
80	1	Residential / Caribbean Village	В	67.7	Yes	
81	1		В	67.6	Yes	
82	1	Residential / Caribbean Village	В	67.9	Yes	
83	1	Residential / Caribbean Village	В	68.4	Yes	
84	1	Residential / Caribbean Village	В	67.6	Yes	
85	1	Residential / Caribbean Village	В	67.5	Yes	
86	1	Residential / Caribbean Village	В	67.6	Yes	
87	1	Residential / Caribbean Village	B	66.8	Yes	
88	1	Residential / Caribbean Village	B	64.2	No	
89	1	Residential / Caribbean Village	B	62.1	No	
90	1	Residential / Caribbean Village	В	60.9	No	
91		Jelks Preserve Trail	C	69.2	Yes	
92		Jelks Preserve Trail	C	60.9	No	
93		Jelks Preserve Trail	C	60.8	No	
94		Jelks Preserve Trail	С	58.4	No	
95	1	Jelks Preserve Trail	С	69.6	Yes	
96		Jelks Preserve Trail	С	65.7	No	

#### State Road 777 (River Road) from Center Road to I-75 FPID: 445059-1

#### Appendix D: Predicted Traffic Noise Levels

			Leq(h) - dB(A)		_	
Site	# of		NAC Activity	Future	Approaches, Meets, or	
ID 07	Units	Land Use / Location	Category	Build (2044)	Exceeds NAC?	
97	-	Jelks Preserve Trail	С	63.2	No	
98	-	Jelks Preserve Trail	С	67.9	Yes	
99		Jelks Preserve Trail	С	66.7	Yes	
100		Jelks Preserve Trail	С	64.1	No	
101	1	Isolated Residential	В	60.2	No	
102	1	Sleeping Turtles Preserve (South) Trail	С	65.3	No	
103	1	Sleeping Turtles Preserve (South) Trail	С	67.7	Yes	
104	1	Sleeping Turtles Preserve (South) Trail	С	71.7	Yes	
105	1	Sleeping Turtles Preserve (South) Trail	С	72.0	Yes	
106	1	Sleeping Turtles Preserve (South) Trail	С	71.2	Yes	
107	1	Sleeping Turtles Preserve (South) Trail	С	71.1	Yes	
108	1	Sleeping Turtles Preserve (South) Trail	С	71.1	Yes	
109	1	Sleeping Turtles Preserve (South) Trail	С	70.4	Yes	
110	1	Sleeping Turtles Preserve (South) Trail	С	70.5	Yes	
111	1	Sleeping Turtles Preserve (South) Trail	С	70.5	Yes	
112	1	Sleeping Turtles Preserve (South) Trail	С	70.2	Yes	
113	1	Sleeping Turtles Preserve (South) Trail	С	70.8	Yes	
114	1	Sleeping Turtles Preserve (South) Trail	С	61.4	No	
115	1	Sleeping Turtles Preserve (South) Trail	С	63.8	No	
116	1	Sleeping Turtles Preserve (South) Trail	С	68.3	Yes	
117	1	Sleeping Turtles Preserve (South) Trail	С	70.2	Yes	
118	1	Sleeping Turtles Preserve (South) Trail	С	70.4	Yes	
119	1	Sleeping Turtles Preserve (South) Trail	С	70.9	Yes	
120	1	Sleeping Turtles Preserve (South) Trail	С	70.3	Yes	
121	1	Sleeping Turtles Preserve (South) Trail	с	70.1	Yes	
122	1	Sleeping Turtles Preserve (South) Trail	с	70.5	Yes	
123	1	Sleeping Turtles Preserve (South) Trail	с	70.5	Yes	
124	1	Sleeping Turtles Preserve (South) Trail	с	70.7	Yes	
125	1	Sleeping Turtles Preserve (South) Trail	С	70.4	Yes	
126	1	Sleeping Turtles Preserve (South) Trail	С	70.7	Yes	
127	1	Sleeping Turtles Preserve (South) Trail	С	71.0	Ves	
128	1	Sleeping Turtles Preserve (South) Trail	C	71.1	Yes	
129	1	Sleeping Turtles Preserve (South) Trail	C	71.2	Yes	
130	1	Sleeping Turtles Preserve (South) Trail	C C	71.2	Yes	
130	1	Sleeping Turtles Preserve (South) Trail	C C	70.8	Yes	
132	1	Sleeping Turtles Preserve (South) Trail	C C	70.9	Yes	
132	1	Sleeping Turtles Preserve (South) Trail	C C	69.0	Ves	
12/	1	Sleening Turtles Preserve (South) Trail		65.7	No	
104			ι L	05.7	NU	

# APPENDIX E

TNM Files (Provided Electronically)

# **APPENDIX F**

Special Land Use Preliminary Screening Worksheet

#### Usage Screening - To be used for ISOLATED SLUS ONLY

An isolated SLU must have enough person-hour usage to equate to at least 2 residences to satisfy the FDOT requirement that 2 residences must be provided a benefit for a noise barrier to be found feasible.

Average Single-Family Residence in Florida - Person Hours per Year		
Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57	
Hours a single-family residence is available for use (24 hours x 365 days)		
Residential Person-Hours per Year Available for Use	22,513	
Isolated SLU Person-Hours per Year		
Average number of users per day at the SLU	124	
Approximate daily hourly usage by each person at the SLU		
Number of Days per week the SLU is operational		
Number of weeks per year the SLU is operational		
Person-Hours per Year SLU is available for use		
Equivalent Residence (ER)	2.00	
Isolated SLU Eligible for Noise Barrier Evaluation?	ELLIGIBLE	

# **APPENDIX G**

# Community Coordination Documentation

# Noise Barrier Survey Package Example



RON DESANTIS GOVERNOR

Bartow, FL 33830

JARED W. PERDUE, P.E. SECRETARY

September 5, 2024

Re: Proposed Noise Barrier Survey – Caribbean Village Community State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

Dear Property Owner or Resident:

The Florida Department of Transportation (FDOT) is currently constructing improvements to State Road (SR) 777 (River Road) in Sarasota County. FDOT has elected to construct an additional travel lane in each direction in the project segment from Center Road to south of I-75. Once complete, this will provide a six-lane typical section (three travel lanes in each direction, separated by a 22foot median) for the entire project limits from north of US 41 to south of I-75. A traffic noise evaluation has determined that a noise barrier in the vicinity of your community is a potentially feasible and cost reasonable measure to reduce traffic noise at residences near River Road. Therefore, as part of the project, FDOT is considering construction of a noise barrier in the vicinity of your community along River Road.

The barrier is designed to primarily reduce traffic noise for the first row of residents, although others may be provided some limited benefit. If constructed, the noise barrier would be permanently located within the FDOT right-of-way adjacent to your community. The proposed noise barrier would be 12 feet high and approximately 837 feet long near the edge of the FDOT's right-of-way (property). The location of the barrier is shown in the enclosed exhibit. The FDOT will take reasonable steps to minimize any potential construction impacts. However, please note that construction of the proposed noise barrier may adversely affect adjacent vegetation. Construction of the barrier may block the view of signs along River Road if present and may require the removal of vegetation located within the FDOT right of way for River Road. The proposed noise barrier will not require the displacement of any adjacent residents or the acquisition of any additional property.

Before proceeding with plans to design the noise barrier, the FDOT is seeking input from you, an affected property owner and/or resident, to verify your support for or opposition to construction of the noise barrier within the FDOT right-of-way. The decision to construct a noise barrier, and the continuous length of wall constructed, will be dependent upon the support or opposition provided by the adjacent property owners and residents. Therefore, your input is an important part of the decision-making process. Property owner or resident opposition may result in a shortened length of barrier or no barrier at all. The final decision regarding any aspect of the noise barrier will rest solely with the FDOT.

The property owners and residents that are affected will relinquish to the FDOT any access, light,

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air, and view rights between their property and River Road for the length of the noise barrier. You must agree to not pursue compensation for damages of any kind or inverse condemnation as a result of the placement and construction of the barrier along the FDOT right-of-way line.

Enclosed is a Noise Barrier Survey to document your position. A Noise Barrier Information Sheet and a Noise Barrier Aesthetic Guide, showing a choice of colors and textures for the residential side of the proposed noise barrier, are also enclosed. To aid in your decision, we ask that you review the Noise Barrier Information Sheet which identifies some of the advantages and disadvantages of having a noise barrier adjacent to your residence. If you support construction of the noise barrier, the FDOT also requests your input regarding color and texture for the outside face of the noise barrier. Sarasota County officials will select the color and texture for the roadway side of the barrier. If there is any conflict concerning the choice of color or texture, then the choice will rest solely with the FDOT.

FDOT will hold an informational public workshop specifically for those residents/property owners receiving this letter that are most affected by traffic noise and in close proximity to the potential noise barrier. This meeting will be held on September 12, 2024, from 6 - 7 p.m. at the Caribbean Village Community clubhouse, located at 19050 Billfish Avenue, Venice, FL, 34292. There will be a brief presentation followed by the opportunity to ask questions regarding the proposed noise barrier. You are invited to come to this workshop, learn more about the proposed noise barrier, meet with project staff, learn about the survey, and ask questions about the project. If you are unable to attend the in-person meeting, a virtual option will be available at 6:00 p.m. on Thursday, 12, 2024, also. Please link to register September use this in advance: https://attendee.gotowebinar.com/register/5995259115807458136.

Please complete and return the enclosed Noise Barrier Survey to the FDOT by September 30, 2024 using the enclosed envelope or by email to <u>nikki.gilmer@dot.state.fl.us</u>. FDOT will make a final decision taking into consideration owner and resident input after that date.

If you have any questions or wish to further discuss the proposed noise barrier, please contact me at (863) 519-2375 or by email at <u>nikki.gilmer@dot.state.fl.us</u>. We appreciate your attention to this matter.

Sincerely,

Nikki Gilmer

Nikki Gilmer Environmental Project Manager Florida Department of Transportation, District 1

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at <u>Cynthia.Sykes@dot.state.fl.us</u> at least seven days prior to the workshop.





Potential Noise Barrier: Caribbean Village FPID #: 445059-1-52-01 River Road from North of US 41 to South of I-75 Sarasota County, Florida

250

Feet



# **Noise Barrier Information Sheet**

The Florida Department of Transportation (FDOT) is considering construction of a noise barrier in the vicinity of your community. (Please see the enclosed aerial map). The recommended noise barrier will optimize the location, length, and height needed to reduce traffic noise levels at residences adjacent to State Road (SR) 777 (River Road). The proposed noise barrier would be constructed within the existing FDOT right-of-way. The maintenance of the noise barrier would be the responsibility of the FDOT.

The FDOT is soliciting the opinion of adjacent property owners and residents regarding the construction of this noise barrier and would like you to consider the following information when making your decision.

### **Advantages and Disadvantages**

A noise barrier is a permanent structure of significant height and cannot be removed once constructed. For this reason, it is important that you understand the advantages and disadvantages of a noise barrier adjacent to your property. Some of these advantages and disadvantages are listed below.

### Advantages of Noise Barriers

- Noise barriers can provide an audible reduction in highway traffic noise to residences directly behind the barrier.
- Noise barriers can be designed to be aesthetically pleasing from both the highway and property owner sides of the barrier.
- Noise barriers provide privacy from passing motorists.

### **Disadvantages of Noise Barriers**

- Noise barriers may block the view of commercial or landmark signs from the users of the roadway.
- Noise barriers can affect sunlight by casting a fairly large shadow as the sun rises and sets or permanently shade some areas.
- Noise barriers may adversely affect vegetation located in close proximity to the barrier.
- Noise barriers act as visual barriers, blocking views for residents and creating a tunnel effect for motorists.
- Noise barriers may present a public safety concern because the view of police and other safety patrols traversing the highway will be blocked. Noise barriers can also create nighttime shadow areas.
- Noise barriers can obstruct breezes and sunlight.
- Noise barriers tend to attract graffiti.
- Noise barriers may reduce, but cannot eliminate, the traffic noise.

Noise Barrier Aesthetics

# Florida Department of Transportation



District One 801 North Broadway Bartow, Florida 33830-8161



### **Color Options**



Federal Shade 595B Colors - July 1994



## Highways or Arterials -Ashlar Stone

(See detailed description of post and panel textures below)



Gray (Federal Shade No. 36314)



Light Beige (Federal Shade No. 33578)



Dark Beige (Federal Shade No. 33522)



**Representative Texture** 

Horizontal Band Width to vary as follows:		
Barrier Height	Top Horizontal Band Width	
8 feet or less	8 inches	
9 feet to 14 feet	16 inches	
Greater than 14 feet 24 inches		

PANELS: Ashlar Stone (Type B) With Smooth (Type A) Horizontal Band at top, Recessed Panel (Index 534-200) POSTS: Smooth (Index 534-200, Type A)

## Highways or Arterials -Split Face Running Bond Block

(See detailed description of post and panel textures below)



Gray (Federal Shade No. 36314)



Light Beige (Federal Shade No. 33578)



**Representative Texture** 



Dark Beige (Federal Shade No. 33522)

Horizontal Band Width to vary as follows:		
Barrier Height	Top Horizontal Band Width	
8 feet or less	8 inches	
9 feet to 14 feet	16 inches	
Greater than 14 feet	24 inches	

PANELS: Split Face Running Bond Block (Type C) With Vertical Fractured Fin (Type G) Horizontal Band at top, Recessed Panel (Index 534-200) POSTS: Vertical Fractured Fin (Index 534-200, Type G)

## **Smooth and Ashlar Stone Combination**

(See detailed description of post and panel textures below)



PANELS: Recessed Panels (FDOT Index 5200, Sheet 7) with an Ashlar Stone Bottom Panel (FDOT Index 5200, Sheet 2, Type B) and a Smooth Top Panel (FDOT Index 5200, Sheet 2, Type A) with a Smooth Band at the Top and Middle

POSTS: Smooth (FDOT Index 5200, Sheet 2, Type A) with a Precast Post Cap (Index 5200, Sheet 14, Type C)

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

The Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the SR 777 (River Road) right-of-way adjacent to your community. As property owner or resident near the proposed noise barrier location, the FDOT is seeking your position regarding support for or opposition to this proposed noise barrier.

A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can adversely impact or result in the death of nearby vegetation. In addition, construction of a noise barrier may require removal of vegetation located within the roadway's right of way. Please refer to the Noise Barrier Information Sheet provided in this package.

If you are in support of the noise barrier, the FDOT requires that you also agree to the following conditions. If you or any other affected property owner does not agree to the conditions, then the noise barrier length may be decreased, or the barrier may not be constructed at all.

- 1. If required, the property owner and residents will honor an access permit for the purpose of temporary access for constructing the noise barrier.
- 2. The property owner and residents will relinquish to the FDOT any access, light, air or view rights between their property and SR 777 (River Road) that are affected by the noise barrier.
- 3. The property owner and residents will not pursue compensation for damages of any kind or inverse condemnation as a result of the placement and construction of the noise barrier within the FDOT right-of-way.

Before giving further consideration to a noise barrier at the designated location, the FDOT requires documented support in favor of the barrier from affected property owners or residents. If you do not support construction and the noise barrier remains a feasible and reasonable abatement measure for other properties, the barrier may still be built along other properties that are adjacent to both your property and SR 777 (River Road). The continuous length of the barrier will be dependent upon the decision of owners whose property is adjacent to SR 777 (River Road) and the ability to provide a noise barrier that is a feasible and reasonable noise abatement measure. If the design process results in a noise barrier that meets the FDOT criteria that were established to assess the feasibility and reasonableness of providing abatement, then the noise barrier will be incorporated into the design plans and the FDOT will be committed to constructing the noise barrier within a time frame consistent with the scheduled roadway construction period and the FDOT Noise Abatement Policy. If during the design process it is determined that a noise barrier is not a feasible and reasonable measure for reducing traffic noise, then a noise barrier will not be constructed. The final decision regarding any aspect of the noise barrier will rest solely with the FDOT.

This survey has been distributed to you as an affected property owner/resident to document your support for or opposition to the proposed noise barrier. We ask that you complete, sign and return the entire survey form to the FDOT in the enclosed envelope or electronically by September 30, 2024. Your expeditious reply would be greatly appreciated.

1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?

2.	If you answered Yes to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer
	the following:

No

A. Which color shown in the attached aesthetics package do you prefer? (check one)

Yes

Grey	Light Beige	Dark Beige			
B. Which te	xture shown in the attached aesthetics package	e do you prefer (check one)?			
i.	Panels – Ashlar Stone with a Smooth He Posts – Smooth	Panels – Ashlar Stone with a Smooth Horizontal Band at top; Posts – Smooth			
ii.	Panels – Split Face Running Bond Block Posts – Vertical Fractured Fin	Panels – Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; Posts – Vertical Fractured Fin			
iii.	Panels – Ashlar Stone bottom panel wit Posts – Smooth with a Post Cap	h a Smooth top panel and Smooth bands;			
Additional Comments:		_			
Name of person comple	eting this Survey:				
Status of person comple	eting this Survey (check one):				
Property Own	er Legal Representative	Resident			
Address:					
Telephone number:		Signature:			
Dotum this survey i	n the analogod anvelone or electronically to	nikki gilmar@dat state fl us hy Santambar 20			

Return this survey in the enclosed envelope or electronically to: <u>nikki.gilmer@dot.state.fl.us</u> by September 30, 2024

# Caribbean Village Community Workshop Sign-In Sheets



### SR 777 (River Road) Caribbean Village Community Noise Barrier Workshop

Noise Barrier Workshop Caribbean Village, 19050 Billfish Avenue, Venice, FL 34292 September 12, 2024

FPID: 445059-1

#### Staff Sign In

Name	Agency/Firm	Initials
Nikki Gilmer	Florida Department of Transportation	NG
Carl Harman	Florida Department of Transportation	CH
Jeff James	Florida Department of Transportation	TWO
Mike Mulbarger	ESA/Environmental Science Associates	MM
Austin Bayoumi	Consor	
Matthew Kirkland	Consor	
Brian McKishnie	Consor	þ4
Lisa Propps	Consor	LP
Dave Crigger	Stantec	DC
Donald Mattson	Stantec	DM
Lori Buck	Quest	te
Ivan Rodriguez	Quest	J.C.
Emily Barnett	FDOT	ER
Michael Sherman	FDOT	MA
Chris Sobro	de Moya	SS -
	0	a
		3

Note: This is public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



### SR 777 (River Road) **Caribbean Village Workshop**

Caribbean Village, 19050 Billfish Avenue, Venice, FL 34292 September 12, 2024

FPID: 445059-1

NAME **EMAIL ADDRESS** (Nombre) (Dirección de Correo Electrónico) GEORGE, SITES @ GMAIL, COM GEOR (cu ne OY 1 meco QOMAI CD Cox 11726 Dobson odney Dubson dkraf pallyahoo. C ANERE COMMJ. NET evere 1163 CLL 1124 eADI. com Pasto magazi MANNAND (980 P Klin arrola 25 6 0 - a 1 11 dad Vollow 34( no 6mit 11 23 HNCH 0

Note: This is public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Karina Della Sera, (863) 519-2750, karina dellasera@dot.state.fl.us, Departamento de Transportación de la Florida, 801 N. Broadway Avenue, Bartow, FL 33830.



SR 777 (River Road) Caribbean Village Workshop

Caribbean Village, 19050 Billfish Avenue, Venice, FL 34292 September 12, 2024

FPID: 445059-1

NAME **EMAIL ADDRESS** (Nombre) (Dirección de Correo Electrónico) REVELLA FIN 11 TC d W a 190 on CA UA onder Jessica. com Dett SSICA 10/ets 20 Va Com

Note: This is public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Karina Della Sera, (863) 519-2750, karina.dellasera@dot.state.fl.us, Departamento de Transportación de la Florida, 801 N. Broadway Avenue, Bartow, FL 33830.



### SR 777 (River Road) Caribbean Village Workshop

Caribbean Village, 19050 Billfish Avenue, Venice, FL 34292 September 12, 2024

FPID: 445059-1

NAME (Nombre)	EMAIL ADDRESS (Dirección de Correo Electrónico)
JOHN RUSSO	19226 Sea Trout
Bob Sinda Millet	~ AMADDOGIO COMCAST-Net
For & Deb Wall	dwall61@sheglobal.Net
Jody : Frank Possi	Printplossi Qyahoo.com
*	

Note: This is public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Karina Della Sera, (863) 519-2750, karina dellasera@dot.state.fl.us, Departamento de Transportación de la Florida, 801 N. Broadway Avenue, Bartow, FL 33830.

### **River Road - Caribbean Village Community Noise Barrier Meeting - FDOT** Virtual Meeting

FPID: 445059-1

# Registered	# Attended
--------------	------------

30

**# At** 18

Webinar ID	Actual Start Date/Time	Duration	1 hour 10 minutes
	09/12/2024 05:52 PM EDT -		
	09/12/2024 07:02 PM EDT		
476-582-363	(1 hour 10 minutes)	1 hour 10 minutes	
Last Name	First Name	Email Address	
Anthony	Carol	cea49@yahoo.com	
Ayres	Bonita	bayres811@gmail.com	
Buck	Lori	lori.buck@qcausa.com	
Cleverly	Tracy	venicebobcats@gmail.com	
Demelo	Adelia	apdemelo@comcast.net	
Everts	James	jm.ev@icloud.com	
Franklin	Linda	edgewater95@gmail.com	
Gorey	Rob	rgk923@gmail.com	
Harrison	Kimberly	kharrison1218@hotmail.com	
			I live on the corner of Parrotfish and
			River Road. Our noise is terrible. Why
			wouldn't it at least extend through our
Heonis	Kristal	kls0859@yahoo.com	corner?
Hewitson	Linda	designsunleashedarf@gmail.com	
			What is the speed limit going to be
			coming off 75 to east venice Ave. Can
Hnelosub	Rhonda	fredrhondah71618@outlook.com	it be lowered to 35 mph.
Kebrdle	David	chikol1@aol.com	
Martinez	Rosa	rosam_mrtnz@yahoo.com	
Middlecamp	David	davemid67@yahoo.com	
Mong	Suzanne	suzy.barbee@gmail.com	
Price	Cheryl	cherprice33@gmail.com	
			who is responsible for maintenance of
Riazzi	Greg	gregriazzi@gmail.com	the barrier? state or CV?
			the barrier stops at Parrotfish. why
Riazzi	Greg		doesn't it extend north past Gombay?

Riazzi	Greg	when will the work on venice ave be completed? the section from river road to CV.
Riazzi	Greg	can you provide a date for completion?
Riazzi	Greg	thankyou for taking the time to meet, provide information, and answer questions. much appreciated.

Noise Barrier Survey Results

Survey Mailing #	Name	Physical Address Line 1	Physical Address Line 2	Owner	Resident	Mailing Address Line 1	Mailing Address Line 2	Survey Received by FDOT	2nd letter Sent (if needed)	Barrier Y/N	Color (DB, LB or G)	Texture (AS, SFB, ASC)	Comments	Impacted Y/N	Benefited Y/N	Receiver#
75	HNELOSUB FRED PAUL and RHONDA LYNN	19308 YELLOWTAIL CT, VENICE, FL, 34292		1		19308 YELLOWTAIL CT, VENICE, FL, 34292		Y		Y	LB	AS	N/A	Y	Y	75
76	CLAYBAUGH CRAIG C and CATHERINE Y	19312 YELLOWTAIL CT VENICE, FL, 34292		1		19312 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	LB	AS	N/A	Y	Y	76
77	WATKINS WILLIAM K and MAUREEN T		12161 MERCADO DR # 220, VENICE, FL, 34293	1			12161 MERCADO DR # 220, VENICE, FL, 34293	Y		Y	LB	ASC	Save the trees and shrubs.	Y	Y	77
77R	Current Resident	19316 YELLOWTAIL CT VENICE, FL, 34292		1		19316 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	LB	ASC	Any foiliage (trees/shrubs)? Please let them stay.	Y	Y	77R
78	DRAIN AMANDA LEIGH	19320 YELLOWTAIL CT VENICE, FL, 34292				19320 YELLOWTAIL CT VENICE, FL, 34292										
79	AYRES JAMES B and BONITA G		36467 N YEW TREE DR, LAKE VILLA, IL, 60046	1			36467 N YEW TREE DR, LAKE VILLA, IL, 60046	Y		Y	LB	AS	N/A	Y	Y	79
79R	Current Resident	19324 YELLOWTAIL CT VENICE, FL, 34292				19324 YELLOWTAIL CT VENICE, FL, 34292										
80	EVERTS JAMES and JENNIFER	19328 YELLOWTAIL CT VENICE, FL, 34292		1		19328 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	DB	AS	N/A	Y	Y	80
81	DIANGELO FAMILY TRUST, ANTHONY J and LINDA M Trustees	19332 YELLOWTAIL CT VENICE, FL, 34292		1		19332 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	LB	AS	N/A	Y	Y	81
82	MILLIKEN ROBERT ROY and LINDA S	19336 YELLOWTAIL CT VENICE, FL, 34292		1		19336 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	LB	AS	Thank you, can't wait.	Y	Y	82
83	CHRISTOFFERSON MARK ANDREW and DAWN M	19340 YELLOWTAIL CT VENICE, FL, 34292		1		19340 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	LB	AS	Please ot this up as noise is already high.	Y	Y	83
84	MEDINA ENOT JR and CHRISTINE M	19344 YELLOWTAIL CT VENICE, FL, 34292		1		19344 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	LB	ASC	N/A	Y	Y	84
85	Current Property Owner / Resident	19348 YELLOWTAIL CT VENICE, FL, 34292		1		19348 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	LB	ASC	N/A	Y	Y	85
86	SCARLETT PAUL E and KIMMER PAULA ANDREA	19352 YELLOWTAIL CT, VENICE, FL, 34292		1		19352 YELLOWTAIL CT, VENICE, FL, 34292		Y		Y	LB	ASC	N/A	Y	Y	86
87	PRICE CHERYL ANN		3510 KNIGHTS STATION RD, LAKELAND, FL, 33810	1			3510 KNIGHTS STATION RD, LAKELAND, FL, 33810	Y		Y	DB	AS	Excited to have this barrier!	Y	Y	87
87R	Current Resident	19356 YELLOWTAIL CT VENICE, FL, 34292			1	19356 YELLOWTAIL CT VENICE, FL, 34292		Y		Y	DB	AS	N/A	Y	Y	87R
88	JEM FLORIDA LLC	3790 E VENICE AVE VENICE, FL, 34292	105 HEATH MEADOW PL, SIMI VALLEY, CA, 93065			3790 E VENICE AVE VENICE, FL, 34292	105 HEATH MEADOW PL, SIMI VALLEY, CA, 93065									
89	CARIBBEAN VILLAGE COMMUNITY ASSOCIATION INC	N/A	9530 MARKETPLACE RD STE 206, FORT MYERS, FL, 33912			N/A	9530 MARKETPLACE RD STE 206, FORT MYERS, FL, 33912									

AS - Ashlar Stone SFB - Split Face Running Block ASC - Ashlar Stone Combo

	Barrier Su	immary Re	sults		Texture Options			Color			
	Total Surveys Received	Yes	No	Ashlar Stone	Split Face Runng Bond	Ashlar S Comb	tone io	Light Beige	Dark Beige	Gray	
	14	14	0	9	0	5		10	3	0	
From Owners	13	13	0	8		0	5	10	2	0	
From Residents	1	1	0	1		0	0	0	1	0	

Returned Survey Forms

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

The Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the SR 777 (River Road) right-of-way adjacent to your community. As property owner or resident near the proposed noise barrier location, the FDOT is seeking your position regarding support for or opposition to this proposed noise barrier.

A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can adversely impact or result in the death of nearby vegetation. In addition, construction of a noise barrier may require removal of vegetation located within the roadway's right of way. Please refer to the Noise Barrier Information Sheet provided in this package.

If you are in support of the noise barrier, the FDOT requires that you also agree to the following conditions. If you or any other affected property owner does not agree to the conditions, then the noise barrier length may be decreased, or the barrier may not be constructed at all.

- 1. If required, the property owner and residents will honor an access permit for the purpose of temporary access for constructing the noise barrier.
- The property owner and residents will relinquish to the FDOT any access, light, air or view rights between 2. their property and SR 777 (River Road) that are affected by the noise barrier.
- The property owner and residents will not pursue compensation for damages of any kind or inverse 3. condemnation as a result of the placement and construction of the noise barrier within the FDOT right-of-way.

Before giving further consideration to a noise barrier at the designated location, the FDOT requires documented support in favor of the barrier from affected property owners or residents. If you do not support construction and the noise barrier remains a feasible and reasonable abatement measure for other properties, the barrier may still be built along other properties that are adjacent to both your property and SR 777 (River Road). The continuous length of the barrier will be dependent upon the decision of owners whose property is adjacent to SR 777 (River Road) and the ability to provide a noise barrier that is a feasible and reasonable noise abatement measure. If the design process results in a noise barrier that meets the FDOT criteria that were established to assess the feasibility and reasonableness of providing abatement, then the noise barrier will be incorporated into the design plans and the FDOT will be committed to constructing the noise barrier within a time frame consistent with the scheduled roadway construction period and the FDOT Noise Abatement Policy. If during the design process it is determined that a noise barrier is not a feasible and reasonable measure for reducing traffic noise, then a noise barrier will not be constructed. The final decision regarding any aspect of the noise barrier will rest solely with the FDOT.

This survey has been distributed to you as an affected property owner/resident to document your support for or opposition to the proposed noise barrier. We ask that you complete, sign and return the entire survey form to the FDOT in the enclosed envelope or electronically by September 30, 2024. Your expeditious reply would be greatly appreciated.

- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)? Yes
- 2. If you answered Yes to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

	Grey	Light Beige X	Dark Beige	
B.	Which texture shown in the at	ttached aesthetics package	e do you prefer (check one)?	

- Panels Ashlar Stone with a Smooth Horizontal Band at top; i. Posts – Smooth <u>Y</u>
- Panels Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; ii. **Posts – Vertical Fractured Fin**

No

Panels – Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; iii. Posts – Smooth with a Post Cap \_

Additional Co

Name of

al Comments:			
person completing this Survey:	Rhondat Fre	ed Hnelosub	

Status of person completing this Survey (check one):

Property Owner	Legal Represen	tative	Resident
Address: 19308	Yellow tail Ca	ut Venice	fl- 34292
Telephone number: <u>315</u> -	796-6323	Signature:	herch Aneliseb
		Ø	-01/0

Return this survey in the enclosed envelope or electronically to: nikki.gilmer@dot.state.fl.us by September 30, 2024

emailed 9-17-24

Survey # 76

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

The Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the SR 777 (River Road) right-of-way adjacent to your community. As property owner or resident near the proposed noise barrier location, the FDOT is seeking your position regarding support for or opposition to this proposed noise barrier.

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If you are in support of the noise barrier, the FDOT requires that you also agree to the following conditions. If you or any other affected property owner does not agree to the conditions, then the noise barrier length may be decreased, or the barrier may not be constructed at all.

- 1. If required, the property owner and residents will honor an access permit for the purpose of temporary access for constructing the noise barrier.
- 2. The property owner and residents will relinquish to the FDOT any access, light, air or view rights between their property and SR 777 (River Road) that are affected by the noise barrier.
- 3. The property owner and residents will not pursue compensation for damages of any kind or inverse condemnation as a result of the placement and construction of the noise barrier within the FDOT right-of-way.

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This survey has been distributed to you as an affected property owner/resident to document your support for or opposition to the proposed noise barrier. We ask that you complete, sign and return the entire survey form to the FDOT in the enclosed envelope or electronically by September 30, 2024. Your expeditious reply would be greatly appreciated.

- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?
  - $\sim$

Ves

2. If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

	Grey		Light Beige	$\checkmark$	_ Dark Beige	
B.	Which text	ure shown in the atta	ached aesthetics	packa	age do you prefer (check one)?	
	i	Panels – Ashlar S	Stone with a Sm	ooth	Horizontal Band at top.	

- Panels Ashlar Stone with a Smooth Horizontal Band at top; Posts – Smooth
- ii. Panels Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; Posts – Vertical Fractured Fin \_\_\_\_\_

No

Panels – Ashlar Stone bottom panel with a Smooth top panel and Smooth bands;
Posts – Smooth with a Post Cap \_\_\_\_\_

Additional Comments:
Name of person completing this Survey: Craig Claybaugh
Status of person completing this Survey (check one):
Property Owner Legal Representative Resident
Address: 19312 Yellowtail CI, Venice, FL 34292
Gelephone number:     920-203-9542     Signature:     Control

Return this survey in the enclosed envelope or electronically to: <u>nikki.gilmer@dot.state.fl.us</u> by September 30, 2024



#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

The Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the SR 777 (River Road) right-of-way adjacent to your community. As property owner or resident near the proposed noise barrier location, the FDOT is seeking your position regarding support for or opposition to this proposed noise barrier.

A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can adversely impact or result in the death of nearby vegetation. In addition, construction of a noise barrier may require removal of vegetation located within the roadway's right of way. Please refer to the Noise Barrier Information Sheet provided in this package.

If you are in support of the noise barrier, the FDOT requires that you also agree to the following conditions. If you or any other affected property owner does not agree to the conditions, then the noise barrier length may be decreased, or the barrier may not be constructed at all.

- 1. If required, the property owner and residents will honor an access permit for the purpose of temporary access for constructing the noise barrier.
- 2. The property owner and residents will relinquish to the FDOT any access, light, air or view rights between their property and SR 777 (River Road) that are affected by the noise barrier.
- 3. The property owner and residents will not pursue compensation for damages of any kind or inverse condemnation as a result of the placement and construction of the noise barrier within the FDOT right-of-way.

Before giving further consideration to a noise barrier at the designated location, the FDOT requires documented support in favor of the barrier from affected property owners or residents. If you do not support construction and the noise barrier remains a feasible and reasonable abatement measure for other properties, the barrier may still be built along other properties that are adjacent to both your property and SR 777 (River Road). The continuous length of the barrier will be dependent upon the decision of owners whose property is adjacent to SR 777 (River Road) and the ability to provide a noise barrier that is a feasible and reasonable noise abatement measure. If the design process results in a noise barrier that meets the FDOT criteria that were established to assess the feasibility and reasonableness of providing abatement, then the noise barrier will be incorporated into the design plans and the FDOT will be committed to constructing the noise barrier within a time frame consistent with the scheduled roadway construction period and the FDOT Noise Abatement Policy. If during the design process it is determined that a noise barrier is not a feasible and reasonable measure for reducing traffic noise, then a noise barrier will not be constructed. The final decision regarding any aspect of the noise barrier will rest solely with the FDOT.

This survey has been distributed to you as an affected property owner/resident to document your support for or opposition to the proposed noise barrier. We ask that you complete, sign and return the entire survey form to the FDOT in the enclosed envelope or electronically by September 30, 2024. Your expeditious reply would be greatly appreciated.

- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?
  - Yes
- No
- 2. If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package dø you prefer? (check one)

	Grey	Light Beige	i	Dark Beige	
B.	Which texture shown in the atta	ched aesthetics	package do you prefer	(check one)?	

- i. Panels Ashlar Stone with a Smooth Horizontal Band at top; Posts – Smooth \_\_\_\_\_
- ii. Panels Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; Posts – Vertical Fractured Fin \_\_\_\_\_
- iii. Panels Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; Posts – Smooth with a Post Cap

Additional Comments:	SAVE	THE T	REES	+ ~	SARUBS
Name of person completing	ng this Survey:	WILLI	AM U	ATK	INS
Status of person completing	ng this Survey (check	one):			
Property Owner	Le	gal Representative		Reside	nt
Address:9	316 VE	LOWIA	il CT		Q1 /
Telephone number:	770-165	2-2884	Signature: _	1X	the

Return this survey in the enclosed envelope or electronically to: <u>nikki.gilmer@dot.state.fl.us</u> by September 30, 2024



#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

conrete?

The Florida Department of Transportation (FDOT) is considering construction of a precast/concrete post and panel noise barrier within the SR 777 (River Road) right-of-way adjacent to your community. As property owner or resident near the proposed noise barrier location, the FDOT is seeking your position regarding support for or opposition to this proposed noise barrier.

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A. Which color shown in the attached aesthetics package do you prefer? (check one)

Yes

	Grey	Light Beige		Dark Beige	
B.	Which textu	re shown in the attached aestheti	cs pacl	age do you prefer (check one)?	
	i.	Panels – Ashlar Stone with a S Posts – Smooth	mootl	Horizontal Band at top;	

ii. Panels – Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; Posts – Vertical Fractured Fin

No

iii. Panels – Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; Posts – Smooth with a Post Cap

Additional Comments:	ANY FOIL AGE	E (TREES/SARI	BS ? PLEA	SELLT STAY
Name of person completin	g this Survey:	MAUREEN 2	WILLIAM	WATKINS
Status of person completin	g this Survey (check one):			
Property Owner	Legal Rep:	resentative	Resident	
Address:	19316	YELLOW TAIL	CT A	/
Telephone number:	0-369-6319	Signature:	Uparles Ma	this

 $7 \cdot 10 - 65 \times -38\% +$ Return this survey in the enclosed envelope or electronically to: <u>nikki.gilmer@dot.state.fl.us</u> by September 30, 2024

9/13/24 SIGNED:

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

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  - Yes No
- 2. If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

	Grey	Light Beige	Dark Beige					
B.	. Which texture shown in the attached aesthetics package do you prefer (check one)?							

- i. Panels Ashlar Stone with a Smooth Horizontal Band at top; Posts – Smooth
- ii. Panels Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; Posts – Vertical Fractured Fin
- iii. Panels Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; Posts – Smooth with a Post Cap

Additional Comments:	
Name of person completing this Survey: $\underline{JAMESBAY}$	RES
Status of person completing this Survey (check one):	
Property Owner Legal Representative	Resident
Address: 19324 YELLOWTAIL CT, VENICE	FL 34292
Telephone number: $(262) 945 - 3632$	Signature: James & Aynes

Return this survey in the enclosed envelope or electronically to: <u>nikki.gilmer@dot.state.fl.us</u> by September 30, 2024

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

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- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?
- 2. If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

X

Ves

i.

Grey	Grey			I	Ligh	t Be	eige	 Dark Beige	×

No

- B. Which texture shown in the attached aesthetics package do you prefer (check one)?
  - Panels Ashlar Stone with a Smooth Horizontal Band at top; Posts – Smooth  $\underline{\times}$
  - ii. Panels Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; Posts – Vertical Fractured Fin \_\_\_\_\_
  - iii. Panels Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; Posts – Smooth with a Post Cap

Additional Comments:							
Name of person comple	me of person completing this Survey:				EVERTS		
Status of person comple	eting this S	Survey (che	eck one):				
Property Own	er X	-	Legal Repr	esentative		Resident	
Address:	28	1/2000	NTAIL	C-			
Telephone number:	541	300	0855		Signature:	$\square$	

Return this survey in the enclosed envelope or electronically to: <u>nikki.gilmer@dot.state.fl.us</u> by September 30, 2024
#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

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- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?
  - Yes /
- 2. If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

No

A. Which color shown in the attached aesthetics package do you prefer? (check one)

		e para ge de jeu preser (	)	
Grey	Light Beig	ge	Dark Beige	
B. Which textu	re shown in the attached aesthet	ics package do you prefer	(check one)?	
i.	Panels – Ashlar Stone with a Posts – Smooth	Smooth Horizontal Band	at top;	
ii.	Panels – Split Face Running Posts – Vertical Fractured Fi	Bond Block with a Fractu n	ired Fin Horizo	ntal Band at top;
iii.	Panels – Ashlar Stone botton Posts – Smooth with a Post C	n panel with a Smooth to Cap	p panel and Smo	ooth bands;
Additional Comments:	·		2	
Name of person completin	ng this Survey: Lind	a M. DiAr	gelo	
Status of person completin	ng this Survey (check one):		<u> </u>	
Property Owner	Legal Represen	tative	Resident	-
Address: <u>1933</u> Telephone number: <u>85</u>	2. Yellowtai 6-357-6930	<u>Court</u> , Ve 	nice, F inda M	1 34292 1. D: Angelo
		V	L	//

Survey#\_ &Z

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

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- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?
  - Yes
- If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer 2. the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

Grey	Light Beige 🛛 🗸 🔤	Dark Beige
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- B. Which texture shown in the attached aesthetics package do you prefer (check one)?
  - Panels Ashlar Stone with a Smooth Horizontal Band at top; i. Posts – Smooth V
  - Panels Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; ii **Posts – Vertical Fractured Fin**

No

Panels – Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; iii. Posts - Smooth with a Post Can

	1 0313 - 5110011	with a rost Cap		· · ·	
Additional Comments:	THANK	Your	CANT	WAIT	
ridditional comments.		1000	11	, (	
Name of person complet	ing this Survey:	KOBERT	Minh	1 KEN	

Status of person completing this Survey (check one):

	Property Owner	Leg	al Representative		Resident		
Address	19336	VELLOU	TAIL (	It Ven	lice,	FL.	34292
Telepho	ne number:2	19-289	- 8494	Signature:	singt	MA	illel

# State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

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- 2. If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

Yes

Grey	Light Beige	<u>X</u>	Dark Beige	
------	-------------	----------	------------	--

- B. Which texture shown in the attached aesthetics package do you prefer (check one)?
  - i. Panels Ashlar Stone with a Smooth Horizontal Band at top; Posts – Smooth
  - ii. Panels Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; Posts – Vertical Fractured Fin \_\_\_\_\_

No

iii. Panels – Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; Posts – Smooth with a Post Cap

Additional Comments:	Plense	put this u	pas noisi	e is already	high
Name of person completing	this Survey:	Down Ch	ristetter.	son	
Status of person completing	this Survey (ch	eck one):			
Property Owner	$\times$	Legal Representative		Resident X	
Address: 19340 4	ellauta	el Court		۸	1
Telephone number: $94/$	-468-	7187	Signature:	Jaun M. Chris	+ ferson



## Noise Barrier Survey Form - Caribbean Village Community

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

The Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the SR 777 (River Road) right-of-way adjacent to your community. As property owner or resident near the proposed noise barrier location, the FDOT is seeking your position regarding support for or opposition to this proposed noise barrier.

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If you are in support of the noise barrier, the FDOT requires that you also agree to the following conditions. If you or any other affected property owner does not agree to the conditions, then the noise barrier length may be decreased, or the barrier may not be constructed at all.

- If required, the property owner and residents will honor an access permit for the purpose of temporary access 1 for constructing the noise barrier.
- The property owner and residents will relinquish to the FDOT any access, light, air or view rights between 2. their property and SR 777 (River Road) that are affected by the noise barrier.
- 3. The property owner and residents will not pursue compensation for damages of any kind or inverse condemnation as a result of the placement and construction of the noise barrier within the FDOT right-of-way.

Before giving further consideration to a noise barrier at the designated location, the FDOT requires documented support in favor of the barrier from affected property owners or residents. If you do not support construction and the noise barrier remains a feasible and reasonable abatement measure for other properties, the barrier may still be built along other properties that are adjacent to both your property and SR 777 (River Road). The continuous length of the barrier will be dependent upon the decision of owners whose property is adjacent to SR 777 (River Road) and the ability to provide a noise barrier that is a feasible and reasonable noise abatement measure. If the design process results in a noise barrier that meets the FDOT criteria that were established to assess the feasibility and reasonableness of providing abatement, then the noise barrier will be incorporated into the design plans and the FDOT will be committed to constructing the noise barrier within a time frame consistent with the scheduled roadway construction period and the FDOT Noise Abatement Policy. If during the design process it is determined that a noise barrier is not a feasible and reasonable measure for reducing traffic noise, then a noise barrier will not be constructed. The final decision regarding any aspect of the noise barrier will rest solely with the FDOT.

This survey has been distributed to you as an affected property owner/resident to document your support for or opposition to the proposed noise barrier. We ask that you complete, sign and return the entire survey form to the FDOT in the enclosed envelope or electronically by September 30, 2024. Your expeditious reply would be greatly appreciated.

- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)? Ves No
- 2. If you answered Yes to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

	shown in the attached destriction	es package do you preter. (er	leek one)
Grey	Light Be	ige 🔔	Dark Beige
B. Which textu	re shown in the attached aestho	etics package do you prefer (	check one)?
i.	Panels – Ashlar Stone with a Posts – Smooth	a Smooth Horizontal Band a	at top;
ii.	Panels – Split Face Running Posts – Vertical Fractured I	g Bond Block with a Fractur Fin	red Fin Horizontal Band at top;
iii.	Panels – Ashlar Stone botto Posts – Smooth with a Post	m panel with a Smooth top Cap	panel and Smooth bands;
Additional Comments:	NONT		
Name of person completin	ng this Survey: <u>EWD</u> T	Christine	Medina
Status of person completin	ng this Survey (check one):		
Property Owner	Legal Represe	entative	Resident
Address: 19344	YELLOWTAN CO	)urt	
Telephone number: 90	9361 1488	Signature:	$\sim$

### Noise Barrier Survey Form - Caribbean Village Community

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

The Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the SR 777 (River Road) right-of-way adjacent to your community. As property owner or resident near the proposed noise barrier location, the FDOT is seeking your position regarding support for or opposition to this proposed noise barrier.

A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can adversely impact or result in the death of nearby vegetation. In addition, construction of a noise barrier may require removal of vegetation located within the roadway's right of way. Please refer to the Noise Barrier Information Sheet provided in this package.

If you are in support of the noise barrier, the FDOT requires that you also agree to the following conditions. If you or any other affected property owner does not agree to the conditions, then the noise barrier length may be decreased, or the barrier may not be constructed at all.

- 1. If required, the property owner and residents will honor an access permit for the purpose of temporary access for constructing the noise barrier.
- 2 The property owner and residents will relinquish to the FDOT any access, light, air or view rights between their property and SR 777 (River Road) that are affected by the noise barrier.
- 3. The property owner and residents will not pursue compensation for damages of any kind or inverse condemnation as a result of the placement and construction of the noise barrier within the FDOT right-of-way.

Before giving further consideration to a noise barrier at the designated location, the FDOT requires documented support in favor of the barrier from affected property owners or residents. If you do not support construction and the noise barrier remains a feasible and reasonable abatement measure for other properties, the barrier may still be built along other properties that are adjacent to both your property and SR 777 (River Road). The continuous length of the barrier will be dependent upon the decision of owners whose property is adjacent to SR 777 (River Road) and the ability to provide a noise barrier that is a feasible and reasonable noise abatement measure. If the design process results in a noise barrier that meets the FDOT criteria that were established to assess the feasibility and reasonableness of providing abatement, then the noise barrier will be incorporated into the design plans and the FDOT will be committed to constructing the noise barrier within a time frame consistent with the scheduled roadway construction period and the FDOT Noise Abatement Policy. If during the design process it is determined that a noise barrier is not a feasible and reasonable measure for reducing traffic noise, then a noise barrier will not be constructed. The final decision regarding any aspect of the noise barrier will rest solely with the FDOT.

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- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?

Yes

- No
- If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer 2 the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

Grey		Light Beige	$\mathbf{X}$	Dark B	Beige _	
B. Which textu	are shown in the at	tached aesthetics	package do you	prefer (check one	e)?	
i.	Panels – Ashlar Posts – Smooth	Stone with a Sm	100th Horizont	al Band at top;		
ii.	Panels – Split F Posts – Vertical	ace Running Bo Fractured Fin	nd Block with a	Fractured Fin F	Iorizonta	ll Band at top;
iii.	Panels – Ashlar Posts – Smooth	Stone bottom p with a Post Cap	anel with a Sm	ooth top panel ar	1d Smoot	h bands;
Additional Comments:		1.0.0	- / (			
Name of person completing	ng this Survey:	Alexa	5600	<u>m</u>		
Status of person completing	ng this Survey (che	ck one):				
Property Owner	$\Sigma$ .	Legal Representation	ive	Resident		
Address: 1734	e ye	avlail	_ C+	. yene	VU	34297
Telephone number:	52-219	.9532	Signat	ire: 107	120	rel

Survey # \_ 86

### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

The Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the SR 777 (River Road) right-of-way adjacent to your community. As property owner or resident near the proposed noise barrier location, the FDOT is seeking your position regarding support for or opposition to this proposed noise barrier.

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- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?
- 2. If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

No

A. Which color shown in the attached aesthetics package do you prefer? (check one)

Yes

	Grey	Light Beige X	Dark Beige
B.	Which textu	re shown in the attached aesthetics package do	you prefer (check one)?
	i.	Panels – Ashlar Stone with a Smooth Horiz Posts – Smooth	ontal Band at top;
	ii.	Panels – Split Face Running Bond Block wi Posts – Vertical Fractured Fin	th a Fractured Fin Horizontal Band at top;

iii. Panels – Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; Posts – Smooth with a Post Cap

Additional Comments:	Nove	
Name of person completing this Survey:	Paul Scarlett	) 
Status of person completing this Survey (c	heck one):	
Property Owner	Legal Representative	Resident
Address: 19352 Yello	Dataul CF	
Telephone number:617	<u>5470</u> Signa	ature:

Survey# 87

#### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

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- 1. Are you in favor of constructing a noise barrier between the proposed SR 777 (River Road) improvements and your property to reduce traffic noise levels (check one)?
- 2. If you answered **Yes** to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

Yes

Grey	Light Beige	Dark Beige X

B. Which texture shown in the attached aesthetics package do you prefer (check one)?

Panels – Ashlar Stone with a Smooth Horizontal Band at top; i Posts – Smooth

Panels - Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; ii. **Posts – Vertical Fractured Fin** 

No

11

Panels – Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; iii. Posts – Smooth with a Post Cap \_

Additional Comments: excited to have this barner!
Name of person completing this Survey: <u>Chenyl</u> Price
Status of person completing this Survey (check one):
Property Owner Legal Representative Resident
Address: 19356 yellow this court
Telephone number: 863-812-6298 Signature: CUUY pre
Return this survey in the enclosed envelope or electronically to: <u>nikki.gilmer@dot.state.fl.us</u> by September 30, 2024
de I have tenants in that home, Frank + Judy Rossin

They will also likely fill one of these out. (",

Survey# 87R

### State Road (SR) 777 (River Road) from North of US 41 to South of I-75, Sarasota County Financial Project Number: 445059-1-52-01

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- If you answered Yes to question 1 above, please see the enclosed Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (check one)

Ves

	Grey		Light Beige	Dark Beige		
B.	3. Which texture shown in the attached aesthetics package do you prefer (check one)?					
i Panels – Ashlar Stone with a Smooth Horizontal Band at top-						

No

- Panels Ashlar Stone with a Smooth Horizontal Band at top; Posts – Smooth \_\_\_\_\_
- ii. Panels Split Face Running Bond Block with a Fractured Fin Horizontal Band at top; Posts – Vertical Fractured Fin
- iii. Panels Ashlar Stone bottom panel with a Smooth top panel and Smooth bands; Posts – Smooth with a Post Cap \_\_\_\_\_

Additional Comments:								
Name of person completing this Survey:								
Status of person completing this Survey (check one):								
Property Owner	Legal Representative	Resident						
Address:								
Telephone number: 206 9729	569	Signature: Julie	_					