

NOISE STUDY REPORT ADDENDUM

Florida Department of Transportation

District 1

State Road 777 (River Road)

Limits of Project: Segment 2 from Center Road to South of I-75

Sarasota County, Florida

Financial Management Number: 445059-1-52-01

Date: February 7, 2025

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’s traffic noise policy, documented in FDOT’s 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 do 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 selected the same color/texture for 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 2003.¹ 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.² 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 required. The typical sections are provided in **Appendix A**.

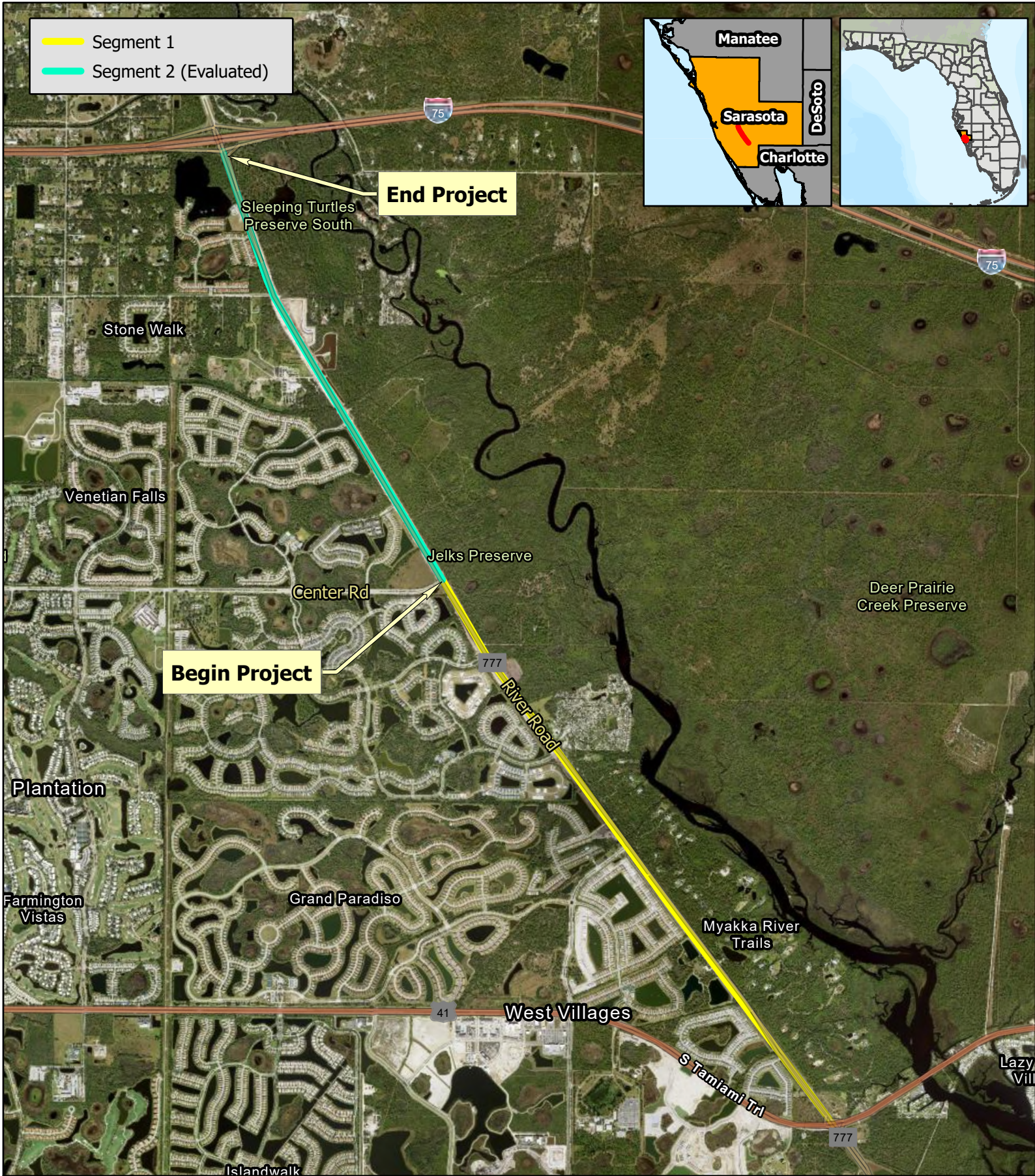


Figure 1-1: Project Location

FPID #: 445059-1-52-01
 River Road from Center Road to South of I-75
 Sarasota County, Florida

Data Source: ESA, ESRI



All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or consult the primary data sources to ascertain the usability of the information.



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.”³ The evaluation used methodology documented in the FDOT’s PD&E Manual.

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 acoustic 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.

**Table 2-1
FHWA Noise Abatement Criteria (NAC)**

Activity Category	Activity Leq(h) ¹		Evaluation Location	Description of Activity Category
	FHWA	FDOT		
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 ²	67	66	Exterior	Residential.
C ²	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 ²	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.

(Based on Table 1 of 23 CFR Part 772)

¹ The Leq(h) Activity Criteria values are for impact determination only and are not design standards for noise abatement measures.

² 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.

**Table 2-2
Typical Noise Levels**

COMMON OUTDOOR ACTIVITIES	NOISE LEVEL dB(A)	COMMON INDOOR ACTIVITIES
	---110---	Rock Band
Jet Fly-over at 1000 ft.	---100---	
Gas Lawn Mower at 3 ft.	---90---	
Diesel Truck at 50 ft., at 50 mph	---80---	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noise Urban Area (Daytime)	---70---	Vacuum Cleaner at 10 ft. Normal Speech at 3 ft.
Gas Lawn Mower at 100 ft. Commercial Area	---60---	Large Business Office Dishwasher Next Room
Heavy Traffic at 300 ft.	---50---	
Quiet Urban Daytime	---40---	Theater, Large Conference Room (Background)
Quiet Urban Nighttime	---30---	Library
Quiet Suburban Nighttime	---20---	Bedroom at Night, Concert Hall (Background)
Quiet Rural Nighttime	---10---	
Lowest Threshold of Human Hearing	---0---	Lowest Threshold of Human Hearing
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 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*⁵.

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.

**Table 3-1
Summary of Predicted Design Year Traffic Noise Levels¹**

Community Name	Site ID's ²	Sheet ²	Number/Type of Sites Represented	NAC Activity Category	Range of Future Build Predicted Traffic Noise Levels - Leq (dB(A))	Number of Impacted Sites	Barrier Number ³
Stoneybrook Landing	1-26	1	30 Residences	B	57.7 – 66.3	2	1
Stoneybrook	27-49	2	26 Residences	B	52.8 – 60.6	0	N/A
Isolated Residences	50-51, 101	3	3 Residences	B	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	B	58.6 – 68.4	15	2, 3
Trail at Jelks Preserve	91-100	1-2	1 Trail	C	58.3 – 69.6	1	N/A ⁴
Trail at Sleeping Turtles Preserve (South)	102-134	3	1 Trail	C	61.4 – 72.0	1	N/A ⁴

¹ A full list of Predicted Traffic Noise Levels is provided in Appendix D.

² Please refer to the Figures in Appendix C.

³ See Section 4.0 of this report.

⁴ 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 (ft²).

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"⁶. 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 benefitted 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.

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

Ground Mounted Barrier Height / Length (ft.)	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors			Avg ²	Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable?
	5-5.9	6-6.9	> 7	Impacted	Other ¹	Total				
8/700	1	0	0	1	0	1	5.2	Not Applicable 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

¹ Other = Receptors determined to not be impacted by the project (traffic noise levels less than 66 dB(A)) but benefited by the noise barrier.
² 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.

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**.

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

Ground Mounted Barrier Height / Length (ft.)	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors			Avg ²	Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable?
	5-5.9	6-6.9	> 7	Impacted	Other ¹	Total				
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	11	13	0	13	7.7	\$301,320	\$23,179	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

¹ Other = Receptors determined to not be impacted by the project (traffic noise levels less than 66 dB(A)) but benefited by the noise barrier.
² Avg = Average noise reduction applies only to "impacted" receptors that would receive at least a five dB(A) benefit from the noise barrier
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.
11. Right-of-Way needs including access rights, easements for construction and/or maintenance, and additional land	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 ¹	Barrier Height (ft.) ²	Barrier Length (ft.)	Location	Barrier Stationing	# of Benefited Receptors (≥5 dB(A) Reduction)			Average Noise Reduction ⁵	Total Estimated Cost ⁶	Cost Per Benefited Receptor
					Impacted ³	Not Impacted ⁴	Total			
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

¹ The recommended noise barrier location is graphically depicted on the Project Aerials in Appendix C.
² Barrier height refers to the height above finished grade.
³ Impacted: A future predicted traffic noise level that approaches, is equal to, or exceeds the NAC for a particular Activity Category.
⁴ Not Impacted: A future predicted traffic noise level that does not approach, equal, or exceed the NAC for a particular Activity Category.
⁵ Average noise reduction applies only to "impacted" receptors that would receive at least a 5 dB(A) benefit from the noise barrier.
⁶ Based on \$30/ft²

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).

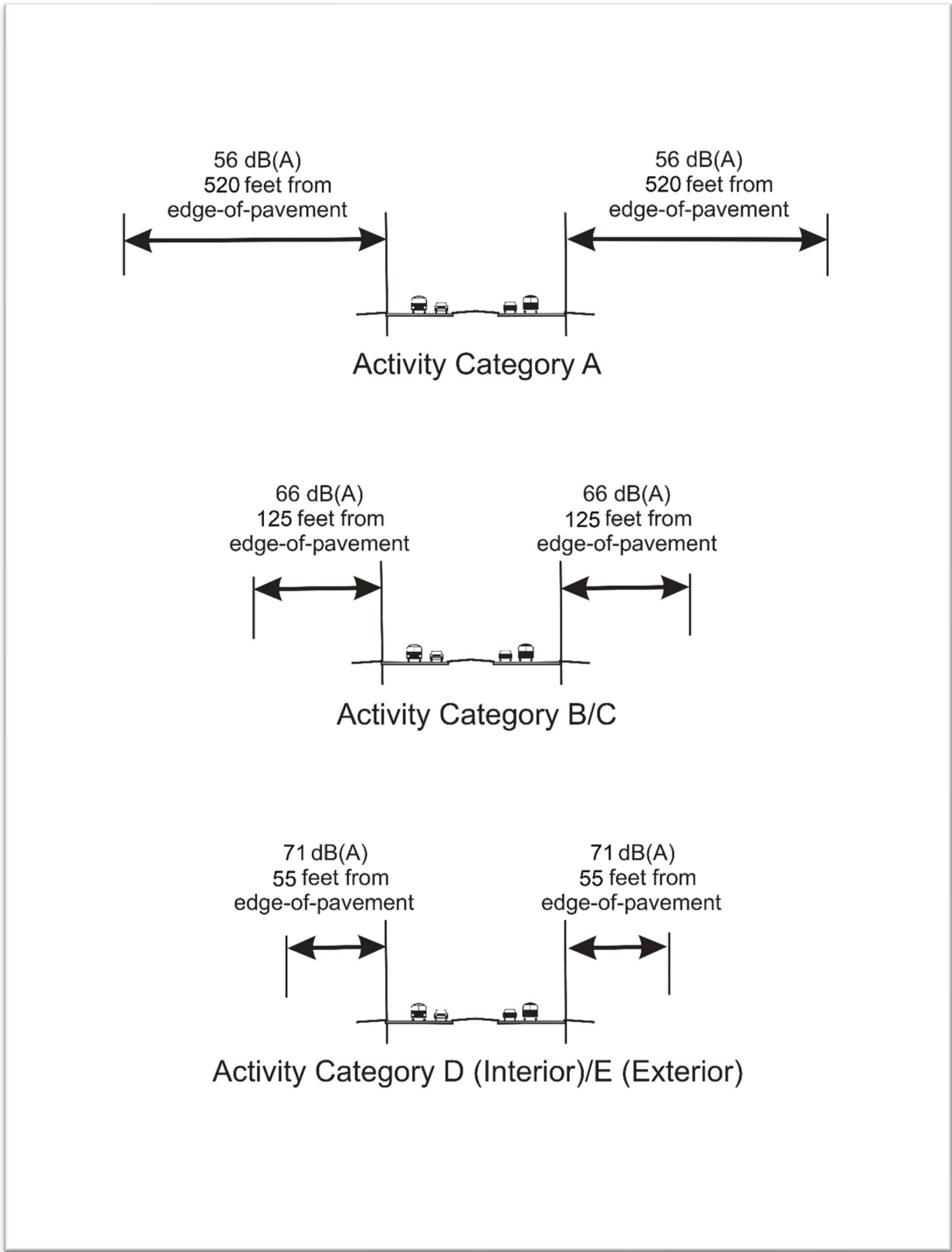
Providing a buffer between a roadway and future noise sensitive land uses is an abatement measure that can minimize or eliminate noise impacts in areas of future development. To encourage the use of this abatement measure through local land use planning and zoning, copies of this report, once finalized, will be shared with local Sarasota County officials consistent with state requirements found in FDOT’s traffic noise policy, documented in FDOT’s 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.

**Table 5-1
Noise Contour Distances**

River Road Segment	Activity Category (NAC)	Distance to 66.0 dB(A) ¹
Segment 2: Center Road to South of I-75	A (57 dB(A))	520 feet
	B/C (67 dB(A))	125 feet
	D ² (52 dB(A))	55 feet
	E (72 dB(A))	55 feet
¹ 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 may occur from shielding and/or terrain, and should be used for planning purposes only. ² 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.		

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”⁷ 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, 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 barriers, 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. 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 Florida, 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.

Sarasota County officials were solicited regarding their preferences related to noise barrier aesthetics for the roadway side of the noise barrier and were provided the same options as the residents. The same color/texture combination (light beige and ashlar stone) was selected by Sarasota County.

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, submitted barrier survey forms, and correspondence with Sarasota County.

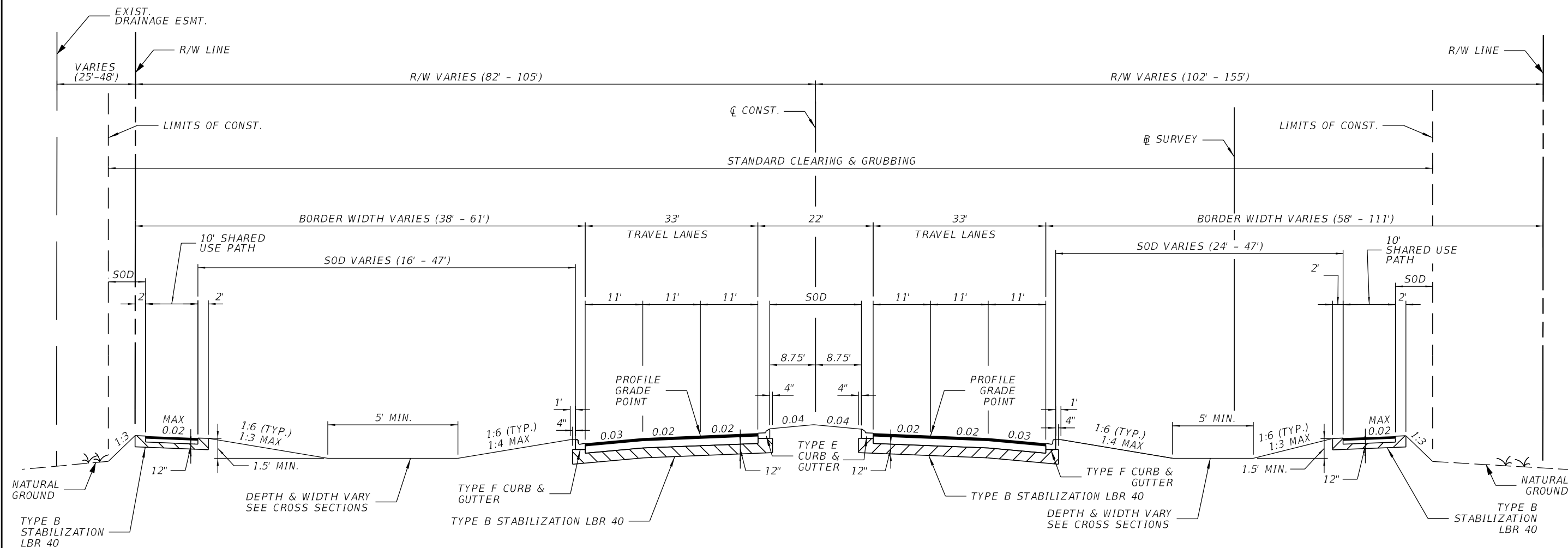
SECTION 8.0

References

1. 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.
2. 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 31, 2024.
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



RIVER ROAD
 CONST. STA. 623+00.00 TO STA. 635+50.75
 DESIGN SPEED = 45 MPH
 NTS

NEW CONSTRUCTION
 OPTIONAL BASE GROUP 9 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC C) (2-1/2")
 AND FRICTION COURSE FC-12.5 (TRAFFIC C) (1-1/2") (PG 76-22)

SHARED USE PATH
 OPTIONAL BASE GROUP 1 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC A) (1-1/2")

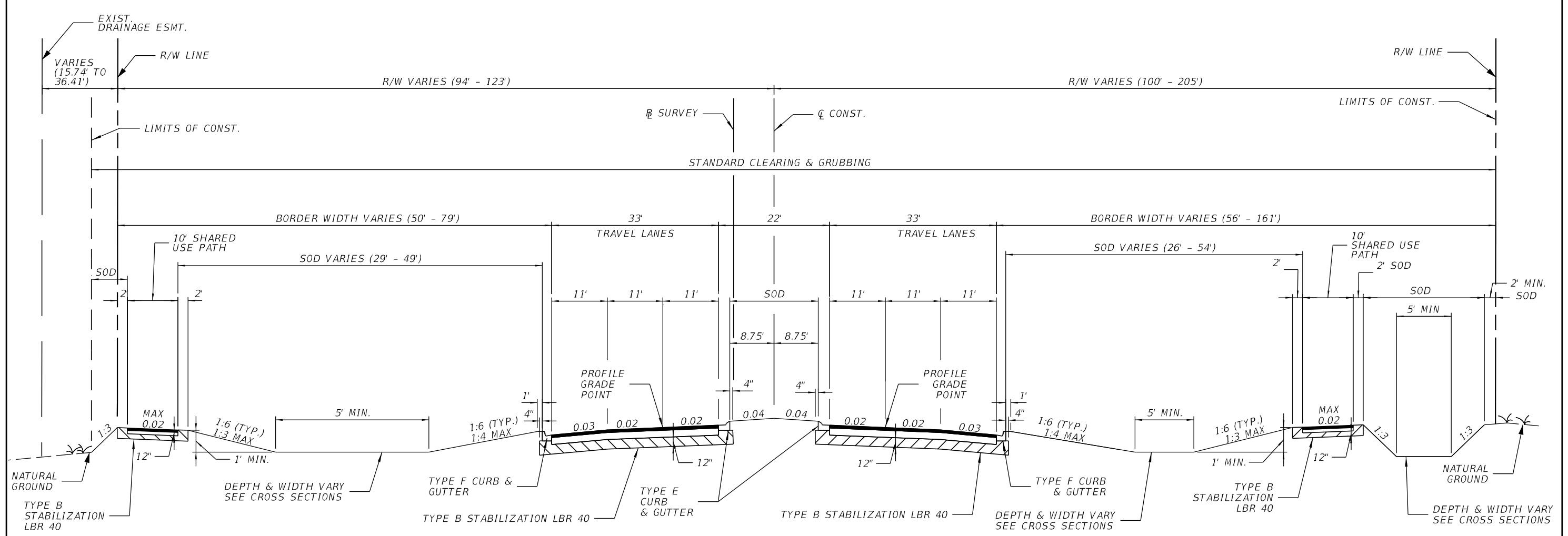
TRAFFIC DATA

YEAR = 2021 AADT = 28,241
 ESTIMATED OPENING YEAR = 2023 AADT = 30,105
 ESTIMATED DESIGN YEAR = 2043 AADT = 48,715
 K = 10% D = 58% T = 9% (24 HOUR)
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

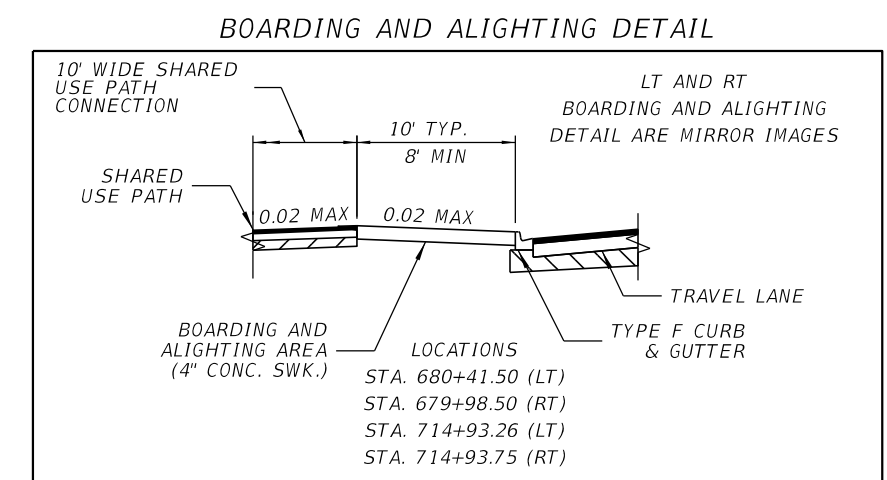
REVISIONS				ROSS S. SHILLINGFORD, P.E. P.E. LICENSE NUMBER 56901 STANTEC CONSULTING SERVICES, INC. 2056 VISTA PARKWAY, SUITE 100 WEST PALM BEACH, FLORIDA 33411	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 2
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					SR-777	SARASOTA	445059-1-52-01	

TYPICAL SECTION

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



RIVER ROAD
 CONST. STA. 635+50.75 TO STA. 740+99.92 (LT)
 STA. 635+50.75 TO STA. 741+80.00 (RT)
 DESIGN SPEED = 45 MPH
 NTS



TRAFFIC DATA

YEAR	= 2021 AADT = 27,376	
ESTIMATED OPENING YEAR	= 2023 AADT = 28,998	
ESTIMATED DESIGN YEAR	= 2043 AADT = 45,216	
K = 10%	D = 58%	T = 9% (24 HOUR)
DESIGN SPEED	= 45 MPH	
POSTED SPEED	= 45 MPH	

NEW CONSTRUCTION

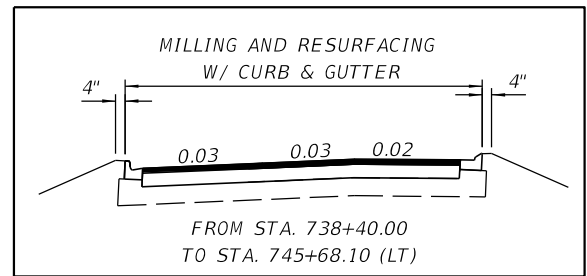
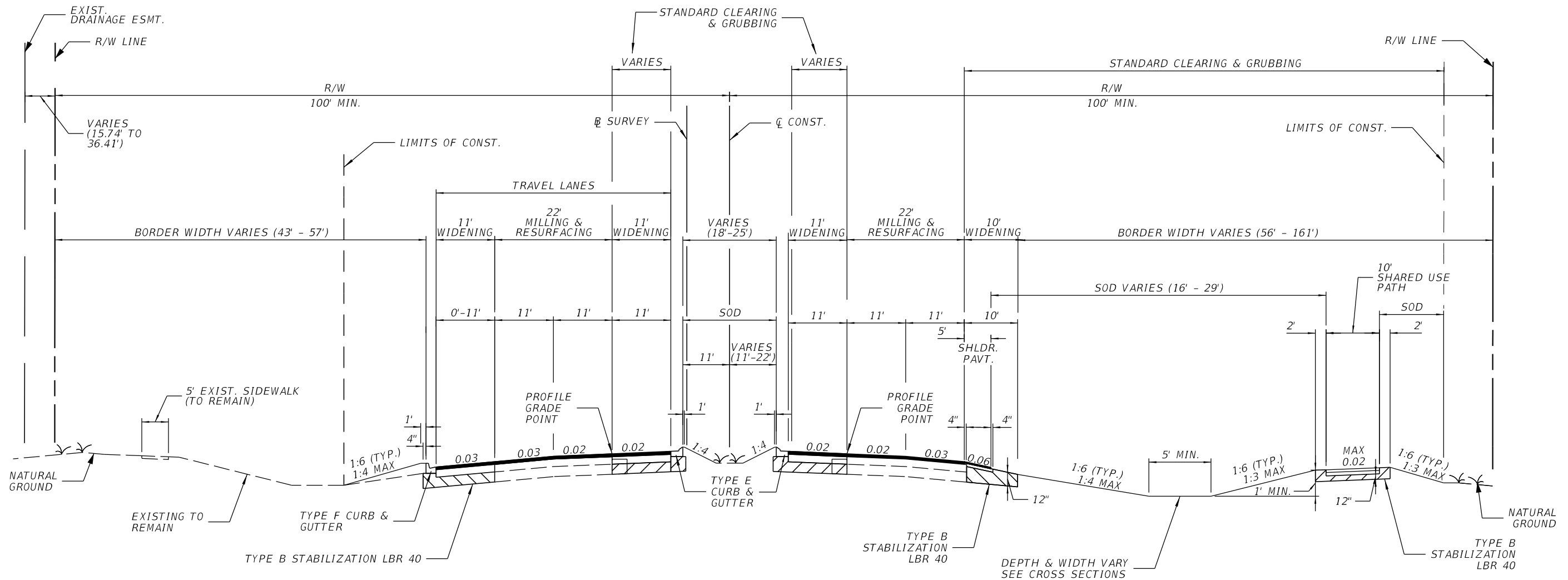
OPTIONAL BASE GROUP 9 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC C) (2-1/2")
 AND FRICTION COURSE FC-12.5 (TRAFFIC C) (1-1/2") (PG 76-22)

SHARED USE PATH

OPTIONAL BASE GROUP 1 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC A) (1-1/2")

REVISIONS				ROSS S. SHILLINGFORD, P.E. P.E. LICENSE NUMBER 56901 STANTEC CONSULTING SERVICES, INC. 2056 VISTA PARKWAY, SUITE 100 WEST PALM BEACH, FLORIDA 33411	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 3
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					SR-777	SARASOTA	445059-1-52-01	

TYPICAL SECTION



RIVER ROAD
 Q CONST. STA. 740+99.92 TO STA. 745+68.10 (LT)
 STA. 741+80.00 TO STA. 745+68.10 (RT)
 DESIGN SPEED = 45 MPH
 NTS

MILLING & RESURFACING
 MILL EXISTING ASPHALT PAVEMENT (1-1/2" AVG. DEPTH)
 TYPE SP (TRAFFIC C) OVERBUILD (5" AVERAGE)
 TYPE SP STRUCTURAL COURSE (TRAFFIC C) (2")
 AND FRICTION COURSE FC-12.5 (TRAFFIC C) (1-1/2") (PG 76-22)

NEW CONSTRUCTION (PAVED SHOULDER)
 OPTIONAL BASE GROUP 1
 FRICTION COURSE FC-12.5 (TRAFFIC C) (1-1/2") (PG 76-22)

WIDENING
 OPTIONAL BASE GROUP 9 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC C) (2-1/2")
 AND FRICTION COURSE FC-12.5 (TRAFFIC C) (1-1/2") (PG 76-22)

SHARED USE PATH
 OPTIONAL BASE GROUP 1 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC A) (1-1/2")

MILLING & RESURFACING (PAVED SHOULDER)
 MILL EXISTING ASPHALT PAVEMENT (1-1/2" AVG. DEPTH)
 FRICTION COURSE FC 21.5 (TRAFFIC C) (1-1/2") (PG 76-22)

TRAFFIC DATA

YEAR = 2021 AADT = 27,376
 ESTIMATED OPENING YEAR = 2023 AADT = 28,998
 ESTIMATED DESIGN YEAR = 2043 AADT = 45,216
 K = 10% D = 58% T = 9% (24 HOUR)

 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

REVISIONS				ROSS S. SHILLINGFORD, P.E. P.E. LICENSE NUMBER 56901 STANTEC CONSULTING SERVICES, INC. 2056 VISTA PARKWAY, SUITE 100 WEST PALM BEACH, FLORIDA 33411	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TYPICAL SECTION	SHEET NO. 4
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR-777	SARASOTA	445059-1-52-01			

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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 & Reconstruction
Segment Description:	Center Road to I-75 (6-Lane Typical)
Section Number:	2
Mile Post To/From:	0

Existing Facility:		D =	53.00%	%
Year:	2022	T24 =	10.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1019	Tpeak =	5.00%	% of Design Hour Volume
Demand Peak Hour Volume:	1	MT =	1.73%	% of Design Hour Volume
Posted Speed:	45	HT =	3.20%	% of Design Hour Volume
		B =	0.07%	% of Design Hour Volume
		MC =	0.30%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	53.00%	%
Year:	2044	T24 =	10.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1019	Tpeak =	5.00%	% of Design Hour Volume
Demand Peak Hour Volume:	1	MT =	1.73%	% of Design Hour Volume
Posted Speed:	45	HT =	3.20%	% of Design Hour Volume
		B =	0.07%	% of Design Hour Volume
		MC =	0.30%	% of Design Hour Volume

Build Alternative (Design Year):		D =	53.00%	%
Year:	2044	T24 =	10.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2751	Tpeak =	5.00%	% of Design Hour Volume
Demand Peak Hour Volume:	1	MT =	1.73%	% of Design Hour Volume
Posted Speed:	45	HT =	3.20%	% of Design Hour Volume
		B =	0.07%	% of Design Hour Volume
		MC =	0.30%	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: B. Kirkpatrick  Date: 10/6/2023
 Print Name Signature

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

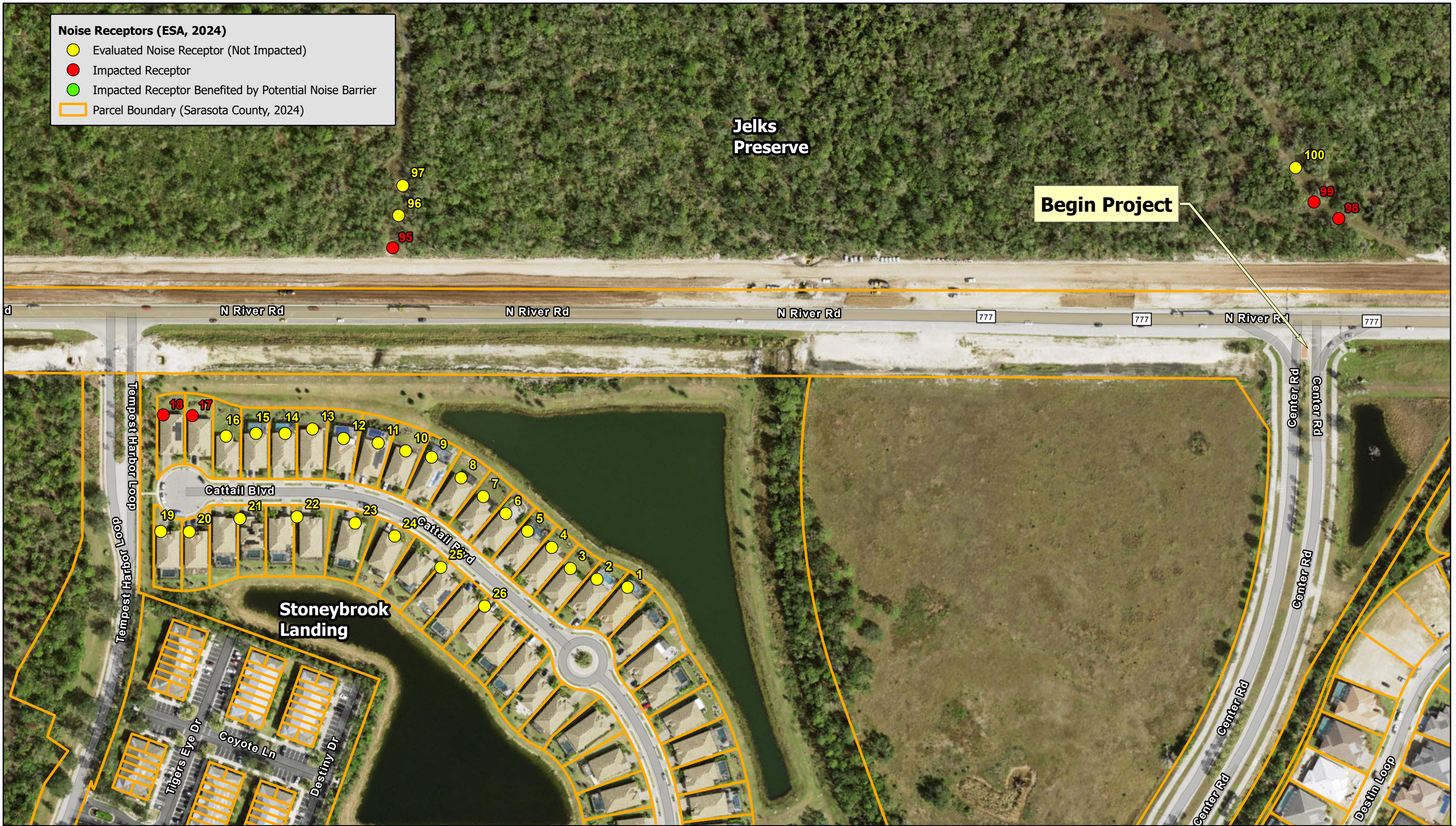
FDOT Reviewer: Brittany Nichols  Date: 10/06/2023 | 1:53 PM EDT
 Print Name Signature

APPENDIX C

Project Aerials

Noise Receptors (ESA, 2024)

- Evaluated Noise Receptor (Not Impacted)
- Impacted Receptor
- Impacted Receptor Benefited by Potential Noise Barrier
- ▭ Parcel Boundary (Sarasota County, 2024)



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

Data Source: ESA, ESRI, Stantec, Sarasota County

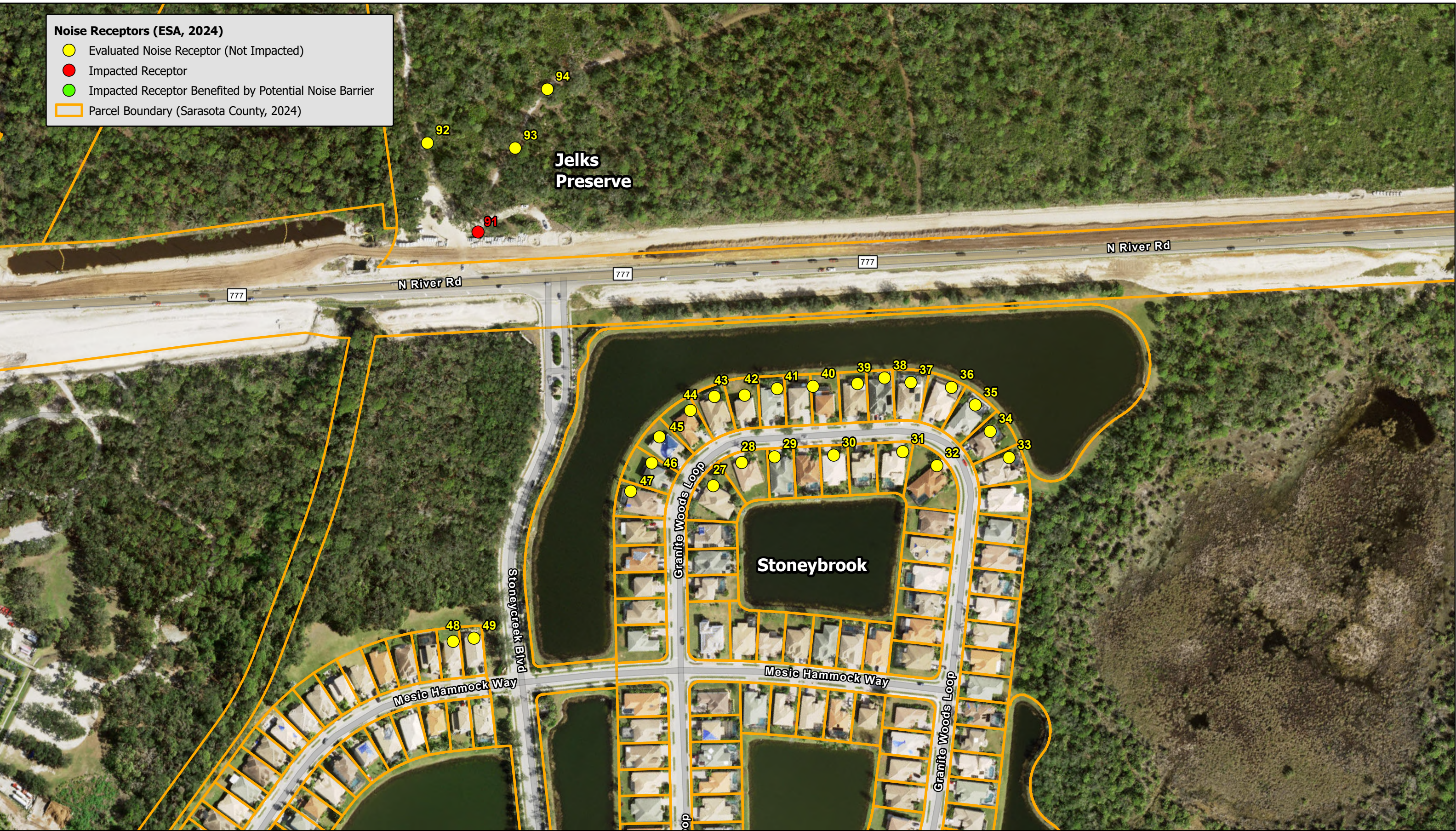


All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or consult the primary data sources to ascertain the usability of the information.



Noise Receptors (ESA, 2024)

- Evaluated Noise Receptor (Not Impacted)
- Impacted Receptor
- Impacted Receptor Benefited by Potential Noise Barrier
- Parcel Boundary (Sarasota County, 2024)



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



All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or consult the primary data sources to ascertain the usability of the information.

Data Source: ESA, ESRI, Stantec, Sarasota County



Noise Receptors (ESA, 2024)

- Evaluated Noise Receptor (Not Impacted)
- Impacted Receptor
- Impacted Receptor Benefited by Potential Noise Barrier
- ▭ Parcel Boundary (Sarasota County, 2024)



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



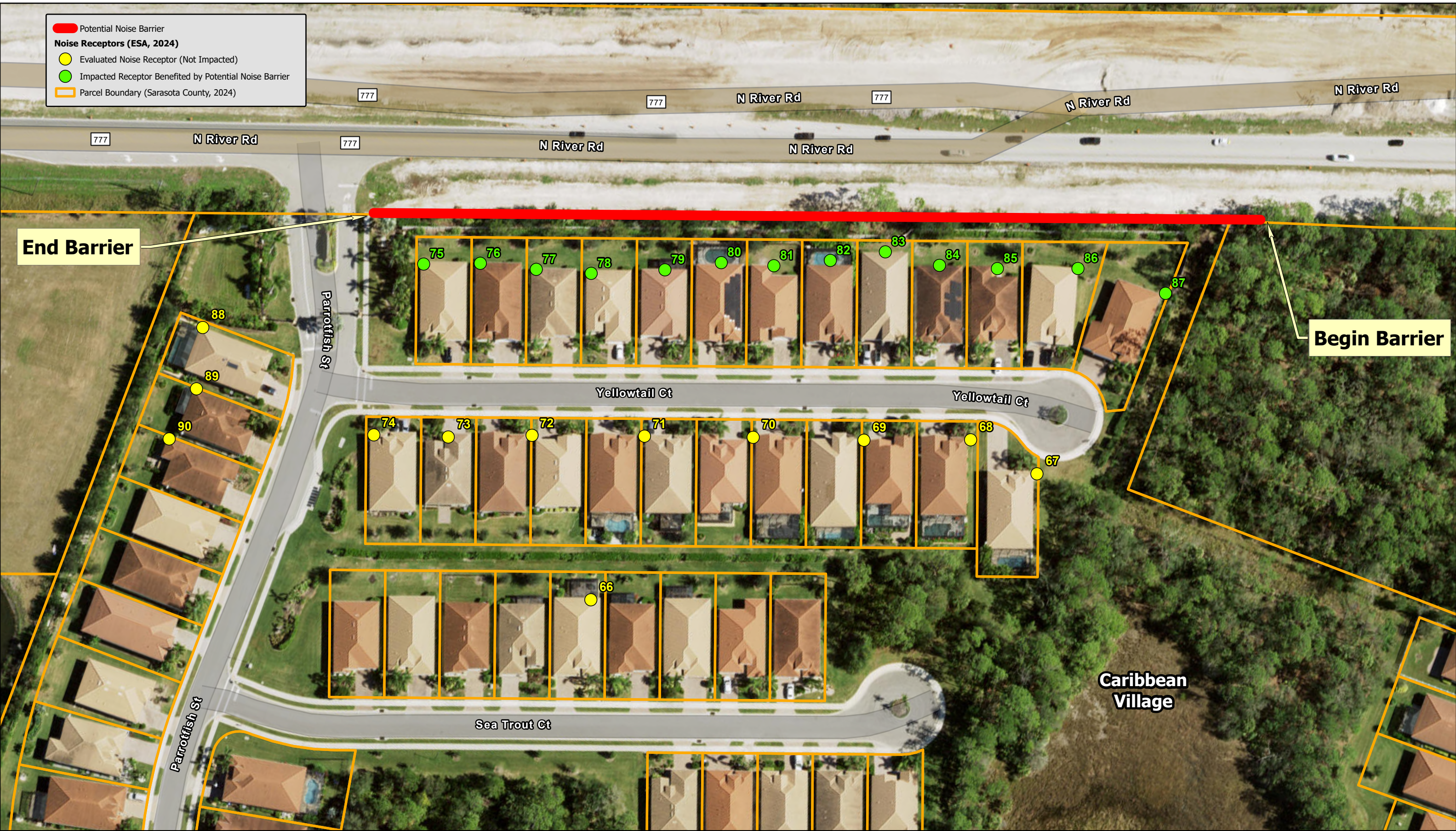
All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or consult the primary data sources to ascertain the usability of the information.



Potential Noise Barrier

Noise Receptors (ESA, 2024)

- Evaluated Noise Receptor (Not Impacted)
- Impacted Receptor Benefited by Potential Noise Barrier
- Parcel Boundary (Sarasota County, 2024)



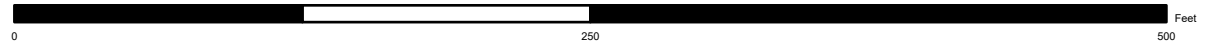
Appendix C: Project Aerials

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

Data Source: ESA, ESRI, Stantec, Sarasota County



All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or consult the primary data sources to ascertain the usability of the information.



APPENDIX D

Predicted Traffic Noise Levels

Appendix D: Predicted Traffic Noise Levels

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

Appendix D: Predicted Traffic Noise Levels

Site ID	# of Units	Land Use / Location	NAC Activity Category	Leq(h) - dB(A)	Approaches, Meets, or Exceeds NAC?
				Future Build (2044)	
49	1	Residential / Stoneybrook	B	52.9	No
50	1	Isolated Residential	B	61.2	No
51	1	Isolated Residential	B	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	B	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	65.4	No
61	2	Residential / Caribbean Village	B	65.5	No
62	1	Residential / Caribbean Village	B	67.0	Yes
63	1	Residential / Caribbean Village	B	67.9	Yes
64	1	Residential / Caribbean Village	B	60.0	No
65	1	Residential / Caribbean Village	B	60.7	No
66	9	Residential / Caribbean Village	B	58.6	No
67	1	Residential / Caribbean Village	B	60.9	No
68	1	Residential / Caribbean Village	B	61.6	No
69	2	Residential / Caribbean Village	B	61.5	No
70	2	Residential / Caribbean Village	B	61.6	No
71	2	Residential / Caribbean Village	B	61.5	No
72	2	Residential / Caribbean Village	B	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	B	67.6	Yes
76	1	Residential / Caribbean Village	B	67.6	Yes
77	1	Residential / Caribbean Village	B	67.4	Yes
78	1	Residential / Caribbean Village	B	67.2	Yes
79	1	Residential / Caribbean Village	B	67.4	Yes
80	1	Residential / Caribbean Village	B	67.7	Yes
81	1	Residential / Caribbean Village	B	67.6	Yes
82	1	Residential / Caribbean Village	B	67.9	Yes
83	1	Residential / Caribbean Village	B	68.4	Yes
84	1	Residential / Caribbean Village	B	67.6	Yes
85	1	Residential / Caribbean Village	B	67.5	Yes
86	1	Residential / Caribbean Village	B	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	B	60.9	No
91	1	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	C	58.4	No
95		Jelks Preserve Trail	C	69.6	Yes
96		Jelks Preserve Trail	C	65.7	No

Appendix D: Predicted Traffic Noise Levels

Site ID	# of Units	Land Use / Location	NAC Activity Category	Leq(h) - dB(A)	Approaches, Meets, or Exceeds NAC?
				Future Build (2044)	
97		Jelks Preserve Trail	C	63.2	No
98		Jelks Preserve Trail	C	67.9	Yes
99		Jelks Preserve Trail	C	66.7	Yes
100		Jelks Preserve Trail	C	64.1	No
101	1	Isolated Residential	B	60.2	No
102	1	Sleeping Turtles Preserve (South) Trail	C	65.3	No
103	1	Sleeping Turtles Preserve (South) Trail	C	67.7	Yes
104	1	Sleeping Turtles Preserve (South) Trail	C	71.7	Yes
105	1	Sleeping Turtles Preserve (South) Trail	C	72.0	Yes
106	1	Sleeping Turtles Preserve (South) Trail	C	71.2	Yes
107	1	Sleeping Turtles Preserve (South) Trail	C	71.1	Yes
108	1	Sleeping Turtles Preserve (South) Trail	C	71.1	Yes
109	1	Sleeping Turtles Preserve (South) Trail	C	70.4	Yes
110	1	Sleeping Turtles Preserve (South) Trail	C	70.5	Yes
111	1	Sleeping Turtles Preserve (South) Trail	C	70.5	Yes
112	1	Sleeping Turtles Preserve (South) Trail	C	70.2	Yes
113	1	Sleeping Turtles Preserve (South) Trail	C	70.8	Yes
114	1	Sleeping Turtles Preserve (South) Trail	C	61.4	No
115	1	Sleeping Turtles Preserve (South) Trail	C	63.8	No
116	1	Sleeping Turtles Preserve (South) Trail	C	68.3	Yes
117	1	Sleeping Turtles Preserve (South) Trail	C	70.2	Yes
118	1	Sleeping Turtles Preserve (South) Trail	C	70.4	Yes
119	1	Sleeping Turtles Preserve (South) Trail	C	70.9	Yes
120	1	Sleeping Turtles Preserve (South) Trail	C	70.3	Yes
121	1	Sleeping Turtles Preserve (South) Trail	C	70.1	Yes
122	1	Sleeping Turtles Preserve (South) Trail	C	70.5	Yes
123	1	Sleeping Turtles Preserve (South) Trail	C	70.5	Yes
124	1	Sleeping Turtles Preserve (South) Trail	C	70.7	Yes
125	1	Sleeping Turtles Preserve (South) Trail	C	70.4	Yes
126	1	Sleeping Turtles Preserve (South) Trail	C	70.7	Yes
127	1	Sleeping Turtles Preserve (South) Trail	C	71.0	Yes
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	71.2	Yes
131	1	Sleeping Turtles Preserve (South) Trail	C	70.8	Yes
132	1	Sleeping Turtles Preserve (South) Trail	C	70.9	Yes
133	1	Sleeping Turtles Preserve (South) Trail	C	69.0	Yes
134	1	Sleeping Turtles Preserve (South) Trail	C	65.7	No

APPENDIX E

TNM Files (Provided Electronically)

APPENDIX F

Special Land Use Preliminary Screening Worksheets

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)	8,760
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	1
Number of Days per week the SLU is operational	7
Number of weeks per year the SLU is operational	52
Person-Hours per Year SLU is available for use	45,136
Equivalent Residence (ER)	2.00
Isolated SLU Eligible for Noise Barrier Evaluation?	ELIGIBLE

APPENDIX G

Community Coordination Documentation

Noise Barrier Survey Package Example



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
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 22-foot 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, September 12, 2024, also. Please use this link to register 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 nikki.gilmer@dot.state.fl.us. 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 nikki.gilmer@dot.state.fl.us. 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 Cynthia.Sykes@dot.state.fl.us at least seven days prior to the workshop.



 Potential Noise Barrier

End Barrier

Begin Barrier

Caribbean Village



All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or consult the primary data sources to ascertain the usability of the information.

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



Data Source: ESA, ESRI, Stantec



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

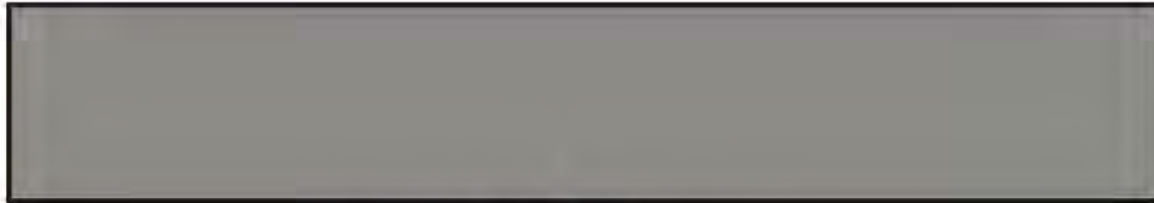
**Florida Department
of
Transportation**



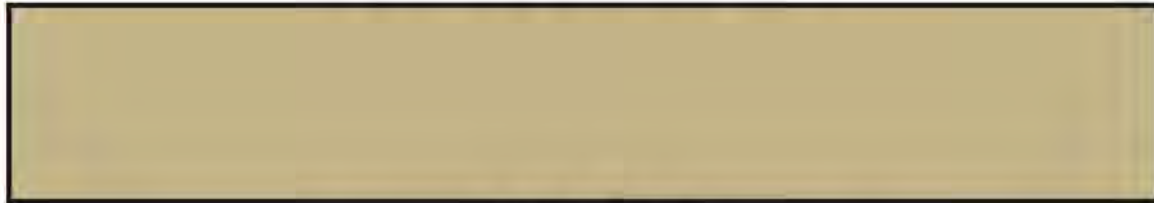
**District One
801 North Broadway
Bartow, Florida 33830-8161**

Color

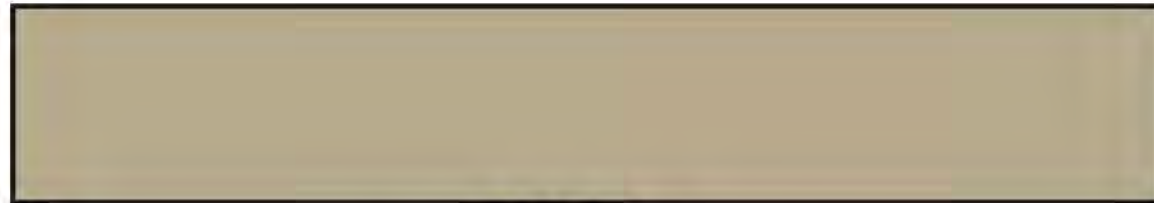
Color Options



Gray
Federal Shade No. 36314



Light Beige
Federal Shade No. 33578



Dark Beige
Federal Shade No. 33522

Texture

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)

Colors may vary due to reproduction

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)



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: 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)

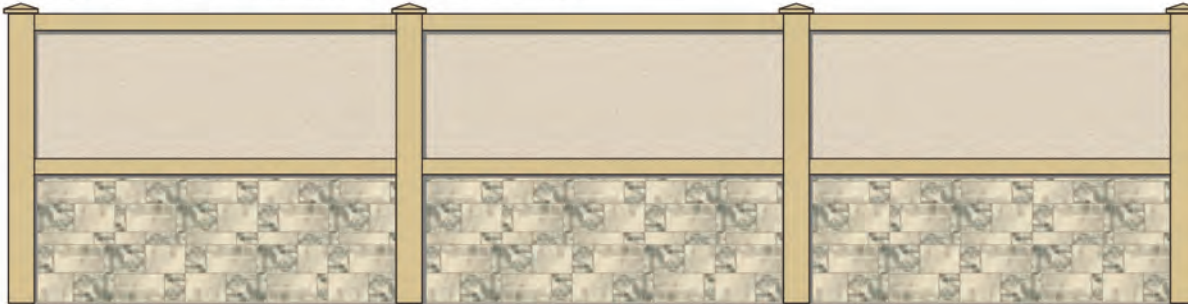
Colors may vary due to reproduction

Smooth and Ashlar Stone Combination

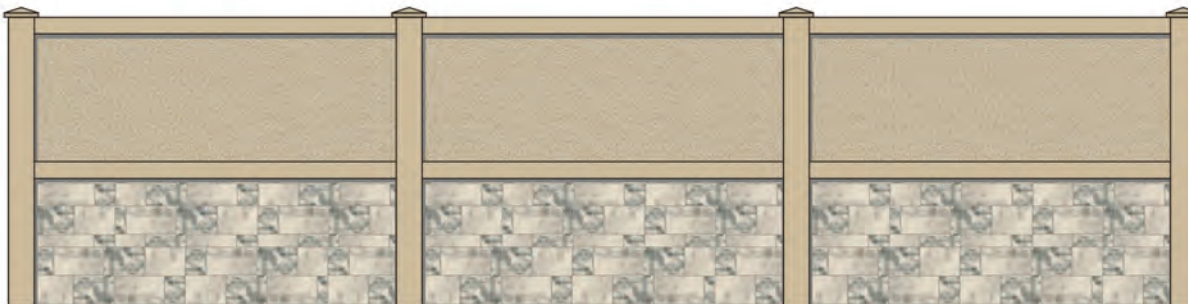
(See detailed description of post and panel textures below)



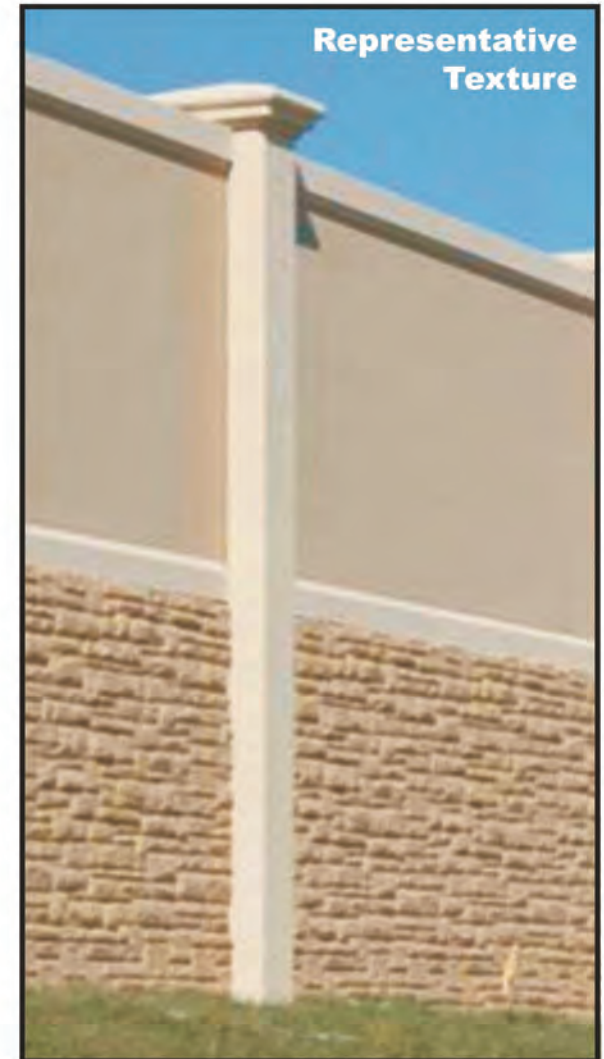
Gray (Federal Shade No. 36314)



Light Beige (Federal Shade No. 33578)



Dark Beige (Federal Shade No. 33522)



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)

Survey # _____

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.

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 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: _____

Status of person completing this Survey (check one):

Property Owner _____ Legal Representative _____ Resident _____

Address: _____

Telephone number: _____ Signature: _____

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

Caribbean Village Community Workshop
Sign-In Sheets



SR 777 (River Road)
Caribbean Village Community
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	JJ
Mike Mulbarger	ESA/Environmental Science Associates	MM
Austin Bayoumi	Consor	
Matthew Kirkland	Consor	
Brian McKishnie	Consor	BK
Lisa Propps	Consor	LP
Dave Crigger	Stantec	DC
Donald Mattson	Stantec	DM
Lori Buck <i>Lori Buck</i>	Quest	LB
Ivan Rodriguez	Quest	IR
Emily Barnett	FDOT	EB
Michael Sheron	FDOT	MS
Chris Sobwa	de Moya	CS

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 (Nombre)	EMAIL ADDRESS (Dirección de Correo Electrónico)
GEORGE A. SITES	GEORGE.SITES@GMAIL.COM
Paul & June McCoy	mccoyonln1@comcast.net
Diana A. Gately	dgately56@gmail.com
LILLIAN YANCH	LANL@AOL.COM
JOHN YANCH	JY47@AOL.COM
Rhodney Dobson Donna Dobson	11726 Goombay Ct dkraftcpr@yahoo.com
RD Mauer	11745 GOOMBAY CT RDMAUER@COMCAST.NET
Curt Karen LeFevere	11634 Parrot fish St CLL1124@aol.com
Nancy Maynard	11941 Goombay Ct. N MAYNARD1980@gmail
Fred Franklin	11670 Parrot fish setfranklin2@live.com
Suzanne & David Linger	11733 Goombay Ct,
Jo Melnik & Grace Dross	11788 Goombay Ct. jmelnik51@gmail.com
Denise & Susan Daniels	19345 Yellowtail Ct dad1069@aol.com
Bill & Moe Watkins	19316 Yellowtail b4444@msn.com
D. WINGARD	11733 GOOMBAY
Joan Brinton	11705 Goombay Ct

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)
T. RENELLA	11499 BLACKFIN ST
K. BRUNSON	11705 GOVARD ST
Ramona & Ron Jung	jinjung@yahoo.com
Paul J. Scioletti	Paul.Scioletti99@gmail.com
Enot Medina	enot.medina71@gmail.com
Kellee Mefferd	kelleetoo@gmail.com
Linda DiAngelo	lindadiangelo3016@gmail.com
William Luce	wluce917@gmail.com
Tom ONACIUA	tonacella@gmail.com
Jessica Scioletti	Jessica.scioletti@gmail.com
Vimala Thamburaj	pthamburaj@aol.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 18

Webinar ID	Actual Start Date/Time	Duration	
476-582-363	09/12/2024 05:52 PM EDT - 09/12/2024 07:02 PM EDT (1 hour 10 minutes)	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	
Heonis	Kristal	kls0859@yahoo.com	I live on the corner of Parrotfish and River Road. Our noise is terrible. Why wouldn't it at least extend through our corner?
Hewitson	Linda	designsunleashedarf@gmail.com	
Hnelosub	Rhonda	fredrhondah71618@outlook.com	What is the speed limit going to be coming off 75 to east venice Ave. Can 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	
Riazzi	Greg	gregriazzi@gmail.com	who is responsible for maintenance of the barrier? state or CV?
Riazzi	Greg		the barrier stops at Parrotfish. why 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 foliage (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 Summary Results			Texture Options			Color		
Total Surveys Received	Yes	No	Ashlar Stone	Split Face Runng Bond	Ashlar Stone Combo	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

Survey # 75

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.

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 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: Rhonda + Fred Hnelosub

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19308 Yellowtail Court Venice FL 34292

Telephone number: 315-796-6323 Signature: Rhonda Hnelosub

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

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.

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 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: Craig Claybaugh

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19312 Yellowtail CT, Venice, FL 34292

Telephone number: 920-203-9542 Signature: [Signature]

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

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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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 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: SAVE THE TREES + SHRUBS

Name of person completing this Survey: WILLIAM WATKINS

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19316 YELLOWTAIL CT

Telephone number: 770-652-2884 Signature: [Signature]

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

Survey # 77R

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

concrete?

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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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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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 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:

ANY FOILIAGE (TREES/SHRUBS)? PLEASE LET STAY

Name of person completing this Survey:

MAUREEN & WILLIAM WATKINS

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19316 YELLOWTAIL CT

Telephone number: 770-869-6219
770-652-2884

Signature: Maureen Watkins

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

SIGNED: [Signature] 9/13/24

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

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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

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)?

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Posts – Smooth
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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: JAMES B AYRES

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 B Ayres

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

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

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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

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
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- 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: JAMES EVERTS

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19328 YELLOWTAIL CT

Telephone number: 541 300 0855 Signature: 

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

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

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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

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: Linda M. DiAngelo

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19332 Yellowtail Court, Venice, FL 34292

Telephone number: 856-357-6930

Signature: Linda M. DiAngelo

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

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.

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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)?**

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
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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:

THANK YOU CAN'T WAIT,

Name of person completing this Survey:

ROBERT MILLIKEN

Status of person completing this Survey (check one):

Property Owner

Legal Representative

Resident

Address:

19336 YELLOWTAIL CT.

VENICE, FL 34292

Telephone number:

239-289-8494

Signature:

Robert Milliken

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

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

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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

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

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- i. Panels – Ashlar Stone with a Smooth Horizontal Band at top;
Posts – Smooth
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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: Please put this up as noise is already high

Name of person completing this Survey: Dawn Christofferson

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19340 Yellowtail Court

Telephone number: 941-468-7787

Signature: Dawn M. Christofferson

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

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

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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

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: NONE

Name of person completing this Survey: EWOT & Christine Medina

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19344 YELLOWTAIL COURT

Telephone number: 909 361 1488 Signature: [Signature]

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

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

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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

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)?

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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: Alexis Gordon

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19340 Yellowtail Ct. Venice 34292

Telephone number: 352-219-9532 Signature: [Signature]

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

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

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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:

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Posts – Smooth
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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: None

Name of person completing this Survey: Paul Scarlett

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19352 YellowAval Ct

Telephone number: 203 617 5400 Signature: 

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

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

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Yes No

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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: excited to have this barrier!

Name of person completing this Survey: Cheryl Price

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: 19356 yellowtail court

Telephone number: 863-812-6298 Signature: Cheryl Price

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

** I have tenants in that home, Frank + Judy Rossi. They will also likely fill one of these out. ☺*

Survey # 87R

Noise Barrier Survey Form – Caribbean Village Community

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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 No

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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: 200 9729569

Signature: 

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

Sarasota County Correspondence



FDOT D-1 FPID #445059-1 River Road 6 Lane Expansion - Proposed Noise Barrier color and texture

From Ken Stokes <kstokes@scgov.net>

Date Wed 12/4/2024 3:41 PM

To Gilmer, Nikki <Nikki.Gilmer@dot.state.fl.us>; Michael Mulbarger <MMulbarger@esassoc.com>; James, Jeffrey W <Jeffrey.James@dot.state.fl.us>

Cc Ken Stokes <kstokes@scgov.net>; Paula Wiggins <pwiggins@scgov.net>; Donald DeBerry <ddeberry@scgov.net>; Spencer Anderson <sanderso@scgov.net>; Thai Tran <ttran@scgov.net>; Carolyn Eastwood <ceastwoo@scgov.net>

2 attachments (2 MB)

A&D Sheet and Aesthetics.pdf; Barrier 3_11022023.pdf;

Hi Nikki,

Sarasota County Public Works staff has reviewed the color and texture options you provided for the proposed N. River Road noise wall along the roadway side of Caribbean Village. We concur with the FDOT's recommendation to use the **light beige color** and **Ashlar Stone texture** matching the residents interior wall selection.

This same noise wall color/texture combination is currently in use by the FDOT along portions of I-75 within Sarasota County creating visual consistency. Also, just a brief reminder that the N. River Road widening project doesn't lie within the City of Venice, but rather within Unincorporated Sarasota County. Thank you for reaching out to us and please advise if we can be of further assistance.

Best Regards,

Ken Stokes, P.E., MBA

Infrastructure Coordination Program Manager
Sarasota County Public Works, Transportation

1001 Sarasota Center Blvd, Sarasota, FL 34240

MS Teams: sjp:kstokes@scgov.net

Office: 941-861-0864

Cell: 941-500-2259

Email: kstokes@scgov.net

Web: www.scgov.net



All email sent to and from Sarasota County Government

is subject to the public record laws of the State of Florida.

To learn more about Florida's Sunshine Law [click here](#).



From: Paula Wiggins <pwiggins@scgov.net>
Sent: Friday, November 22, 2024 8:38 AM
To: Gilmer, Nikki <Nikki.Gilmer@dot.state.fl.us>
Cc: Mike Mulbarger (mmulbarger@esassoc.com) <MMulbarger@esassoc.com>; James, Jeffrey W <Jeffrey.James@dot.state.fl.us>; Spencer Anderson <sanderso@scgov.net>; Donald DeBerry <ddeberry@scgov.net>; Carolyn Eastwood <ceastwoo@scgov.net>; Thai Tran <ttran@scgov.net>; Ken Stokes <kstokes@scgov.net>
Subject: RE: Florida Department of Transportation District One FPID #445059-1 River Road 6 Lane Expansion Proposed Noise Barrier Coordination

Thank you, Ms. Gilmer. Please note that River Road is within the Unincorporated Sarasota County. County staff will work towards meeting the December 6th deadline to provide input on the color and texture of the noise wall.

Have a wonderful Thanksgiving,
Paula

Paula R. Wiggins, P.E., MBA
Transportation Planning Manager
Sarasota County Public Works, Transportation

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From: Gilmer, Nikki <Nikki.Gilmer@dot.state.fl.us>
Sent: Friday, November 22, 2024 8:00 AM
To: Paula Wiggins <pwiggins@scgov.net>
Cc: Mike Mulbarger (mmulbarger@esassoc.com) <MMulbarger@esassoc.com>; James, Jeffrey W <Jeffrey.James@dot.state.fl.us>
Subject: Florida Department of Transportation District One FPID #445059-1 River Road 6 Lane Expansion Proposed Noise Barrier Coordination

You don't often get email from nikki.gilmer@dot.state.fl.us. [Learn why this is important](#)

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Good morning Ms. Wiggins,

My name is Nikki Gilmer and I am FDOT's District One's Noise Specialist. I am reaching out to you regarding the noise barrier wall that is proposed to be constructed adjacent to the Caribbean Village community as part of ongoing improvements to the River Road (SR 777). Please see the attachments for a figure of where the barrier is being proposed. The Department has recently completed a survey of the adjacent residents within the Caribbean Village community regarding their color and texture preferences for the residential (non-roadway) side of the proposed barrier. Those results indicate that residents are in favor of the light beige color and ashlar stone texture.

I am writing to you to solicit the color and texture preference of the City of Venice (Note: You've reached out to Sarasota County and the N. River Road project doesn't lie within the COV). I have provided copies of available color and texture options (attached) offered by the Department for the roadway side of the barrier. My recommendation is match what the residents have selected, however, the final decision is up to the City of Venice (please see note above). Please provide your preference to me no later than **December 6th, 2024.**

Please feel free to contact me if you have any questions.

Thanks,

Nikki Gilmer

ETDM Coordinator & Environmental Project Manager

Florida Department of Transportation | District One

801 North Broadway Ave | Bartow, FL 33830

Phone: (863) 519-2375 Email: nikki.gilmer@dot.state.fl.us

