

State Road (SR) 777 (River Road) from Center Road to I-75
Sarasota County, FL

PD&E STUDY RE-EVALUATION REPORT

Financial Project ID: 200610-1-21-01 / 445059-1-52-01

Federal Aid Number: FL38-001-R

ETDM Number: N/A

Prepared for



Florida Department of Transportation
District One
801 N. Broadway Avenue
Bartow, FL 33830

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 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.

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: Design Change

B. Original approved Environmental Document:

Document Type: Type 2 CE

Date of Approval: 03/16/2004

Project Numbers:

N/A

200610-1-21-01

FL38-001-R

445059-1-52-01

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: ENGLEWOOD/INT/CONN FROM CHARLOTTE C/L TO I-75

Project Location: FDOT District 1 (Sarasota County)

Project Limits: Englewood Interstate Connector from SR 776 to the North River Road/I-75 Interchange

C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
200610-2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	09/16/2008	09/23/2008	09/23/2008

Description of Approval:

Federal Highway Administration (FHWA) approved a Design Change, and Right of Way Acquisition Re-Evaluation. The design changes addressed an 88-foot alignment shift to east, from south of Center Road to north of Venice Avenue, a distance of approximately 1.5 miles. The alignment shift was necessary to avoid residential impacts consistent with local land use planning approved subsequent to the PD&E Study. The typical section median widths have been modified from the original approved PD&E Study typical section widths of 22 feet and 46 feet to 30 feet and 54 feet respectively. Additionally, 6-foot 6-inch paved urban shoulders have been added to the inside travel lanes and the design speed has been reduced to 50 mph for the segment from south of US 41 to north of Center Road. These changes were required after FHWA approval of the Type 2 CE due to the design criteria changes implemented in the 2006 FDOT Plans Preparation Manual.

445059-1-52 01	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	01/12/2022	01/12/2022	01/12/2022
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Description of Approval:

The design changes associated with the last reevaluation included the following:

Typical Section:

The typical section median widths have been modified since the 2008 Reevaluation from 30 feet and 54 feet to 22 feet [0.15 miles north of US 41 to Centerline Road (Sta. 475+00 to 635+50)] and 44 feet [Centerline Road to 0.19 miles north of Parrotfish Street (Sta. 635+50 to 745+61)] respectively. The original approved PD&E Study typical section widths were 22 feet and 46 feet respectively. The design speeds have been reduced to 45 mph from north of US-41 to south of I-75. The original approved PD&E Study design speed was 60 mph. The 2008 Reevaluation reduced the design speed to 50 mph for the segment from south of US 41 to north of Center Road. Curb and gutter have been added to the outside of the typical section from north of US-41 to north of Center Road. Curb and gutter have been added to the inside and

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outside of the typical section from north of Center Road to south of I-75. The outside paved shoulders have been removed from north of US-41 to south of I-75. The 6-foot 6-inch inside paved urban shoulders that were added for the 2008 Reevaluation have been removed. Two 5-foot sidewalks on either side of the roadway were changed to two 10-foot shared use paths.

Drainage/Stormwater:

Several of the stormwater management ponds (Ponds 1-2, 2-1, 3-2, 5-1, and 6) that were proposed as part of the original approved PD&E Study have already been constructed by private developers as joint-use ponds to serve the roadway and the adjacent residential communities.

Minor ROW changes:

Since the 2008 re-evaluation, developer joint use ponds have been modified. These ponds have already been constructed, but they may be utilized for treatment/attenuation for this project. Ownership of River Road was officially transferred to FDOT from Sarasota County on February 18, 2020.

Miscellaneous:

A new typical section has reduced impervious area, so there is no longer a need for all of the pond sites. Drainage design improvements within the existing design will likely result in the removal of Ponds 8-2 and potentially Pond 8-3. This was vetted during a pre-permitting drainage meeting (minutes attached) with SWFWMD but, is pending finalization through a SWFWMD permit modification. The Myakka River is on the National Rivers Inventory and is designated as a Wild and Scenic River; therefore, it is afforded protection. If Pond 8-2 is ultimately not removed, coordination with Sarasota County, the Myakka River Coordination Council and FDEP will be required.

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	445059-1-31-01	RIVER RD FROM US 41 TO I-75	District 1 - SARASOTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design Build	Federal

2. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) in association with Sarasota County as a Local Agency Program (LAP) partner, completed a Project Development and Environment (PD&E) study in 2004. The limits of the PD&E study were under the jurisdiction of Sarasota County; however, Sarasota County was not authorized to complete National Policy Act (NEPA) clearances under their LAP agreement. The PD&E study limits began at the intersection of Winchester Boulevard and SR 776 in Charlotte County and followed Winchester Boulevard north to River Road and ultimately to I-75. River Road from US 41 to I-75 is the subject of this re-evaluation (see attached location map). The PD&E study called for a six-lane divided roadway from south of US 41 to north of Center Road and a four-lane divided roadway from north of Center Road to I-75.

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This design change reevaluation addresses the increase of the number of travel lanes from four to six for the segment from north of Center Road to south of I-75. The widening is proposed to the inside median of the roadway and no additional right of way is needed. This project is currently an active design build project.

3. CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? Yes

The United States Fish and Wildlife Service (USFWS) listed the eastern black rail (*Laterallus jamaicensis jamaicensis*) as threatened effective November 9, 2020. The species occurs throughout Florida with very specific habitat requirements that do not occur within the project area.

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes

RIVER ROAD SEGMENT 2

- Noise barrier wall added at Caribbean Village, approximately 88' LT, 12 feet high.
- End Project limits have been extended and additional 252.9 ft within the FDOT right of way to accommodate roadway alignment tapering back to 4 lanes.
- Proposed number of through lanes has been increased from 4 to 6 lanes from Center Road to south of I-75.
- Curb and Gutter is now proposed to terminate 1,000 feet north of the intersection of River Road and Parrotfish Street along the outside edge of pavement (previously open shoulder).
- The intersection at River Road with Stoneycreek Boulevard was proposed as a roundabout in the previous reevaluation. This intersection has been revised back to a standard intersection layout.

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

A Public Hearing will be held to highlight the design changes on November 21, 2024 from 5-7 PM at the Englewood Sports Complex, 1300 S River Rd, Englewood, FL 34223 2024. A simultaneous in-person and virtual public meeting regarding the noise barrier was held on September 12, 2024 at the Caribbean Village community clubhouse. A Public Notice was made for this meeting.

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Planning Consistency is not required for this re-evaluation.

7. EVALUATION OF CHANGES IN IMPACTS

a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? N/A

Are there changes in right-of-way needs? N/A

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FORM**

Is there a change in anticipated relocation(s)?

Are there changes in impacts to Prime or Unique Farmlands? N/A

b. CULTURAL

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)? No

A Cultural Resource Assessment Survey (CRAS) was completed in March 2002 as part of the original PD&E and the Federal Highway Administration (FHWA) determined that this proposed undertaking would have no effect on resources listed or considered eligible for listing in the National Register of Historic Places (NRHP).

In 2007, Sarasota County requested an assessment of the potential effects of proposed culvert extensions on the early nineteenth century Blackburn Canal/Curry Creek System (8SO02632). The Division of Historical Resources (DHR) concurred that the proposed undertaking would have no effect on the Blackburn Canal/Curry Creek System.

A CRAS Update in 2009 evaluated 20 proposed pond sites and no cultural resources were identified. No cultural resources were identified for the 20 ponds evaluated in 2005 or the 10 ponds and 1 FPC evaluated in 2009. The SHPO concurred on November 17, 2009, with the finding that the proposed project would have no effect on historic properties.

FDOT completed a re-evaluation form due to additional design changes in 2021 and a determination was made that the construction of the project would not affect cultural resources.

As part of this reevaluation, the design changes were evaluated to determine the potential for any new archaeological or cultural resource impacts. Because the proposed improvements will widen to the median (inside), which is within the project's original Area of Potential Affect (APE), it was determined that an updated reconnaissance field visit or survey and/or additional archaeological testing was not necessary for this project. Additional coordination with the SHPO occurred on August 28, 2024 and we received concurrence On September 12, 2024 to confirm that the design change from 4 to 6 lanes along River Road from north of Center Road to south of I-75 would not result in adverse effects to historic properties.

[\[3 - Completed106PaForm_ENGLEWOOD_\]](#)

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? N/A

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? N/A

Are there changes in impacts to recreational areas or protected lands? N/A

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FORM****c. NATURAL**

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? No

With the exception of the additional 252.9 feet added to the north terminus of the project, the design changes associated with this reevaluation occur within the limits of the active construction corridor and as such, no longer contains habitat for wildlife.

The additional 252.9 feet of project area (within existing FDOT ROW) that was added to the north terminus of the project was surveyed in March 2024. The purpose of this supplemental environmental inspection was to check for jurisdictional wetlands, gopher tortoises and any other protected species or other potential environmental conditions that could be affected by the project.

The additional area was surveyed using meandering pedestrian transects, which included a minimum of 25 feet to assure no active gopher tortoise burrows or other protected species were located on site or within 25 feet of the proposed project limits. This 100% survey of the property resulted in the following conclusions: no gopher tortoise burrows were observed within or adjacent to the project limits during this inspection. No signs of other protected species, neither faunal or floral, were observed during this inspection.

Eastern Black Rail (*Laterallus jamaicensis*)

The Eastern black rail favors dense overhead perennial herbaceous cover interspersed with or adjacent to very shallow water. Plant structure is considered more important than plant species composition in predicting habitat suitability since this species requires dense vegetative cover that allows movement underneath the canopy and are found in a variety of marsh habitats with a large salinity range. Eastern black rails depend on this dense cover throughout their life cycle and is their primary strategy to avoid predation. The project area does not contain potential habitat for this species. As such the FDOT has made an effect determination of "**no effect**" for the eastern black rail.

The second part of the survey was identifying any potential jurisdictional wetland habitats within or immediately contiguous with the project limits. There were no wetlands present and no indications of regular or periodic inundation were observed. The soils present were sandy and had no evidence of hydric indicators such as organic layers, stripping or saturation. Based upon these conditions and the dominant vegetation present, it was determined there were no jurisdictional wetland habitats present within the subject parcel.

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? N/A

Are there changes in impacts to Floodplains or Water Resources? No

The additional 252.9 feet of project area (within existing FDOT ROW) that was added to the north terminus of the project is outside all FEMA floodzones. Please see the attached floodzone map.

[4 - FEMA Floodplain Map]

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FORM****d. PHYSICAL**

Are there changes in Air Quality? N/A

What is the status of Highway Traffic Noise?

A traffic noise study was conducted during the Project Development and Environment (PD&E) Study and a noise study report was prepared dated February 2003. The PD&E study did not recommend noise abatement measures for further consideration. 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.

A Noise Study Report Addendum was prepared to traffic noise study was prepared to document the traffic noise analysis performed as part of this reevaluation. 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. These 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. A noise barrier is a potentially feasible and cost reasonable abatement measure for 13 impacted residences in the Caribbean Village community. There does not appear to be any other methods of reducing predicted traffic noise levels at the remaining impacted residences and trails. 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: 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 adjacent to and benefited by

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the proposed noise barrier. The results of the survey show that a majority of surveyed residents and property owners support construction of the potential noise barrier while favoring the ashlar stone texture and light beige color for the residential side. Sarasota County officials will be solicited for their aesthetic preferences on the roadway side of the noise barrier.

[\[5 - 445059-1 SR 777 \(River Road\) DRAFT Noise Study Report Addendum_10172024\(mmulbarger@esassoc.com\)\]](#)

What is the status of Contamination?

A contamination evaluation was performed as part of this re-evaluation. Evaluated sites include a Landscape Nursery and Retail Fueling Station. Although the presence of various GIS icons are visible on the included ETDM-EST Corridor image which suggest there may be other sites of concern, no potential source sites such as petroleum, drycleaners, and non-petroleum sites were identified within five hundred feet (500') of the project limits were identified.

The contamination evaluation documented no evidence of contamination or hazardous materials impacts from any of these proximal sites. The attached Contamination Memorandum details the evaluation.

[\[6 - Contamination.Memorandum.\(Segment-2\)_445059-1-52-01\]](#)

Are there changes in impacts to Utilities and Railroads? N/A

Are there changes in impacts to Navigation? N/A

8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes

Are there new environmental commitments? No

[\[7 - 445059-1 PCR_2024 10 28\]](#)

9. STATUS OF PERMITS**Federal**

None anticipated.

State

None anticipated.

Local

None anticipated.

Other

None anticipated.

10. CONCLUSION

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FORM**

- The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

11. DISTRICT REVIEW AND APPROVAL**Name and title of FDOT Preparer:**

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 the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

District approving authority or designee

Date

12. OEM APPROVAL

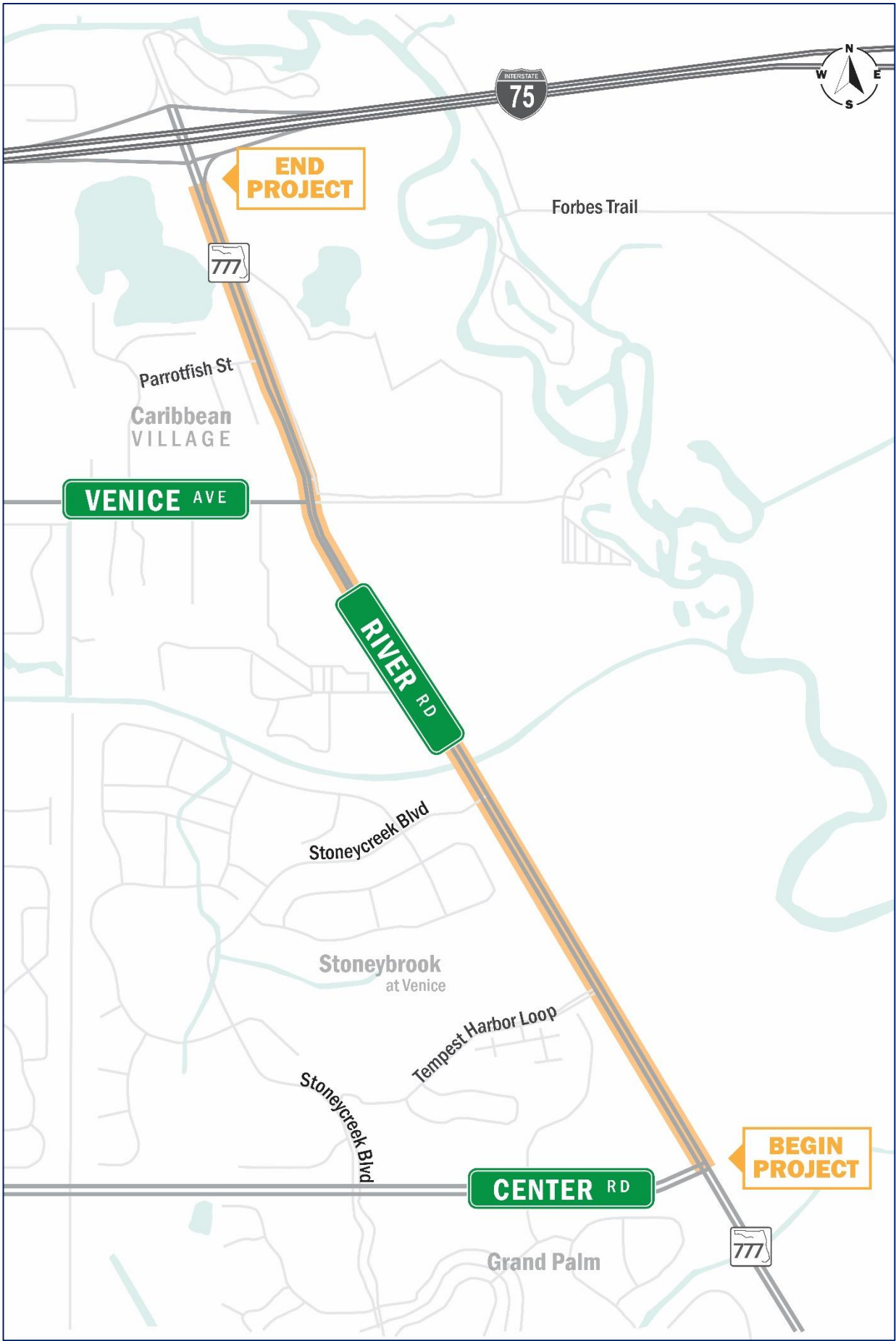
Not Applicable

13. Links to Supporting Documentation

- 1 - [20061012101-CE2-D1-RiverRd_ProjectMap_3-01-2024-1021.jpg](#)
- 2 - [20061012101-CE2-D1-Typical_Section-2024-1025.pdf](#)
- 3 - [20061012101-CE2-D1-Completed106PaForm_ENGLEWOOD_-2024-1017.pdf](#)
- 4 - [20061012101-CE2-D1-FEMAFloodplainMap-2024-0820.png](#)
- 5 - [20061012101-CE2-D1-445059-1_SR_777_\(River_Road\)_DRAFT_Noise_Study_Report_Addendum_10172024-2024-1023.pdf](#)
- 6 - [20061012101-CE2-D1-Contamination.Memorandum.\(Segment-2\)_445059-1-52-01-2024-1017.pdf](#)
- 7 - [20061012101-CE2-D1-445059-1_PCR_2024_10_28-2024-1028.pdf](#)

ATTACHMENT 1

Project Location Map



INTERSTATE
75



END PROJECT

Forbes Trail

777

Parrotfish St
Caribbean
VILLAGE

VENICE AVE

RIVER RD

Stoneycreek Blvd

Stoneybrook
at Venice

Tempest Harbor Loop

Stoneycreek Blvd

CENTER RD

BEGIN PROJECT

Grand Palm

777

ATTACHMENT 2

Typical Section



10-FOOT
SHARED
USE PATH

STATE ROAD 777 (RIVER ROAD)
FROM US-41 TO SOUTH OF I-75

10-FOOT
SHARED
USE PATH

6-LANE TYPICAL SECTION

ATTACHMENT 3
Section 106 Form



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 28, 2024

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission
ENGLEWOOD/INT/CONN FROM CHARLOTTE C/L TO I-75
Sarasota County
FM # 200610-1-21-01

Dear Ms. Lotane,

The Florida Department of Transportation (FDOT), District One is completing a re-evaluation of State Road (SR) 777 (River Road) from Center Road to south of I-75 in Sarasota County (**Attachments A and B**). The Florida Department of Transportation (FDOT) in association with Sarasota County as a Local Agency Program (LAP) partner, completed a Project Development and Environment (PD&E) study in 2004 under FPID No. 200610-1-21-01. A Cultural Resource Assessment Survey (CRAS) was completed in March 2002 as part of the original PD&E and the Federal Highway Administration (FHWA) determined that this proposed undertaking would have no effect on resources listed or considered eligible for listing in the National Register of Historic Places (NRHP). The original PD&E was a much larger corridor but included this River Road segment as the northern terminus of the project. The CRAS evaluated two alternatives, with the alternative that would widen the existing River Road from two lanes to a four-lane divided roadway being selected. No archaeological sites or historic resources were identified during the survey. The State Historic Preservation Officer (SHPO) concurred on June 3, 2002.

In 2007, Sarasota County requested an assessment of the potential effects of proposed culvert extensions on the early nineteenth century Blackburn Canal/Curry Creek System (8SO02632). The Division of Historical Resources (DHR) reviewed the project in 2007 and determined that the proposed project involved road widening in and around the Blackburn Canal/Curry Creek System (8SO02632), which was previously recorded in 2003. At that time, the recorder indicated that there was insufficient information to determine whether the resource was potentially eligible for listing in the NRHP and the SHPO agreed. The recorder further noted that the portion of the canal within the project's area of potential effect (APE) has experienced non-historic modifications. As a result, DHR (in a letter dated February 23, 2007) concurred that the proposed undertaking would have no effect on the Blackburn Canal/Curry Creek System.

A CRAS Update in 2009 provided a compilation of cultural resource investigations and coordination conducted for this project in 2002, 2005, and 2007. This report also provided the results of the 2005 pond

evaluation CRAS that was not previously officially submitted to the SHPO for review. The 2005 CRAS evaluated 20 proposed pond sites and no cultural resources were identified. Therefore, the 2009 CRAS Update provided all project cultural resource review information in one location for SHPO concurrence. The 2009 CRAS Update also provided a cultural resource review of 10 proposed pond sites and one floodplain compensation (FPC) site. No cultural resources were identified for the 20 ponds evaluated in 2005 or the 10 ponds and 1 FPC evaluated in 2009. The SHPO concurred on November 17, 2009, with the finding that the proposed project would have no effect on historic properties. The SHPO concurrence letter is included in **Attachment C**.

FDOT completed a re-evaluation form due to additional design changes in 2021. This design change would widen River Road from north of US 41 to south of I-75 in Sarasota County, a distance of approximately 5 miles. The proposed improvements would widen the existing 2-lane undivided facility to a 6-lane divided facility from north of US 41 to north of Center Road and widen the roadway to a 4-lane divided facility from north of Center Road to south of I-75. Additionally, the project would include constructing drainage, signing, pavement marking, lighting, signalization, and Intelligent Transportation Systems (ITS). A desktop review of cultural resources undertaken at that time determined there was no need to prepare an updated cultural resources survey and a determination was made that the construction of the project would not affect cultural resources. The re-evaluation form was approved on January 12, 2022.

This letter addresses the current design-build project along River Road that was originally designed for 4 to 6 lanes between US 41 to Center Road, but only 4 lanes between Center Road to I-75. As the contractor began work, it was discussed adding the additional two lanes from Center Road to I-75 for consistency of 6 lanes throughout the corridor. Therefore, FDOT, District 1 is evaluating the potential environmental impact of adding these lane capacity improvements. All widening will occur to the inside median, which is part of the project's original APE. The letter serves as additional coordination with the SHPO to confirm that the design change from 4 to 6 lanes along River Road from north of Center Road to south of I-75 will not result in adverse effects to historic properties. Therefore, on behalf of FDOT, District One, AtkinsRealis cultural resources staff conducted a desktop analysis for the project in August 2024, as documented in this letter. The purpose of the analysis was to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to criteria set forth in 36 CFR 60.4 and if applicable, to apply the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1) to the project. The Principal Investigator meets the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

The Final plans (dated July 2024) were reviewed to determine the scope of work and to establish an appropriate APE based on the project type and location. Select sheets from the Final plans are included in **Attachment D**. The scope of work for this project is limited to widening, construction of paved shoulder, construction of shared use path, milling, resurfacing, overbuild, clearing, and grubbing. However, the widening of the roadway into the proposed median to accommodate the additional two travel lanes constitutes the only significant change from the previous plans. A temporary traffic control plan will be implemented during the project activity. The plan includes the use of temporary traffic control devices and signage. All work takes place within the existing FDOT right-of-way (ROW) in areas previously disturbed by roadway construction and buried utility installation.

Based on the scale and nature of the activities, it is unlikely that the project will result in any effects outside of the immediate footprint of the improvements. There does not exist a significant potential for indirect (visual or audible) or cumulative effects as a result of the type of activities included in the project plans. Therefore, because of the project type and location of the proposed work, the APE for the project was limited to the general footprint of proposed activities within the existing ROW.

Archival and background research was conducted for the purpose of identifying any surveys, and previously recorded or potential unrecorded archaeological sites or historic resources within the project APE or immediate vicinity. Information regarding previously recorded and potential for unrecorded cultural resources was obtained by examining the Florida Master Site File (FMSF) and associated Geographic Information Systems (GIS) data, Sarasota County Property Appraiser data, historic and contemporary aerials, U.S. Geological Survey (USGS) Quadrangle Maps, Survey Plat maps obtained from the General Land Office (GLO), and Google Earth Street View. Prior CRAS have surveyed portions of the individual project areas:

- *A Cultural Resource Assessment Survey Englewood Interstate Connector (EIC), Sarasota County, Florida.* (Survey No. 7113 [2001]) by Archaeological Consultants, Inc. (ACI)
- *Cultural Resource Assessment Survey Center Road from Jacaranda Boulevard to 200 Feet East of River Road, Sarasota County, Florida.* (Survey No. 10508 [2003]) by ACI
- *Cultural Resource Assessment Survey Blackburn Site, Sarasota County, Florida.* (Survey No. 10977 [2004]) by ACI
- *Cultural Resources Assessment Survey, Proposed Pond Sites, Technical Memorandum: Englewood Interstate Connector (EIC) from South of US 41 to North of Center Road to I-75, Sarasota County, Florida.* (Survey No. 13958 [2005]) by ACI
- *A Compilation of Cultural Resource Investigations Technical Memorandum Englewood Interstate Connector (EIC) from South of US 41 to North of Center Road and from North of Center Road to I-75, Sarasota County, Florida.* (Survey No. 17712 [2009]) by HDR Engineering
- *Cultural Resources Assessment Survey Technical Memorandum, Portions of State Road (SR) 758 and SR 72 from State to County Jurisdictional Transfer and a Portion of N. River Road from County to State Jurisdictional Transfer, Sarasota County, Florida.* (Survey No. 25755 [2018]) by ACI

The 2003, 2004, 2005 and 2018 CRAS (Survey Nos. 10508, 10977, 13958, and 25755) documents meet current DHR Module 3 guidelines and include a comprehensive pre-contact and historic context, and environmental overview (soils, historic/contemporary land-use, etc.) for this portion of Sarasota County that can be reviewed for this project.

Based on the project type and location, it was determined that an updated reconnaissance field visit or survey, and/or additional archaeological testing was not necessary for this project. No potential for new archaeological sites or historic resources was identified within the project APE as a result of the desktop analysis. No archaeological testing or historic resources field survey was conducted. Therefore, FMSF Forms were not prepared as part of this review.

Background research identified one previously recorded linear resource (8SO07078) within the APE. Additionally, there is one previously recorded linear resource (8SO02632) adjacent to, but outside of the APE (see **Attachment E**).

The Blackburns Canal/Curry Creek (8SO02632) was determined NRHP ineligible by the SHPO in June 2013. Therefore, it will not be discussed further since it is NRHP ineligible and outside the APE.

The River Road (8SO07078) linear resource has not been evaluated by the SHPO to determine its NRHP eligibility. Therefore, FDOT has treated this resource as if it could be potentially eligible and applied the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1), to this resource, as described below.

River Road (8SO07078) is a two-lane rural arterial of common design for the state of Florida. River Road (8SO07078) was first recorded in 2018 by ACI during a CRAS of River Road from US 41 to I-75. This CRAS recorded the portion of River Road from US 41 north to Venice Avenue. This segment was constructed in 1936 as a two-lane road running from US 41 to Venice Avenue. The segment of River Road running from Venice Avenue north to I-75 was not constructed until approximately 1979, and so, not being part of the original construction or of historic age, was not recorded as part of the linear resource. As a result of the 2018 survey, the SHPO determined the historic segment of River Road (8SO07078) within the current APE ineligible for listing in the NRHP. At the time of writing, the portion of River Road from Venice Avenue to I-75 is still not of historic age, and therefore was not recorded as part of this review. Within the current APE, River Road (8SO07078) no longer retains integrity of materials or design as a result of widening and modernization, and so remains ineligible and non-contributing to the overall linear resource. The scope of work within the boundaries of the linear resource is limited to widening, construction of paved shoulder, construction of shared use path, milling, resurfacing, overbuild, clearing, and grubbing.

Based on the information presented in this letter, it is the opinion of AtkinsRealis and FDOT, District One that the project will have no adverse effect on the portions of the River Road (8SO07078) linear resource that is within the APE.

I am requesting your concurrence with our evaluation that this minor activity type project, **River Road from US 41 to I-75 Segment 2 (Center Road to South of I-75)**, will result in a finding of *no adverse effect*.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in Chapter 267, *Florida Statutes*.

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 FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated May 26, 2022, and executed by the FHWA and FDOT.

If you have any questions, or if I may be of assistance, please contact me at (863) 519-2625 or Jeffrey.James@dot.state.fl.us.

Sincerely,

Electronically signed by Jeffrey James on August 28, 2024

The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the report contains sufficient information and concurs with the recommendations provided for the historic property(ies) associated with the above referenced project.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida (2023 PA)*, and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 *CFR*. 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO/FDHR Comments

Electronically signed by Stewart, Benjamin

September 12, 2024

Signed

Date

Alissa S. Lotane, Director

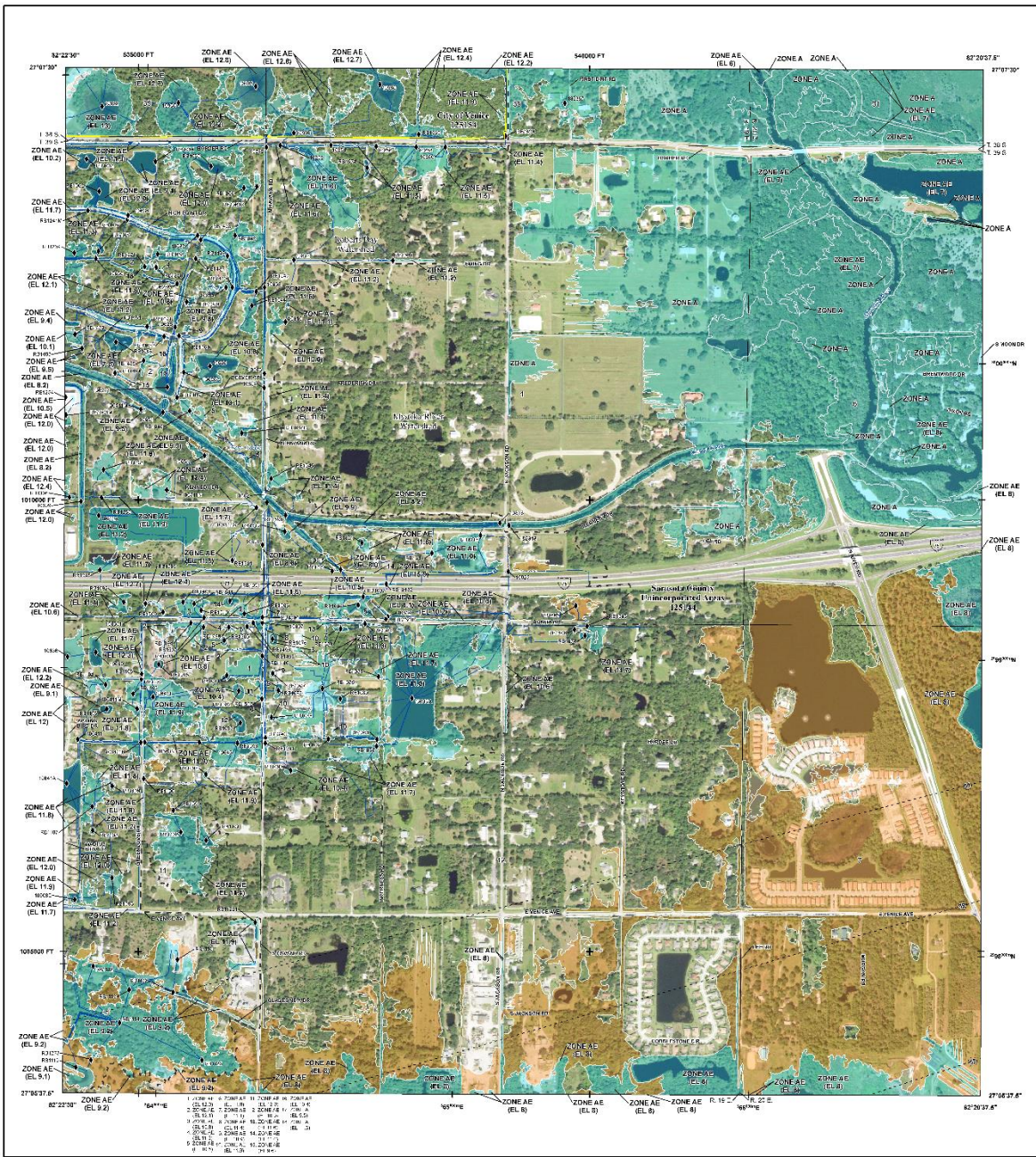
Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [20061012101-CE2-D1-445059-1-52-01_River_Rd_from_US_41_to_I-75_Compiled_Attachments_A-E-2024-0822.pdf](#)
(Cultural Resources Desktop Review and Effects Determination Letter)
445059-1-52-01_River Rd from US 41 to I-75_Compiled Attachments A-E

ATTACHMENT 4
FEMA Floodplain Map



FLOOD HAZARD INFORMATION

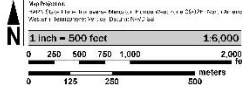
SEE REPORT FOR DETAILED LEGEND AND INDEX MAP FOR ROW PANEL LAYOUT
 THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING
 DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTPS://MSC.FEMA.GOV](https://msc.fema.gov)

	Without Base Flood Elevation (BFE)
	With BFE or Depth (ZONE AE, A9, A9.1, VE, AR)
	Regulatory Floodway
	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile (ZONE X)
	Future Conditions 1% Annual Chance Flood Hazard (ZONE X)
	Area with Reduced Flood Risk due to Levee (See Notes, Zone X)
	Area with Flood Risk due to Levee (Zone X)
	Area of Minimal Flood Hazard (Zone X)
	Area of Undetermined Flood Hazard (Zone X)
	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
	Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transport
	Coastal Transect Baseline
	Profile Baseline
	Hydrographis Feature
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

NOTES TO USERS

The information on this map was derived from the Flood Hazard Data provided by the National Flood Insurance Program (NFIP) and other sources. The information is provided as a service to the public and is not intended to be used for any purpose other than the general information provided on this map. The information is not intended to be used for any purpose other than the general information provided on this map. The information is not intended to be used for any purpose other than the general information provided on this map.

SCALE



PANEL LOCATOR



NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

SARASOTA COUNTY, FLORIDA
 PANEL 351 of 475

FEMA
 National Flood Insurance Program

Panel Contains:
 COMMUNITY: 3300000000
 NUMBER PANEL SUFFIX: 351

VERSION NUMBER: 2.4.3.0
 MAP NUMBER: 12115C0351G
 MAP REVISED: MARCH 27, 2024

ATTACHMENT 5
Noise Study Report Addendum

DRAFT NOISE STUDY REPORT ADDENDUM

Florida Department of Transportation

District 1

State Road 777 (River Road)

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

Sarasota County, Florida

Financial Management Number: 445059-1-52-01

Date: October 17, 2024

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

EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Appendix D	Predicted Traffic Noise Levels
Appendix E.....	TNM Files (Provided Electronically)
Appendix F.....	Special Land Use Preliminary Screening Worksheet
Appendix G	Noise Barrier Survey Documentation

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 warranted. The typical sections are provided in **Appendix A**.

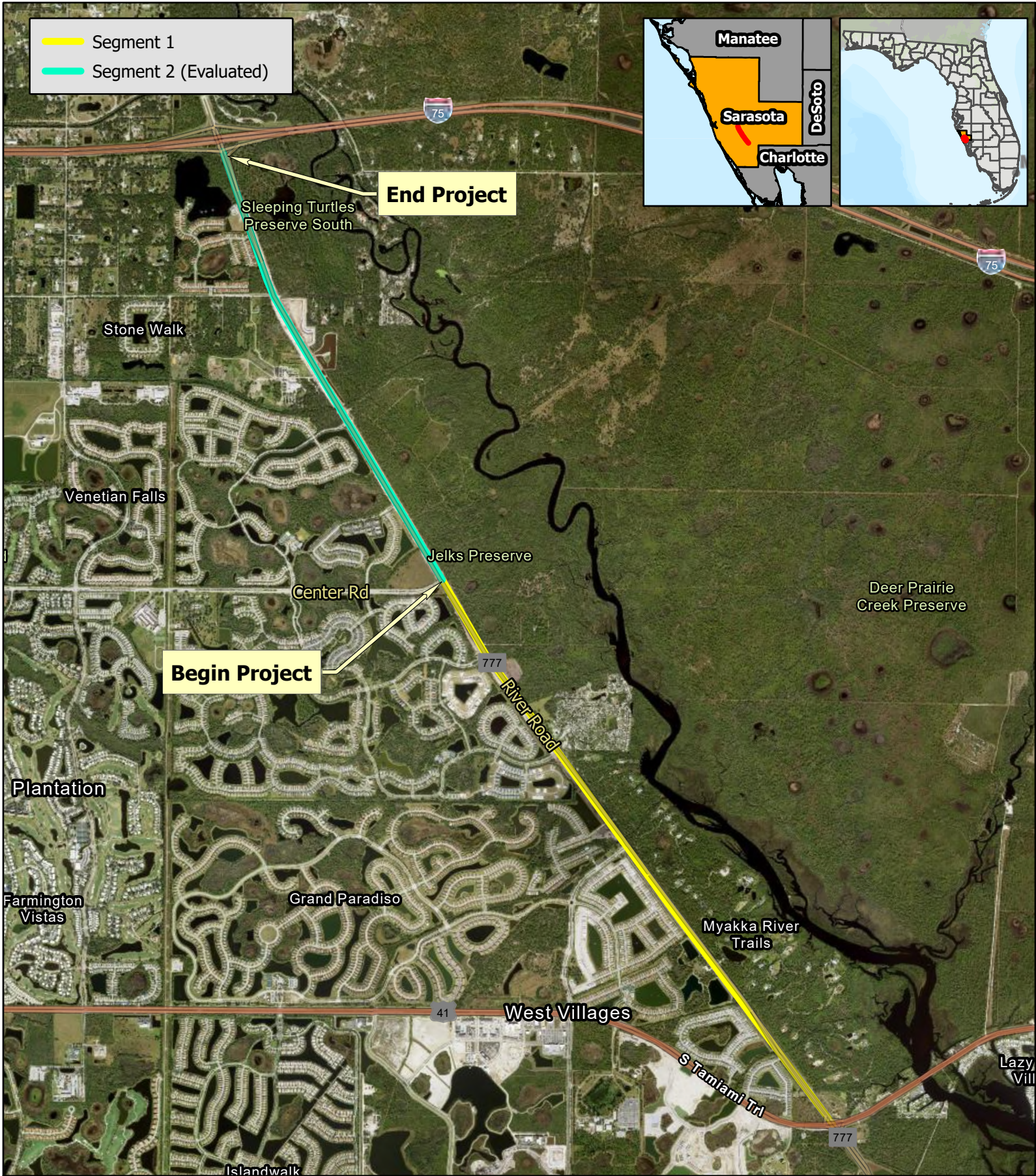


Figure 1-1: Project Location

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 uses methodology established by the FDOT Traffic Noise Policy documented in Part 2 of the PD&E Manual (July 1, 2023).⁴

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

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

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

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

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

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

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

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

The place of worship was evaluated as Activity Category D, which considers interior traffic noise levels. The interior traffic noise level was determined by applying a reduction factor of 25 dB(A) to the exterior traffic noise level predicted at the face of the building structure closest to the roadway. The 25 dB(A) reduction factor is consistent with guidance for buildings of masonry construction found in the FHWA publication *Highway Traffic Noise: Analysis and Abatement Guidance*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))	# of Impacted Sites	Barrier # 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	- 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
³ Cost reasonableness not evaluated since noise reduction design goal of 7 dB(A) cannot be achieved.
Green highlight provides details on the recommended noise barrier configuration

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

Evaluation Criteria	Comment
1. Relationship of future levels to the abatement criteria	The 13 impacted residential receptors are predicted to experience future traffic noise levels ranging from 66.1 to 68.4 dB(A), levels that approach and exceed the NAC for Activity Category B.
2. Amount of noise reduction	All 13 impacted receptors are predicted to experience a reduction in traffic noise levels of at least five dB(A). 11 of the 13 impacted receptors may achieve the noise reduction design goal.
3. Safety	None.
4. Community desires	A majority of the property owners/residents of the benefited receptors support noise barrier construction. Additional information is provided in Section 7.0.
5. Accessibility	None.
6. Local controls	Sarasota County does not have an active noise control program.
7. Views of local officials with jurisdiction	Sarasota County officials will be solicited on their aesthetic preferences for the roadway side of the noise barrier.
8. Constructability	It is anticipated the barrier can be constructed using routine construction methods.
9. Maintainability	None.
10. Aesthetics	Ashlar stone texture / light beige color for the residential side of the noise barrier. Sarasota County will be solicited for the roadway side of the noise barrier.
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 Part 2, Chapter 18 of the PD&E Manual and federal requirements found in 23 CFR Part 772.17.

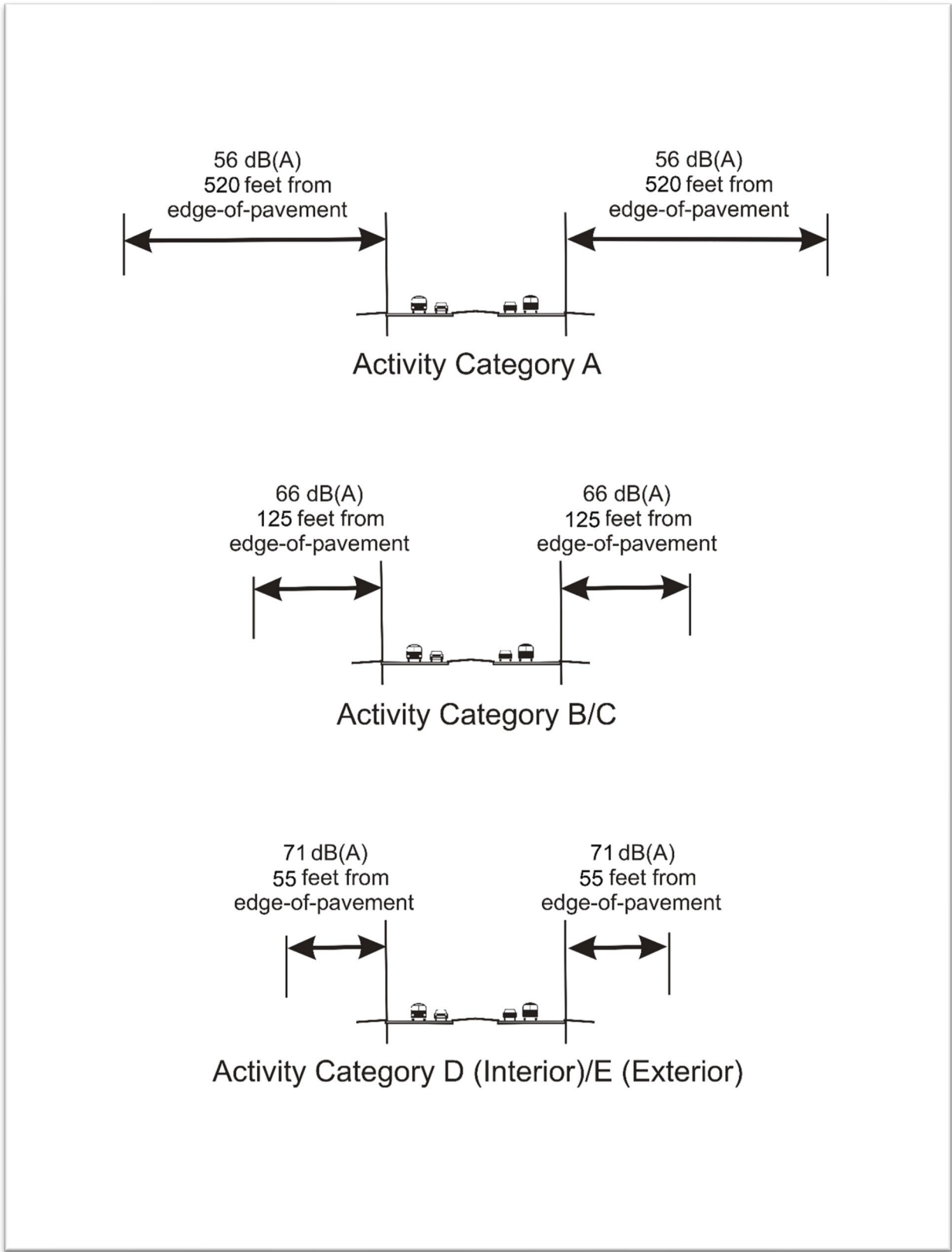
As shown in **Table 5-1**, within the project limits the extent of the noise level contour varies for each of the Activity Categories evaluated. **Figure 5-1** illustrates the noise contours that reflect the distance to an approach of the NAC for each Activity Category.

**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 extension, a noise barrier survey was conducted. A noise barrier survey package was mailed via FedEx to the registered property owner and for instances where the mailing address for the property differed from the physical address, the survey package was mailed to both the mailing address and the physical address. Survey packages were also sent to the Caribbean Village Homeowners Association (HOA) and to the registered owner of the vacant parcel south of Caribbean Village since the potential barrier overlaps that property within the FDOT right-of-way. Survey packages consisted of several items; a cover letter that contained detailed information on the River Road project and potential noise barrier as well as the upcoming community noise barrier workshop, a noise barrier information sheet containing information related to the potential advantages and disadvantages of noise 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 extension. A self-addressed and stamped envelope was also provided to facilitate the return of the completed surveys.

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

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

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

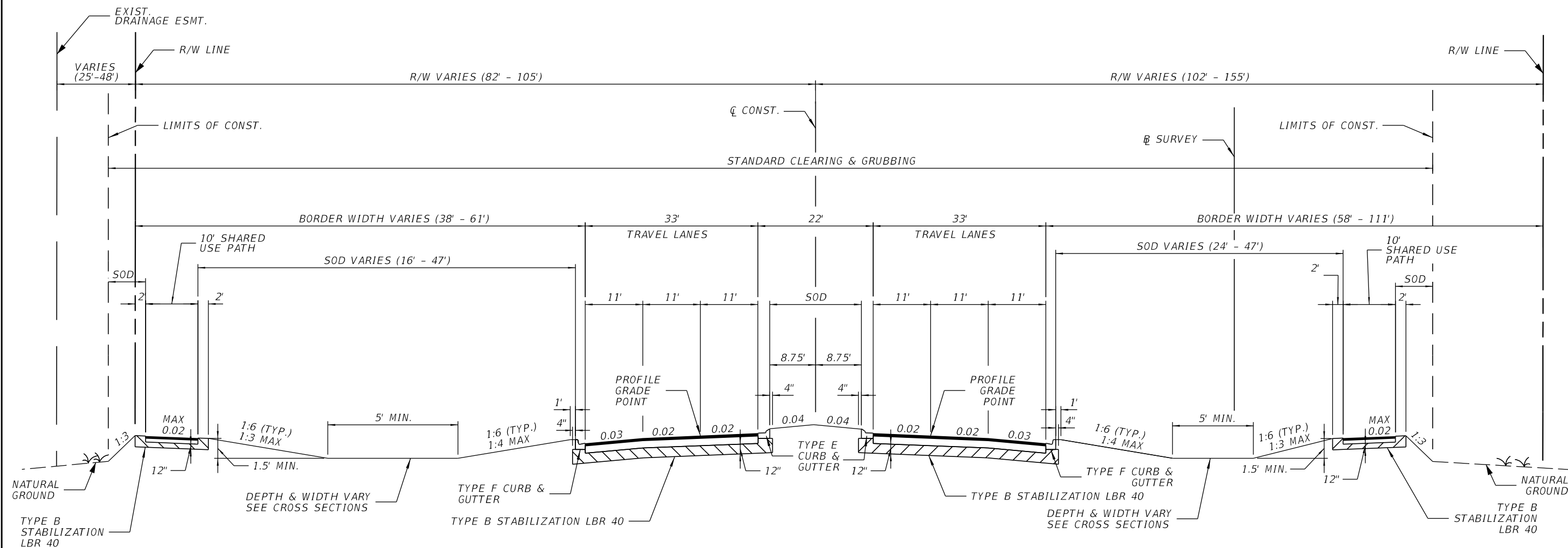
SECTION 8.0

References

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 1, 2023.
5. Highway Traffic Noise: Analysis and Abatement Guidance. Federal Highway Administration. FHWA-HEP-10-025. December 2011.
6. Methodology to Evaluate Highway Traffic Noise at Special Land Uses. Florida Department of Transportation Office of Environmental Management. December 2023
7. Florida Department of Transportation Standard Specifications for Road and Bridge Construction. January 2024.

APPENDIX A

Typical Sections



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")

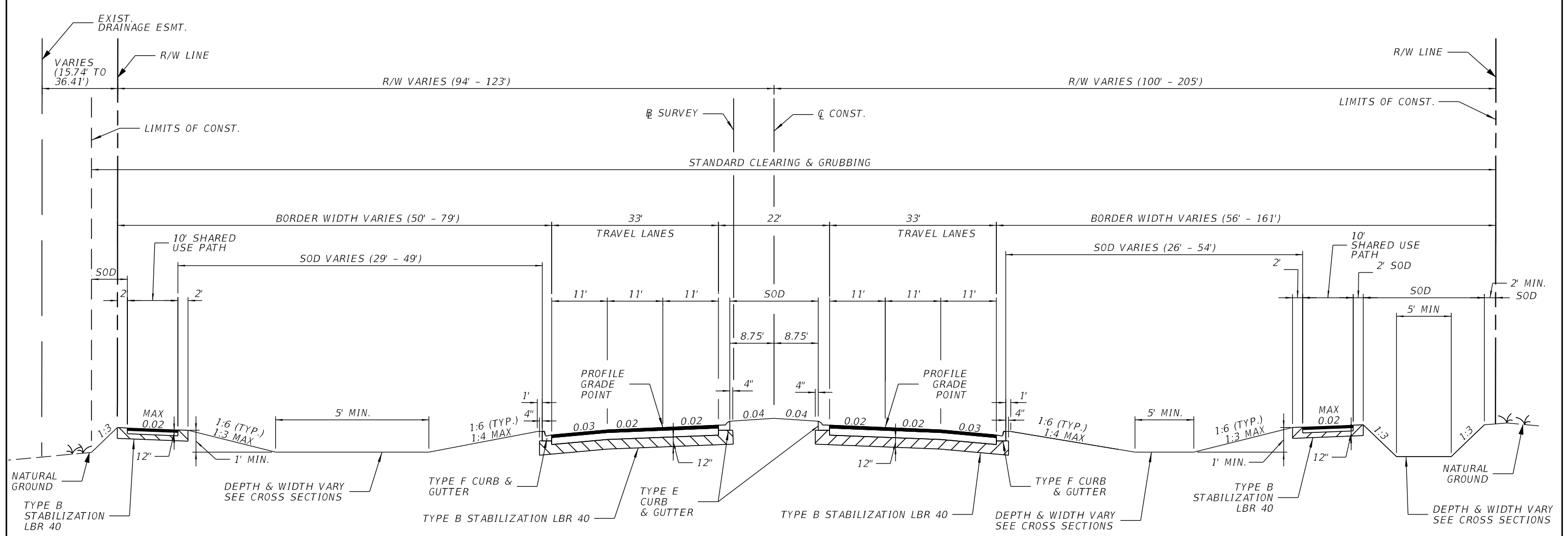
TRAFFIC DATA

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

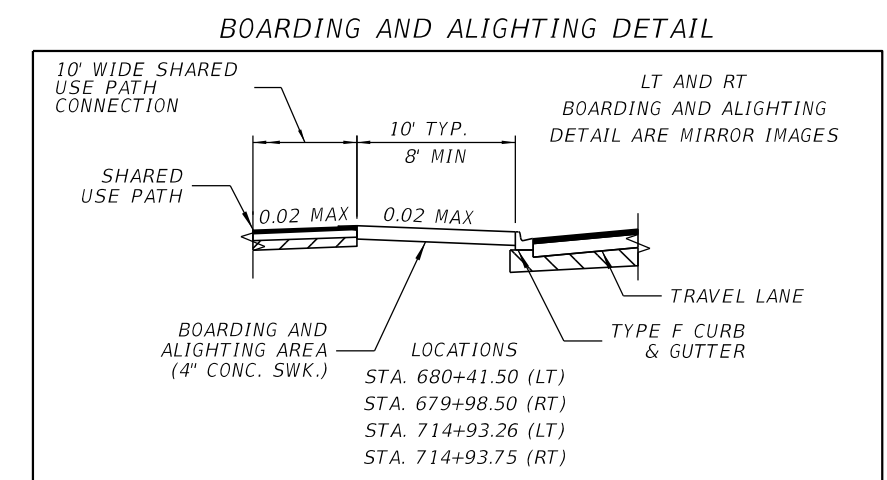
REVISIONS				ROSS S. SHILLINGFORD, P.E. P.E. LICENSE NUMBER 56901 STANTEC CONSULTING SERVICES, INC. 2056 VISTA PARKWAY, SUITE 100 WEST PALM BEACH, FLORIDA 33411	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 2
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					SR-777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

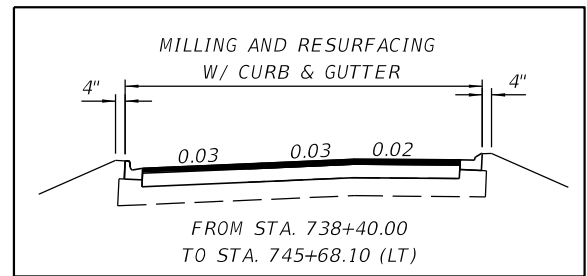
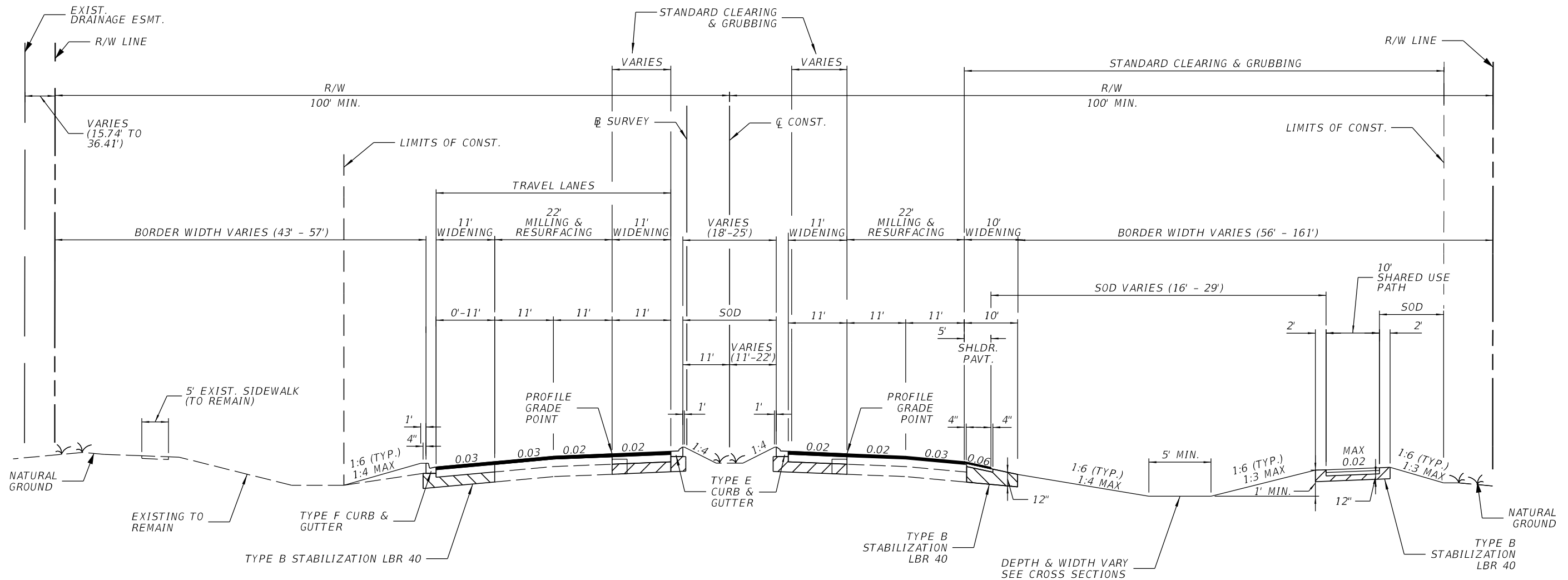
OPTIONAL BASE GROUP 9 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC C) (2-1/2")
 AND FRICTION COURSE FC-12.5 (TRAFFIC C) (1-1/2") (PG 76-22)

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.

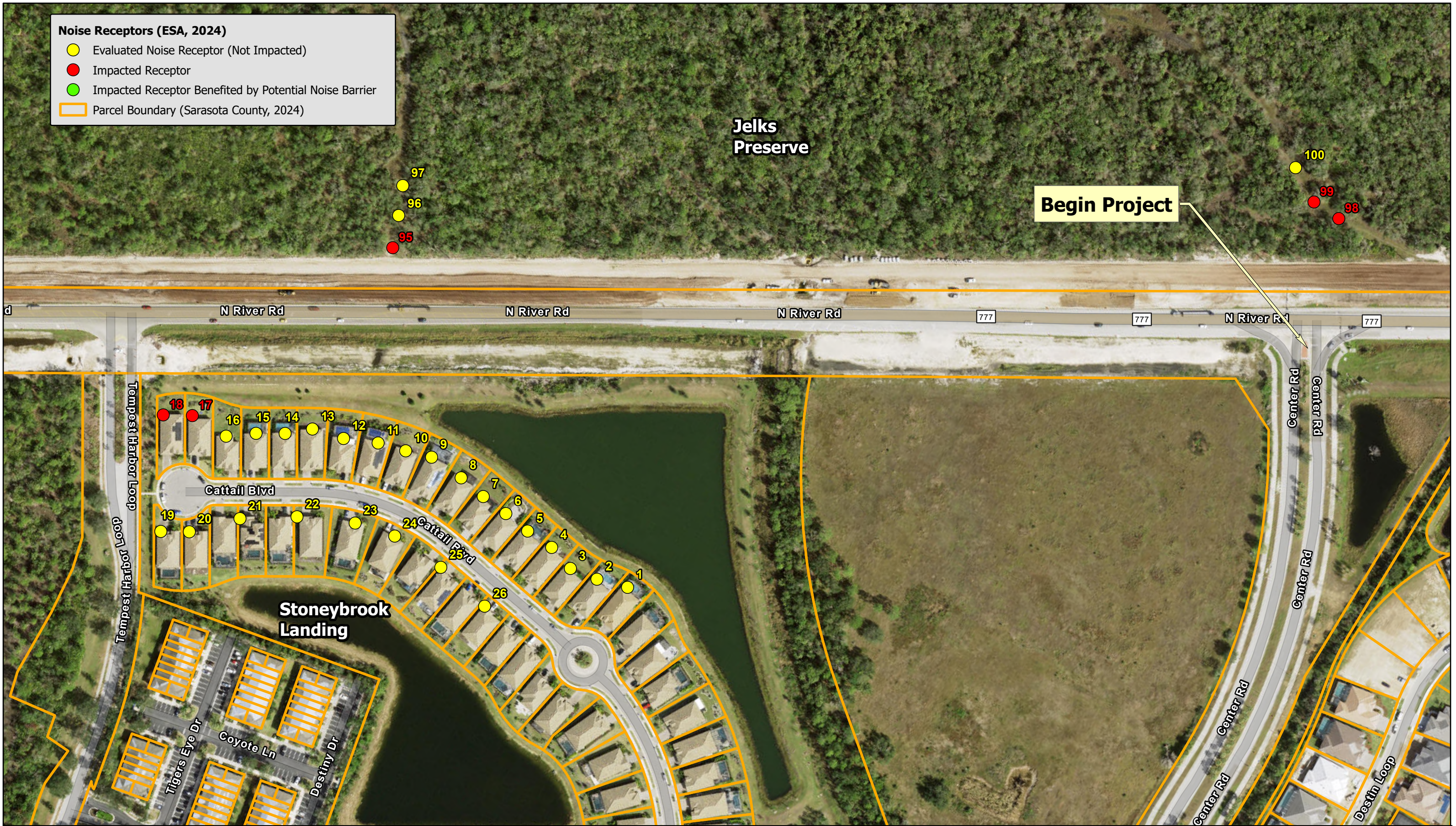
FDOT Reviewer: Brittany Nichols  Date: 10/06/2023 | 1:53 PM EDT
 Print Name Signature

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

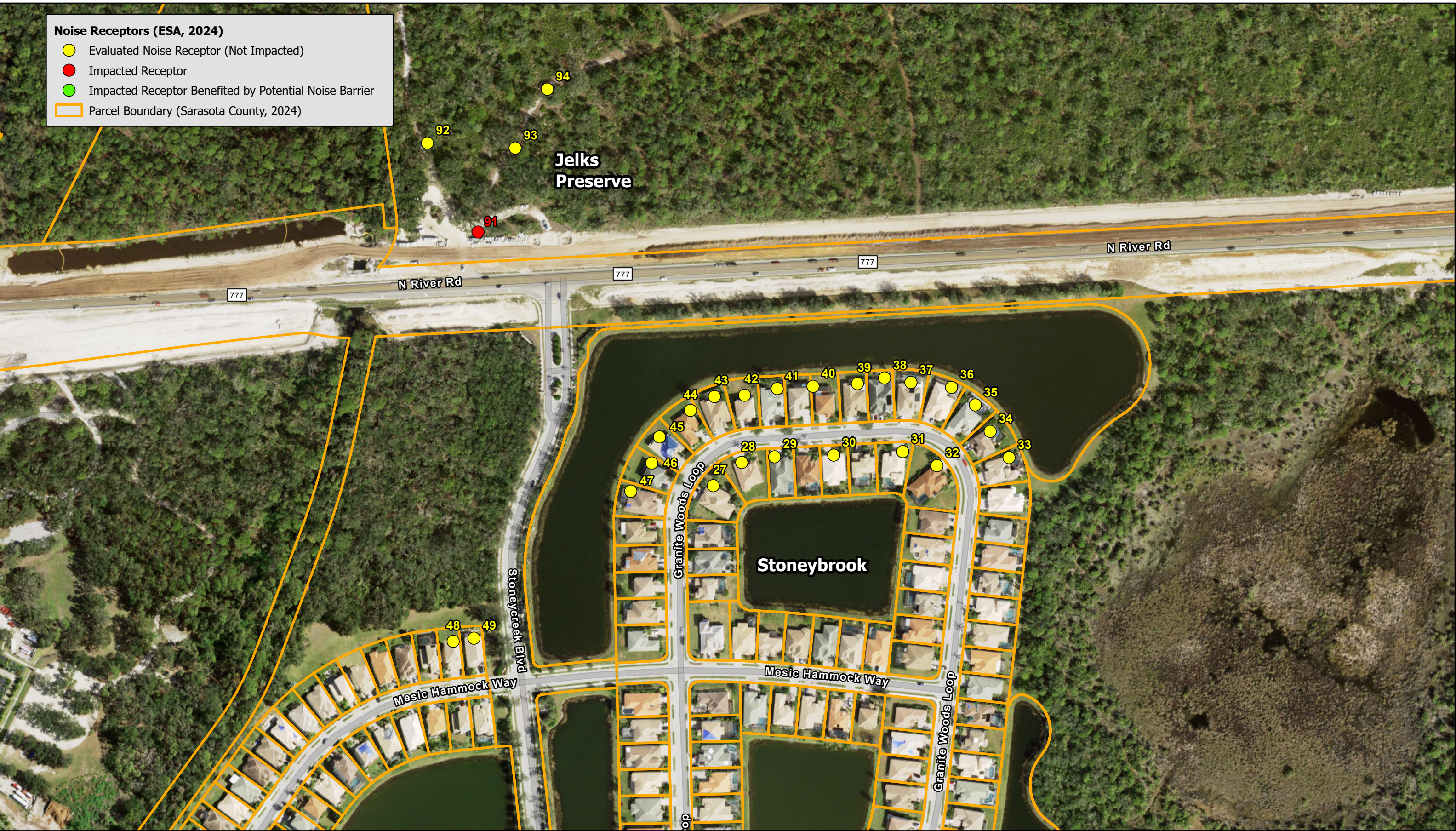


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Noise Receptors (ESA, 2024)

- 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



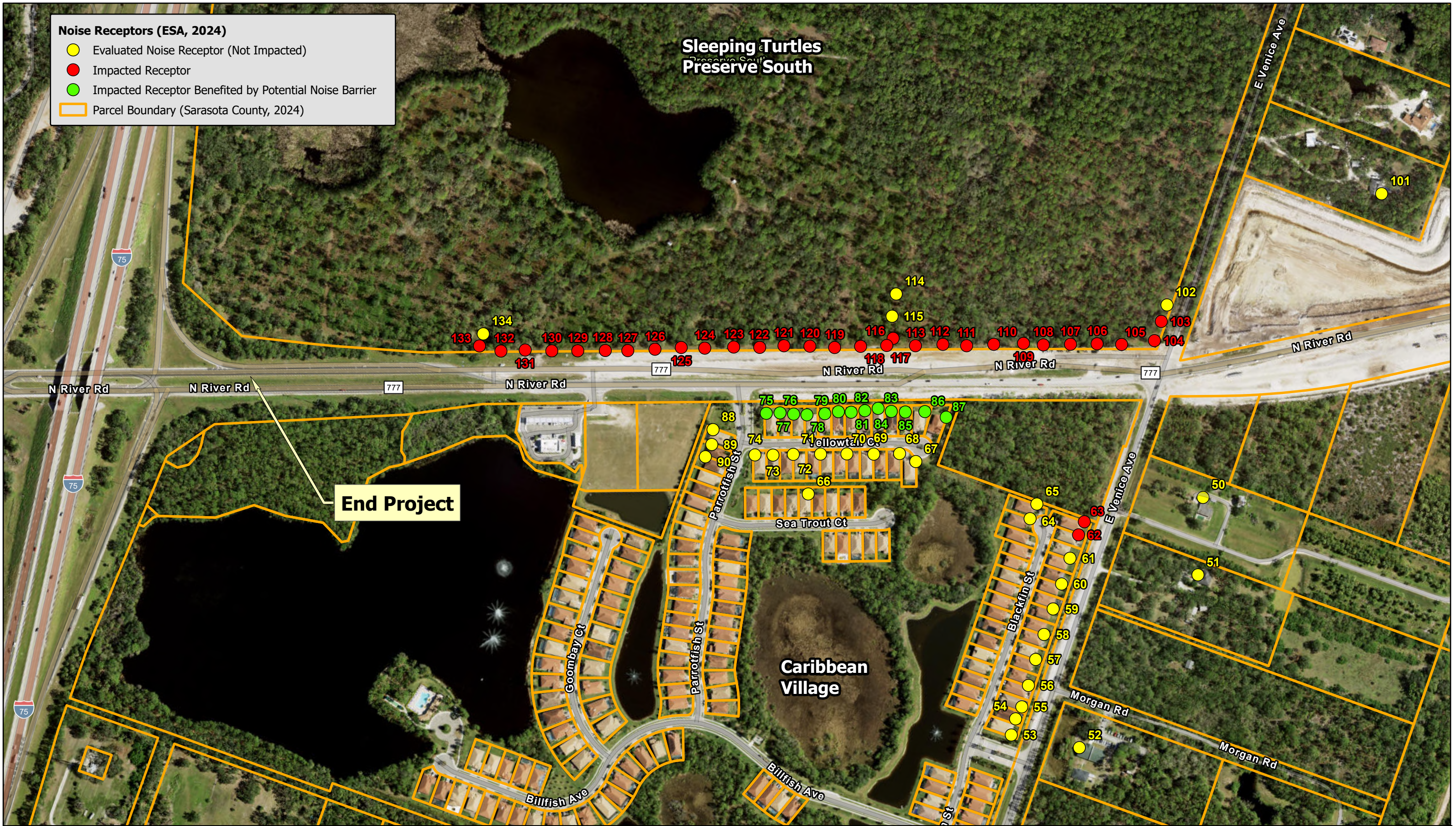
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Data Source: ESA, ESRI, Stantec, Sarasota County



Noise Receptors (ESA, 2024)

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



**Sleeping Turtles
Preserve South**

End Project

**Caribbean
Village**

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







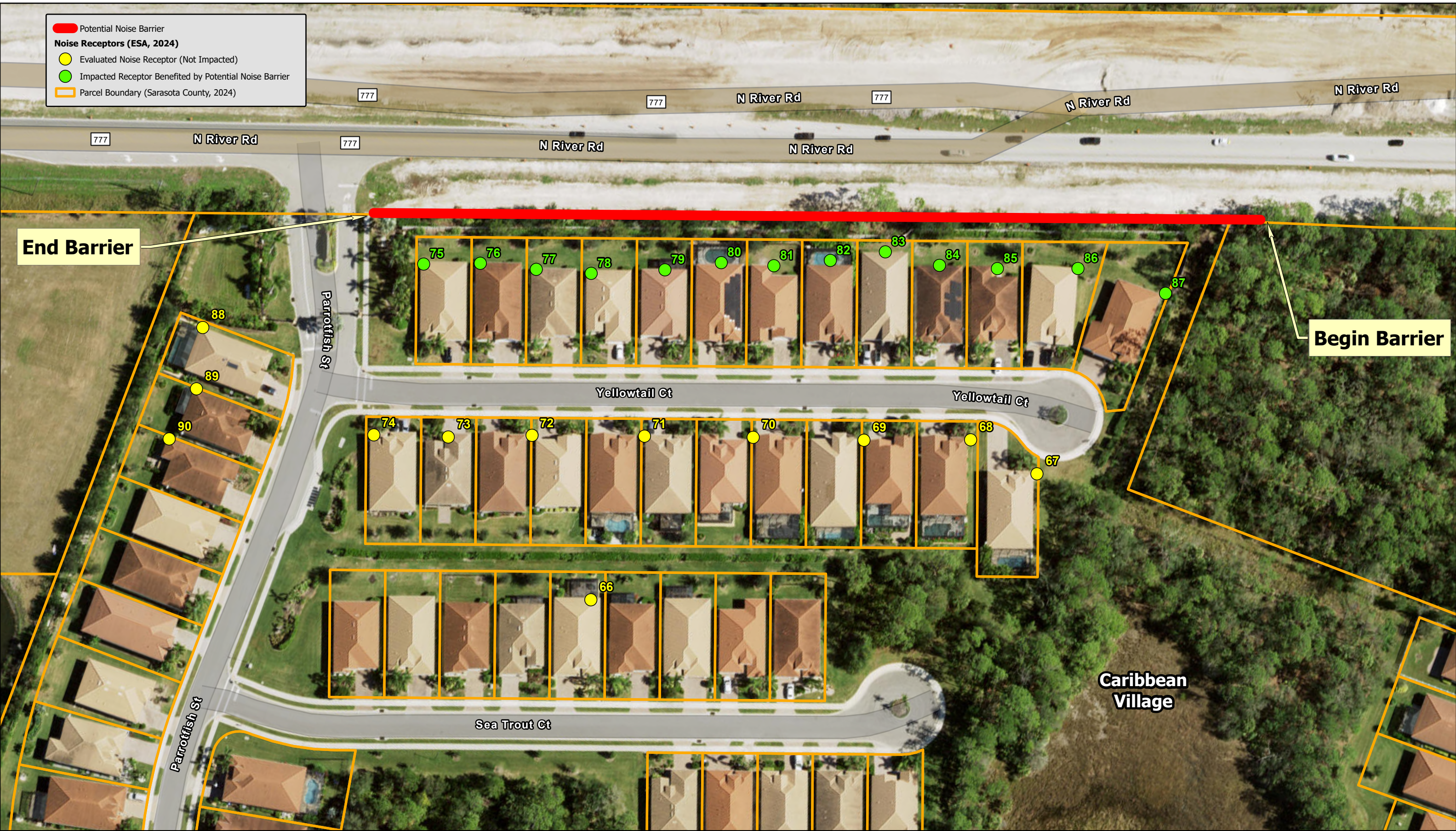
Data Source: ESA, ESRI, Stantec, Sarasota County



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)



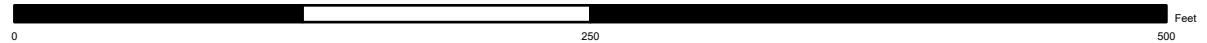
End Barrier

Begin Barrier



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 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



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 Worksheet

Usage Screening - To be used for ISOLATED SLUS ONLY

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

Average Single-Family Residence in Florida - Person Hours per Year	
Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
Hours a single-family residence is available for use (24 hours x 365 days)	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,

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

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: 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



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 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

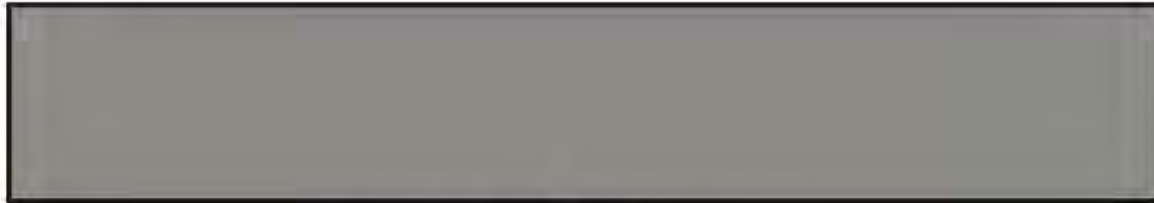
**Florida Department
of
Transportation**



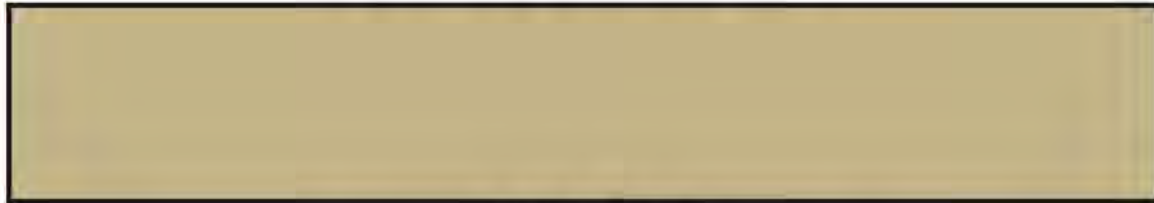
**District One
801 North Broadway
Bartow, Florida 33830-8161**

Color

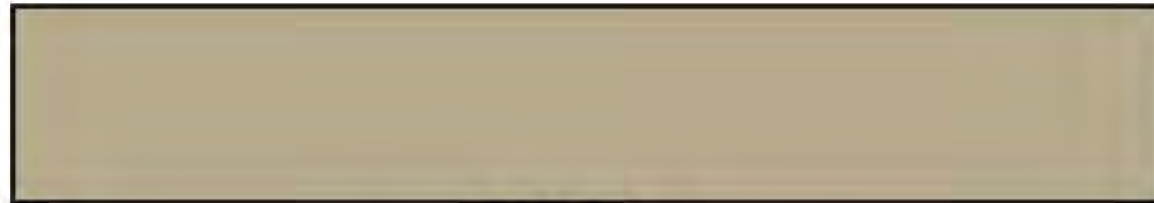
Color Options



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)

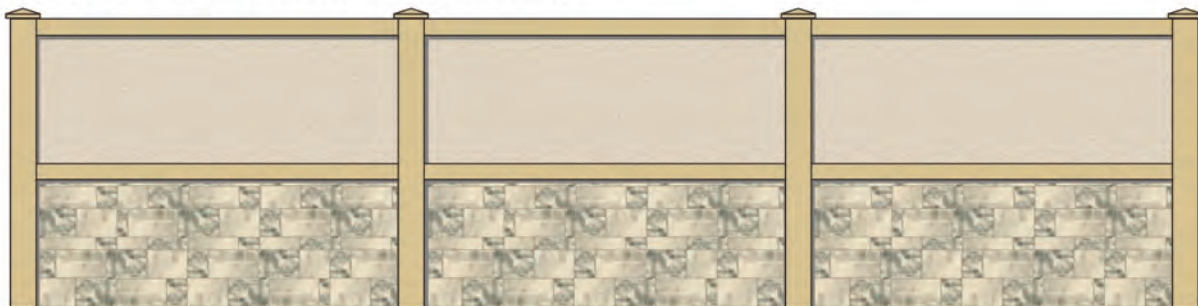
Colors may vary due to reproduction

Smooth and Ashlar Stone Combination

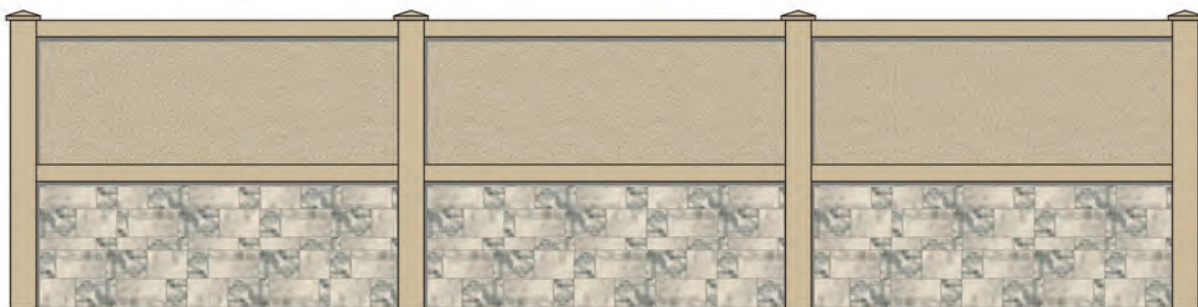
(See detailed description of post and panel textures below)



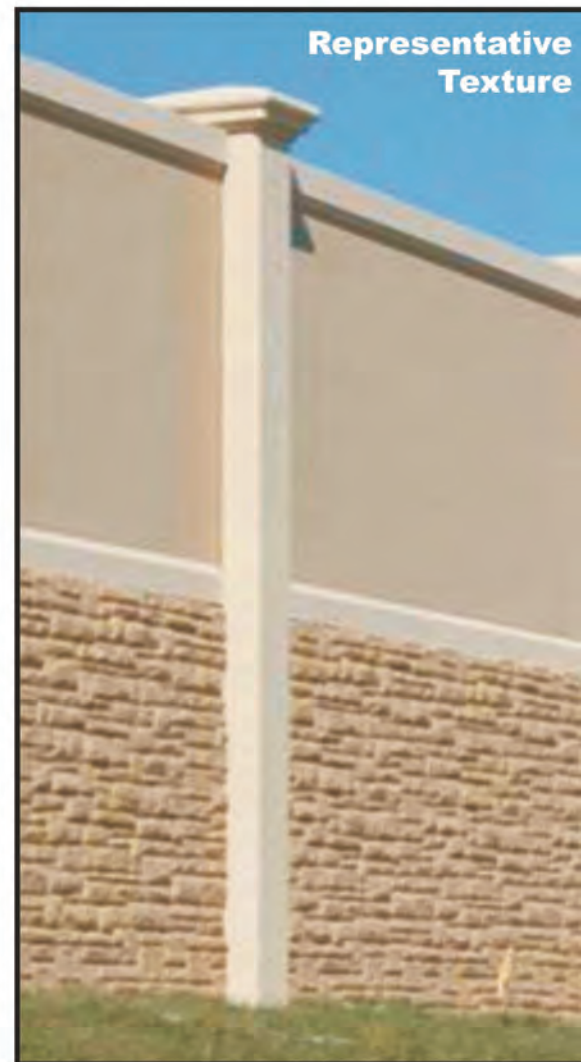
Gray (Federal Shade No. 36314)



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
R. BRUNSON	11705 GOVARD ST
Ramona & Ron Jung	jinxjung@yahoo.com
Paul J. Scioletti	Paul.Scioletti93@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	tonaeilla@gmail.com
Jessica Scioletti	Jessica.Scioletti@gmail.com
Vinaya 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.

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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: 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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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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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**
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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:

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**
- 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: 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

Survey # 80

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: 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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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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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

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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:

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

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: 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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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:

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Grey Light Beige Dark Beige

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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: 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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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: 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

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: _____

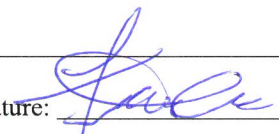
Name of person completing this Survey: _____

Status of person completing this Survey (check one):

Property Owner Legal Representative Resident

Address: _____

Telephone number: 200 9729569

Signature: 

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

ATTACHMENT 6
Contamination Memorandum



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Avenue
Bartow, FL 33830

JARED W. PURDUE, P.E.
SECRETARY

DATE: August 29, 2024

TO: **Doug Burkhart, PE** – FDOT Consulting Project Manager

FROM: **Christopher Forestt** – Environmental Management Office Consultant

COPY: **Mike Sherron** – District Contamination Impact Coordinator (DCIC)

SUBJECT: **Contamination Memorandum: July 2024 Segment 2 Plans Evaluation**
River Road (State Road 777) Add Lanes and Reconstruct Project
From US 41 to Interstate 75, Sarasota County, Florida
South of Center Road to North of Parrotfish Street Segment
FPID#: 445059-1-52-01; Roadway Identification: 17000064
(Associated FPIDs#: 442767-1, 442767-2, and 442767-3)

The District One Environmental Management Office's (EMO's) evaluation of the referenced construction plans (the "Project") revealed no anticipated impacts to construction from contamination and/or hazardous materials. Key excerpts of the designs are included as the ***PLANS ATTACHMENT***.

A Project Development and Environment (PD&E) study and Reevaluation were previously performed for River Road (State Road 777) from US 41 to Interstate 75 under previous associated Financial Project Identification Numbers (FPID #s) 442767-1, 442767-2, and 442767-3 as well as the current FPID. No "Medium" or "High" risk-rated sites were identified within this roadway section before the Project advanced to construction.

The subject evaluation focused on the new design plans specific to the portion of the Project's roadway's expansion, from four (4) lanes to six (6) lanes, in the segment from south of Center Road to north of Parrotfish Street. Related construction activities are planned along Venice Avenue to the east and the west of its intersection with River Road.

The EMO reviewed Project Limits of this design using geographic information system (GIS) tools including the FDOT's Efficient Transportation Decision Making – Environmental Screening Tool (ETDM – EST) and the Florida Department of Environmental Protection's (FDEP) Contamination Locator Map (CLM). Available regulatory documents, presented in the FDEP's OCULUS database, were researched for the sites of concern located within prescribed buffers presented in the Project Development & Environment (PD&E) Manual.

The EMO utilized the Google Earth Application (Google Earth) to “view” the Project Limits, the surrounding area, and any sites that warranted Level-I evaluation. No physical site reconnaissance was performed during the review for this memorandum.

There is no evidence of contamination or hazardous materials impacts from any of the proximal sites with potential contamination sources that listed in GIS contamination registries. Details for these facilities have been presented in the *EVALUATED SITES SECTION*, the *NURSERY EVALUATION ATTACHMENT*, and the *RETAIL FUELING STATION EVALUATION ATTACHMENT*. The appended documents include excerpts of pertinent regulatory documents and associated images collected from the FDOT’s ETDM-EST, the FDEP CLM, and the Google Earth.

Although the presence of various GIS icons that are visible on the included *ETDM-EST CORRIDOR IMAGE* may suggest there may be other sites of concern, no potential source sites such as petroleum, drycleaners, and non-petroleum sites within five hundred feet (≤500’) of the Project Limits except for the locations discussed herein.

EVALUATED SITES SECTION:

- **Hazeltine Nursery (FDEP FAC ID: #9400731):** This business operates as a commercial plant growing facility and operates a petroleum above-ground storage tank (AST) system that is equipped with secondary containment. Although the nursery has been cited for compliance issues related to the operation and maintenance of its AST system, none of these violations suggest there have been any petroleum discharges to the environment. Furthermore, undocumented releases from ASTs are uncommon because componentry of these systems are visible, resulting in early detection of discharges. It must also be noted that the two (2) ASTs are not proximal to the ROW; therefore, any contamination that could result from the ASTs is unlikely to impact the River Road corridor. The business has utilized fields along the Project Limits for plant production. However, these areas presently appear fallow and are not expected to create pesticide or herbicide impacts where construction is planned within the ROW. Please refer to the information presented in *NUSERY EVALUATION ATTACHMENT* for additional details.
- **7-Eleven Food Store #38327 [FDEP Facility Identification (FAC ID): #9817329]:** This active retail fueling station is located along the western side of the roadway and operates a petroleum underground storage tank (UST) system. Although existing petroleum UST systems remain a potential source for contamination impacts, the componentry is double-walled and has no reported environmental releases or spills. The facility is began operating in 2020 and has remained compliant in its operations with no violations recorded. As such there are no suspected discharges at this time. Although there are drainage elements planned adjacent to this site, construction will be limited to extending exiting piping, with a new mitered-end section, and occur within a previously redeveloped ditch location, above the static water table. Based on the relatively new UST system, the facility’s compliance, and the design plans, it is not anticipated contamination impacts exist where construction will occur. Therefore, Level-II testing is unnecessary. Please reference the documents presented in *RETAIL FUELING STATION ATTACHMENT*.

Per the included ***ETDM-EST CORRIDOR IMAGE***, no non-landfill solid waste sites (recycling facilities, transfer stations and debris placement areas) exist within one thousand feet ($\leq 1,000'$). No Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) facilities, National Priorities List (NPL) Superfund sites, or Landfills exist within a one-half ($1/2$) mile radius of the subject Project's boundaries.

There are no bridges associated with the subject Project Limits. The land within the FDOT's right-of-way has not used for mining purposes. There are no evident signs of contamination sources such as cattle dip vats, unexplained fill, or other recognized concerns associated with the proposed areas of construction. Please see the attached ***ETDM-EST CORRIDOR IMAGE*** and ***GOOGLE EARTH CORRIDOR VIEW***.

As apparent on the ***FDEP CLM CORRIDOR FIGURE***, there are no facilities recognized by the FDEP as "contaminated sites" within five hundred feet ($\leq 500'$) of the Project Limits. As such, no contamination-related restrictions to National Pollutant Discharge Elimination Systems (NPDES) dewatering are anticipated.

The status of potential contamination sites along the corridor may change, so the EMO will continue to evaluate the project limits as the plans for this project develop. If subsequent plans change the alignment of construction elements, additional review will be required, and a new *Contamination Memorandum* may be necessary.

Please contact **Mike Sherron** (Michael.Sherron@dot.state.fl.us; 863-519-2495) or **Christopher Forestt** (Christopher.Forestt@dot.state.fl.us; 863-519-2503) for queries or comments regarding this document.

PLANS ATTACHMENT

CONTRACT PLANS COMPONENTS

- ROADWAY PLANS
- SIGNING AND PAVEMENT MARKING PLANS
- SIGNALIZATION PLANS
- INTELLIGENT TRANSPORTATION SYSTEM PLANS
- LIGHTING PLANS
- LANDSCAPE OPPORTUNITY PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 445059-1-52-01
SARASOTA COUNTY (17000)

STATE ROAD NO. 777 (RIVER ROAD)
NORTH OF U.S. 41 TO SOUTH OF I-75
SEGMENT 2 (CENTER ROAD TO SOUTH OF I-75)

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	SIGNATURE SHEET
3 - 5	DRAINAGE MAP
6 - 12	TYPICAL SECTIONS
13 - 24	SUMMARY OF DRAINAGE STRUCTURES
25	OPTIONAL MATERIALS TABULATION
CTL-1 - CTL-18*	PROJECT CONTROL
44	GENERAL NOTES
45 - 56	ROADWAY PLAN PROFILES
57 - 64	DRIVEWAY PROFILES
65 - 76	ROADSIDE DITCH PROFILES
77 - 78	INTERSECTION DETAILS
79 - 113	DRAINAGE STRUCTURES
114 - 116A	DRAINAGE DETAILS
117- 118	WILDLIFE CROSSING DETAIL
119	FLOODPLAIN COMPENSATION SITE PLAN
120	FLOODPLAIN COMPENSATION SITE TYP SECTIONS
121	CROSS SECTION PATTERN FPC SITE
122 - 132	CROSS SECTION FPC SITE
133 - 134	POND 9-3 DETAIL
135	POND 9-3 CROSS SECTION PATTERN
136*	POND SOIL SURVEY
137 - 144	POND 9-3 CROSS SECTIONS
145*	ROADWAY SOIL SURVEY
146 - 218	CROSS SECTIONS
219 - 221	STORMWATER POLLUTION PREVENTION PLAN
222 - 228	EROSION CONTROL PLAN
229 - 248	TEMPORARY TRAFFIC CONTROL PLANS
UTV-1 - UTV-3*	VERIFIED UTILITY LOCATE
252 - 265	UTILITY ADJUSTMENTS

* THESE SHEETS ARE INCLUDED IN THE INDEX OF ROADWAY PLANS ONLY TO INDICATE THAT THEY ARE PART OF THE ROADWAY PLANS. THESE SHEETS ARE CONTAINED IN A SEPARATE DIGITALLY SIGNED & SEALED DOCUMENT.

GOVERNING STANDARD PLANS:

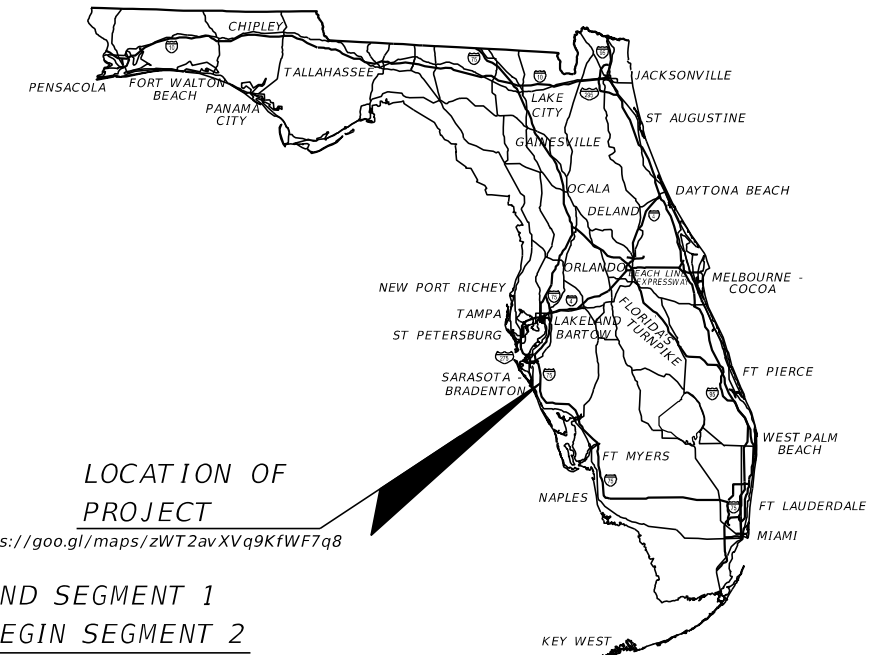
Florida Department of Transportation, FY 2020-21 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

APPLICABLE IRs: N/A

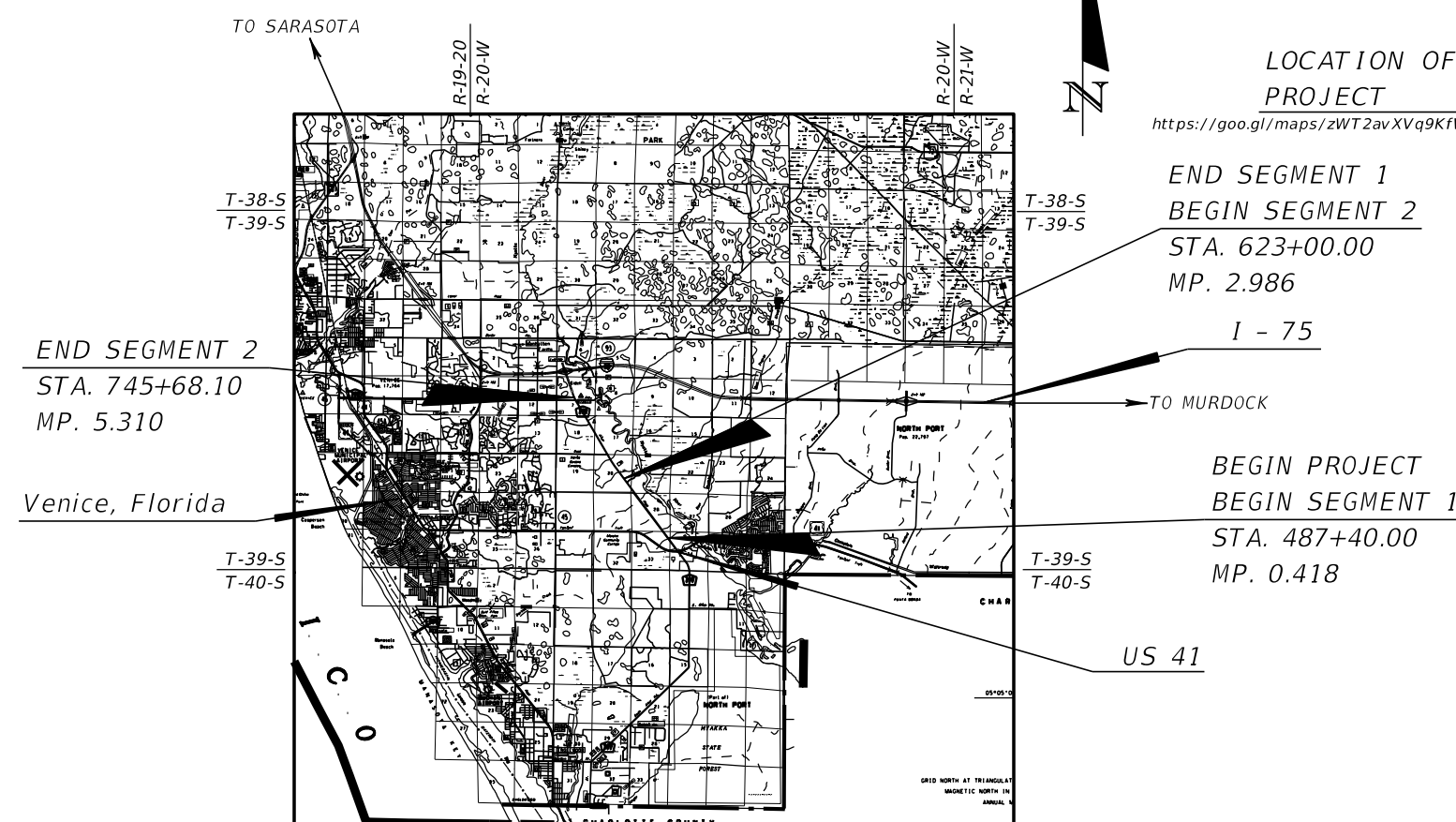
GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, January 2021 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>



LOCATION OF PROJECT

<https://goo.gl/maps/zWT2avXVq9KFWF7q8>



END SEGMENT 1
BEGIN SEGMENT 2
STA. 623+00.00
MP. 2.986

I - 75

BEGIN PROJECT
BEGIN SEGMENT 1
STA. 487+40.00
MP. 0.418

US 41

**ROADWAY PLANS
ENGINEER OF RECORD:**

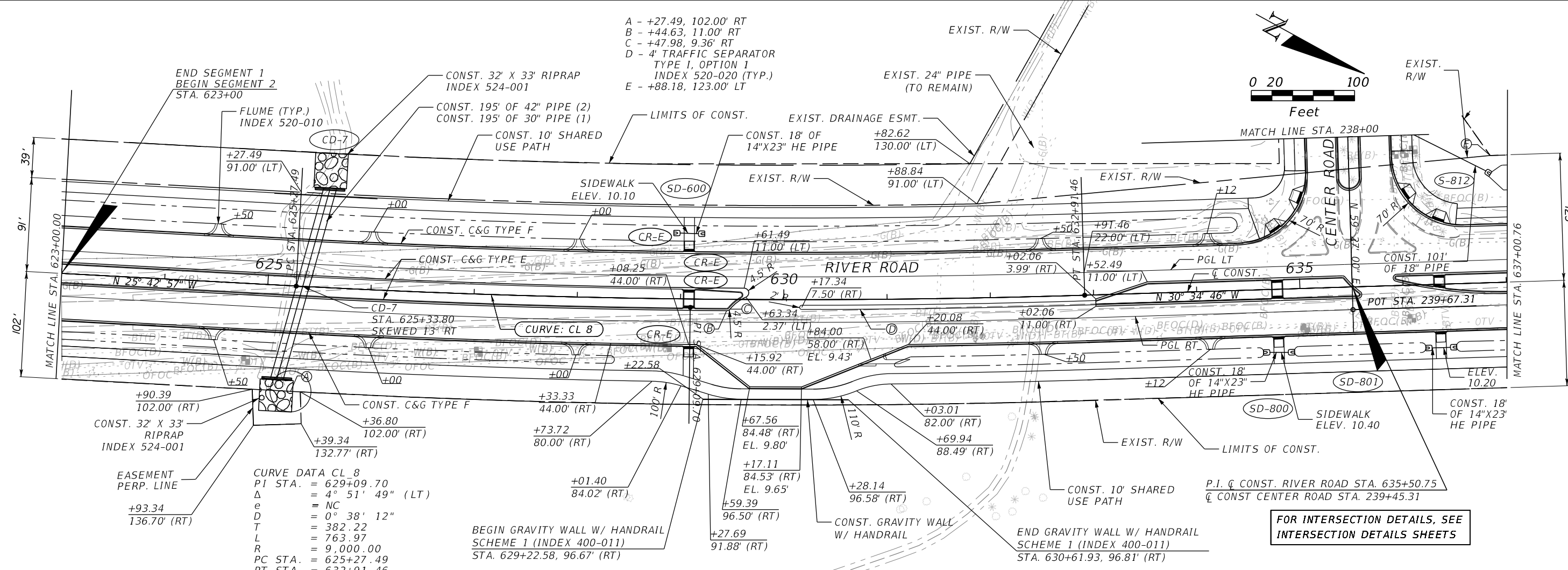
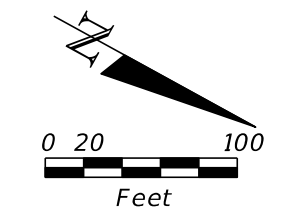
ROSS S. SHILLINGFORD P.E. NO.: 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FL 33411
CONTRACT NO.: EIT28
VENDOR NO.: F592629362

**FDOT PROJECT MANAGER:
JUAN CARRILLO, P.E., CPM**

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
EIT28	21-22	1

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

- A - +27.49, 102.00' RT
- B - +44.63, 11.00' RT
- C - +47.98, 9.36' RT
- D - 4' TRAFFIC SEPARATOR
TYPE I, OPTION 1
INDEX 520-020 (TYP.)
- E - +88.18, 123.00' LT

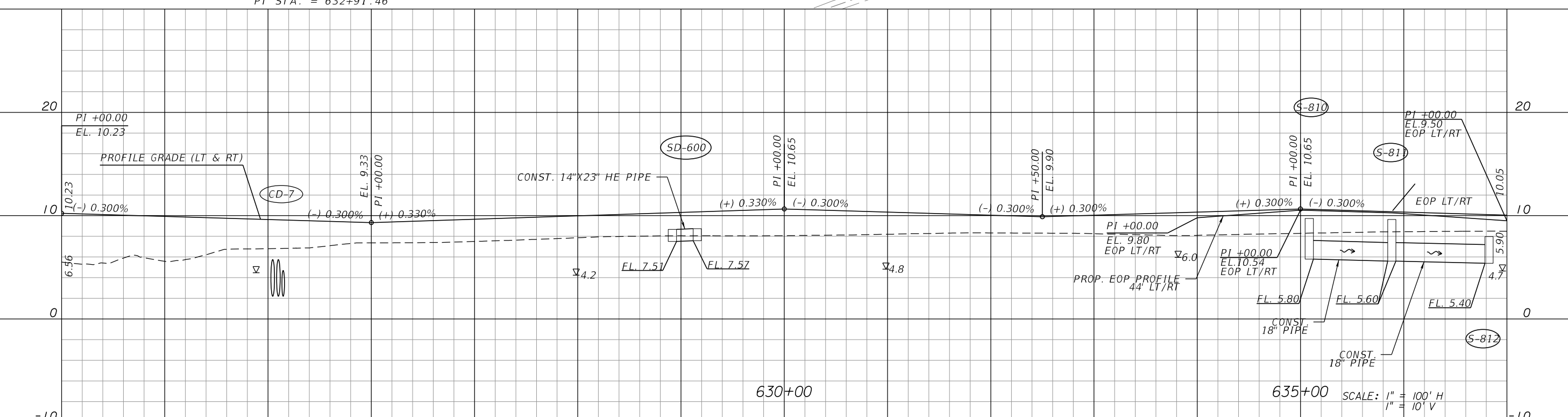


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 R = 9,000.00
 PC STA. = 625+27.49
 PT STA. = 632+91.46

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 STA. 629+22.58, 96.67' (RT)

END GRAVITY WALL W/ HANDRAIL
 SCHEME 1 (INDEX 400-011)
 STA. 630+61.93, 96.81' (RT)

FOR INTERSECTION DETAILS, SEE
 INTERSECTION DETAILS SHEETS



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

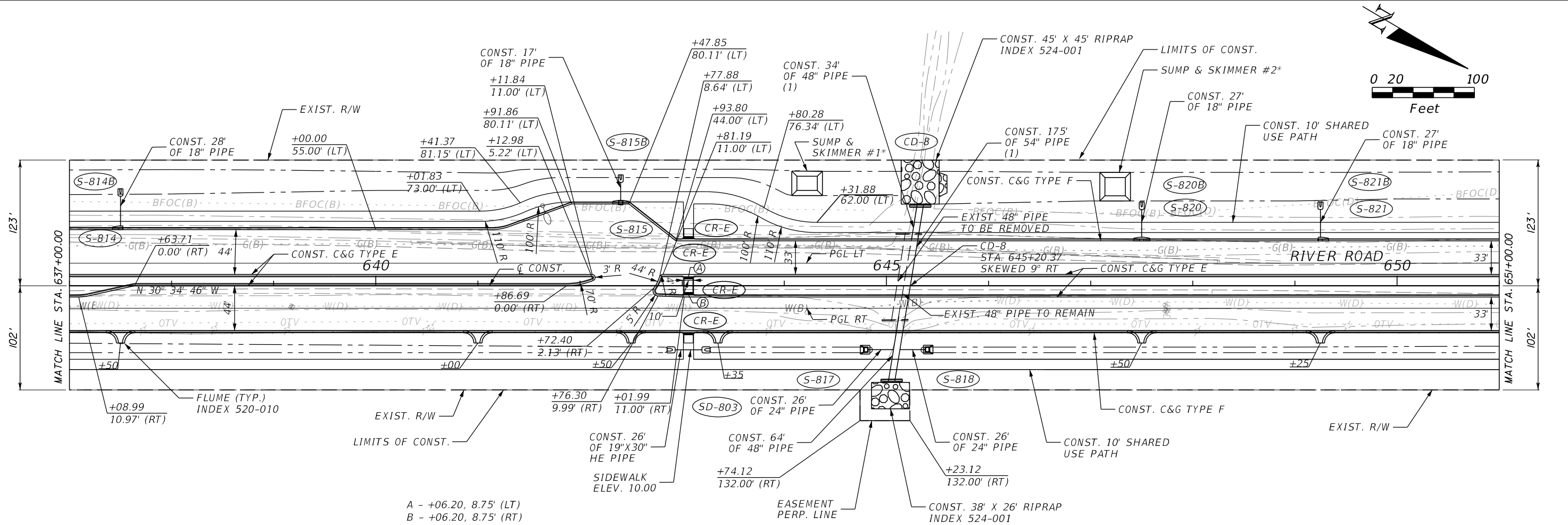
ROSS S. SHILLINGFORD, P.E.
 P.E. LICENSE NUMBER 56901
 STANTEC CONSULTING SERVICES, INC.
 2056 VISTA PARKWAY, SUITE 100
 WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

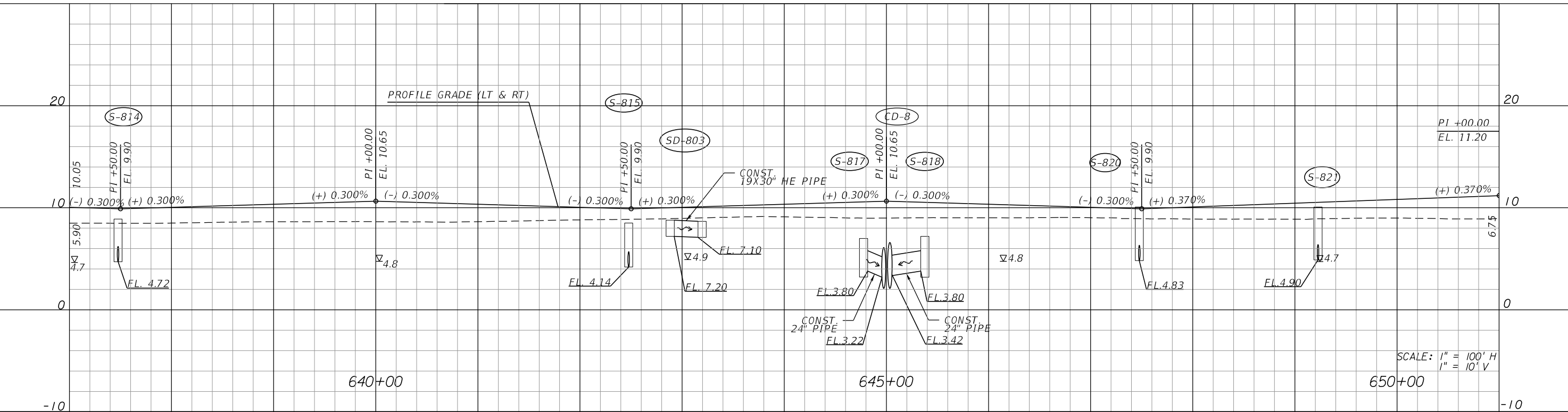
**ROADWAY PLAN
AND PROFILE**

SHEET NO.
10

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



* SEE DRAINAGE DETAIL SHEET 116A



REVISIONS		DATE	DESCRIPTION
3	ADDED SUMP AND SKIMMERS	11/29/22	
4	REVISED DESIGN TO EXTEND 3RD/INSIDE NB LANE	6/19/23	

ROSS S. SHILLINGFORD, P.E.
 P.E. LICENSE NUMBER 56901
 STANTEC CONSULTING SERVICES, INC.
 2056 VISTA PARKWAY, SUITE 100
 WEST PALM BEACH, FLORIDA 33411

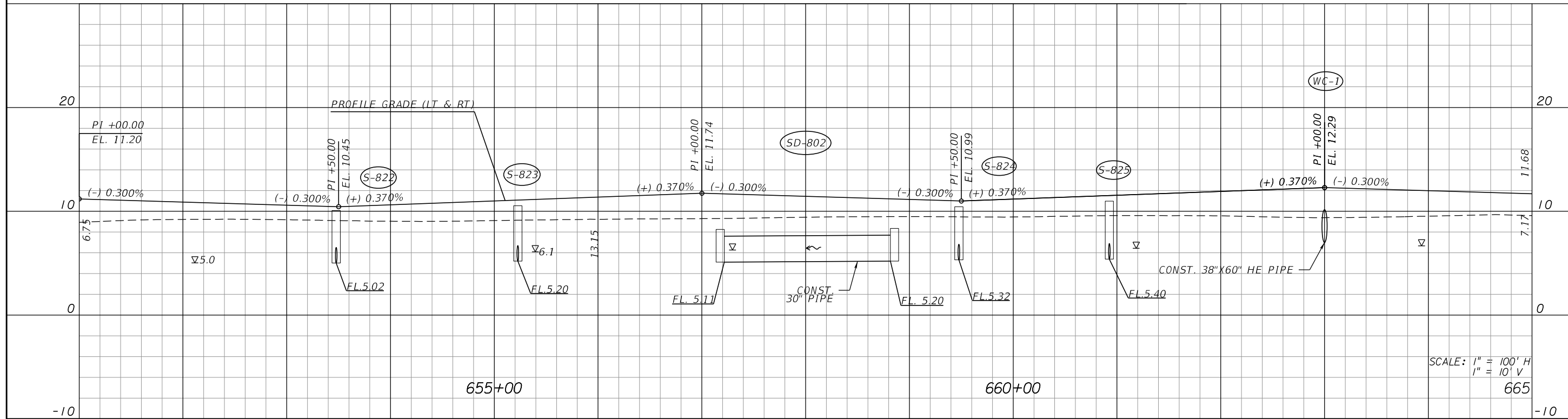
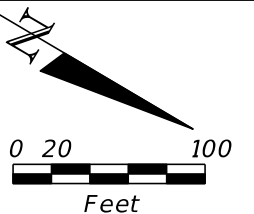
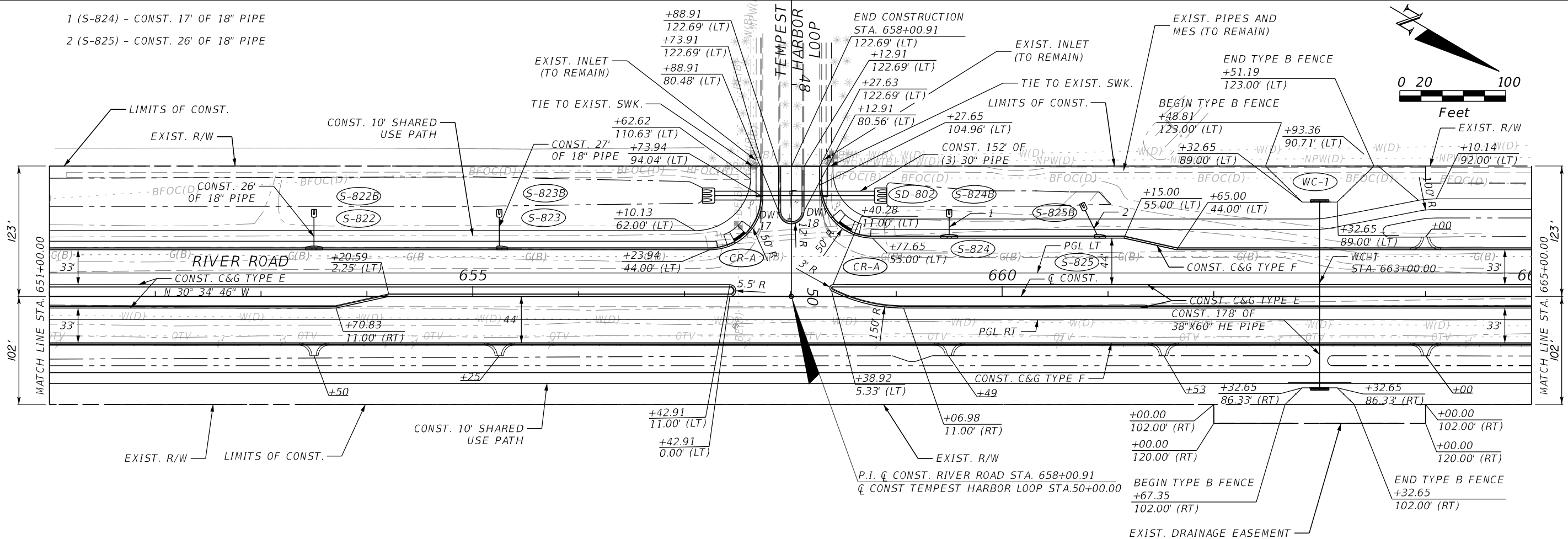
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

**ROADWAY PLAN
AND PROFILE**

SHEET NO. **11**

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

1 (S-824) - CONST. 17' OF 18" PIPE
 2 (S-825) - CONST. 26' OF 18" PIPE



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
6/19/23	REVISED DESIGN TO EXTEND 3RD/INSIDE NB LANE AND ADDED RIGHT TURN LANE ON SB RIVER RD AT TEMPEST HARBOR LOOP		

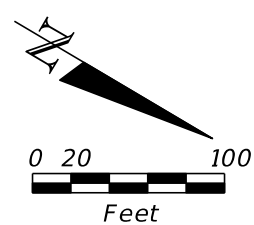
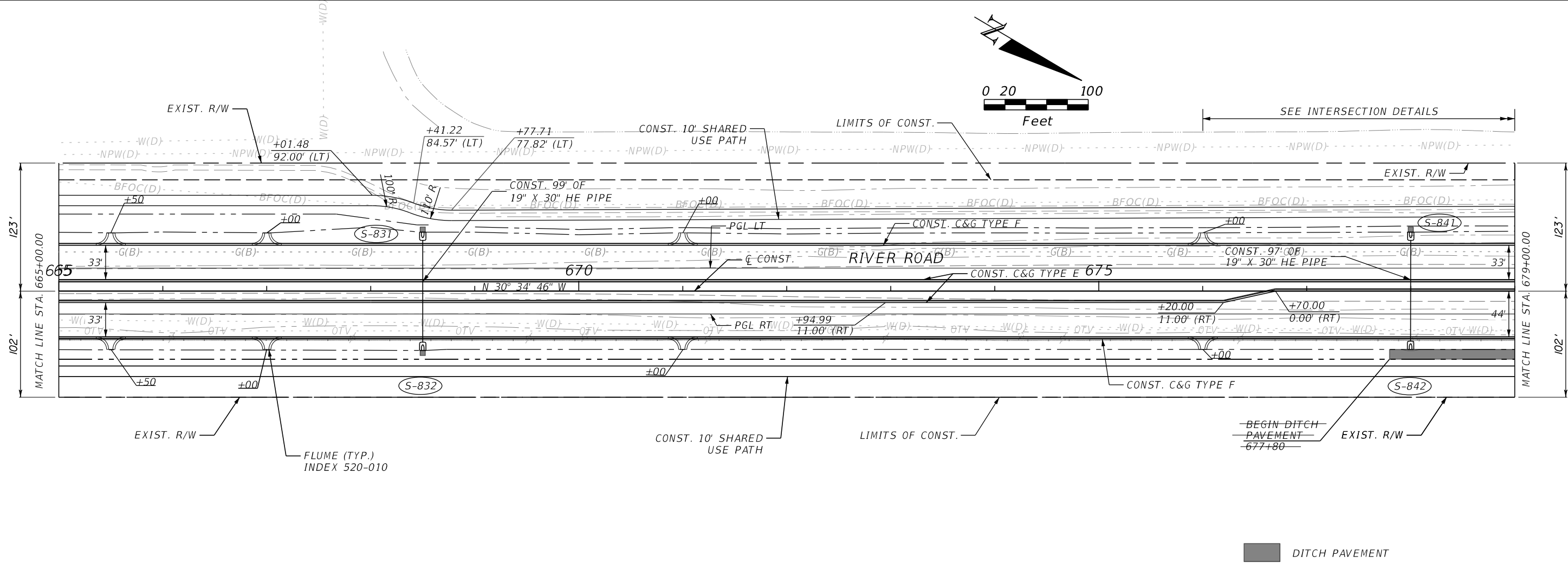
ROSS S. SHILLINGFORD, P.E.
 P.E. LICENSE NUMBER 56901
 STANTEC CONSULTING SERVICES, INC.
 2056 VISTA PARKWAY, SUITE 100
 WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

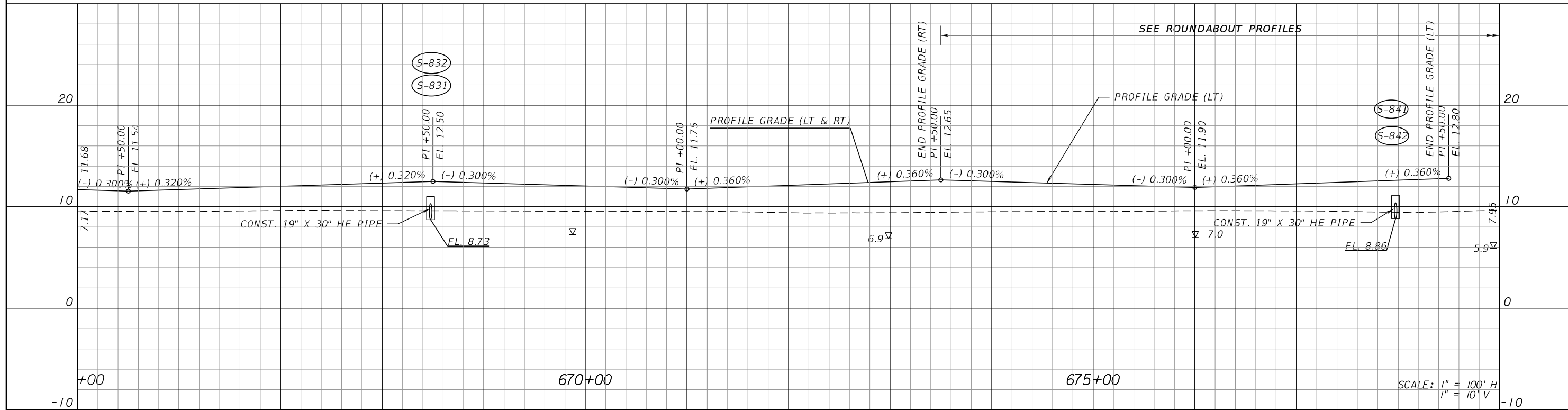
**ROADWAY PLAN
AND PROFILE**

SHEET NO.
12

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



■ DITCH PAVEMENT



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
6/19/23	REVISIED DESIGN TO EXTEND 3RD/ INSIDE NB LANE; ADDED HORIZONTAL CURVES FOR NB APPROACH TO THE ROUNDABOUT. REVISED PROFILE.		

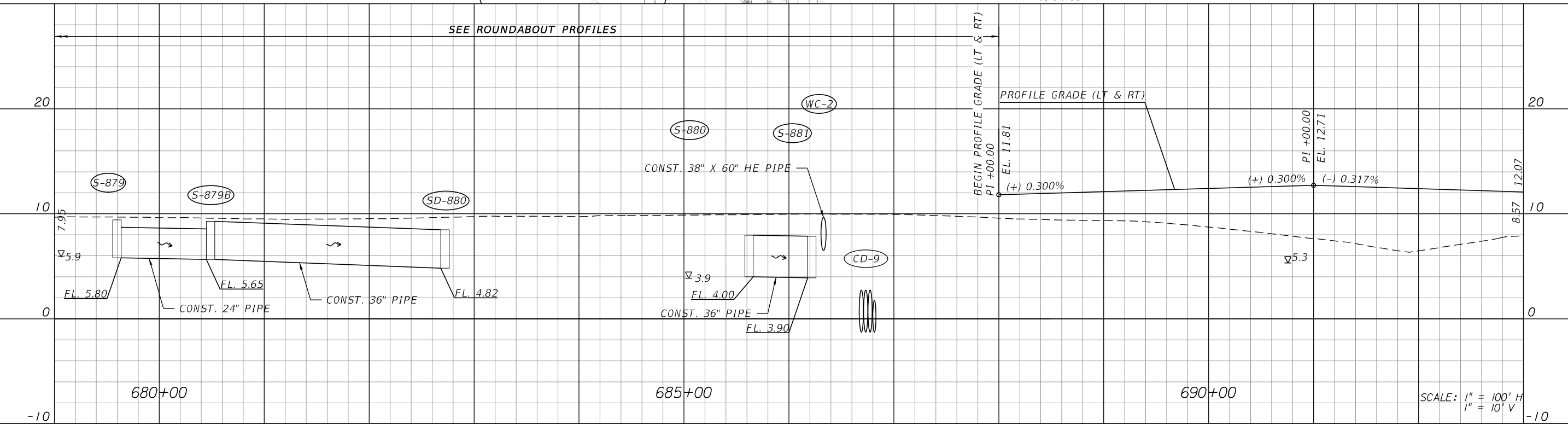
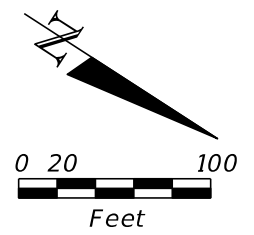
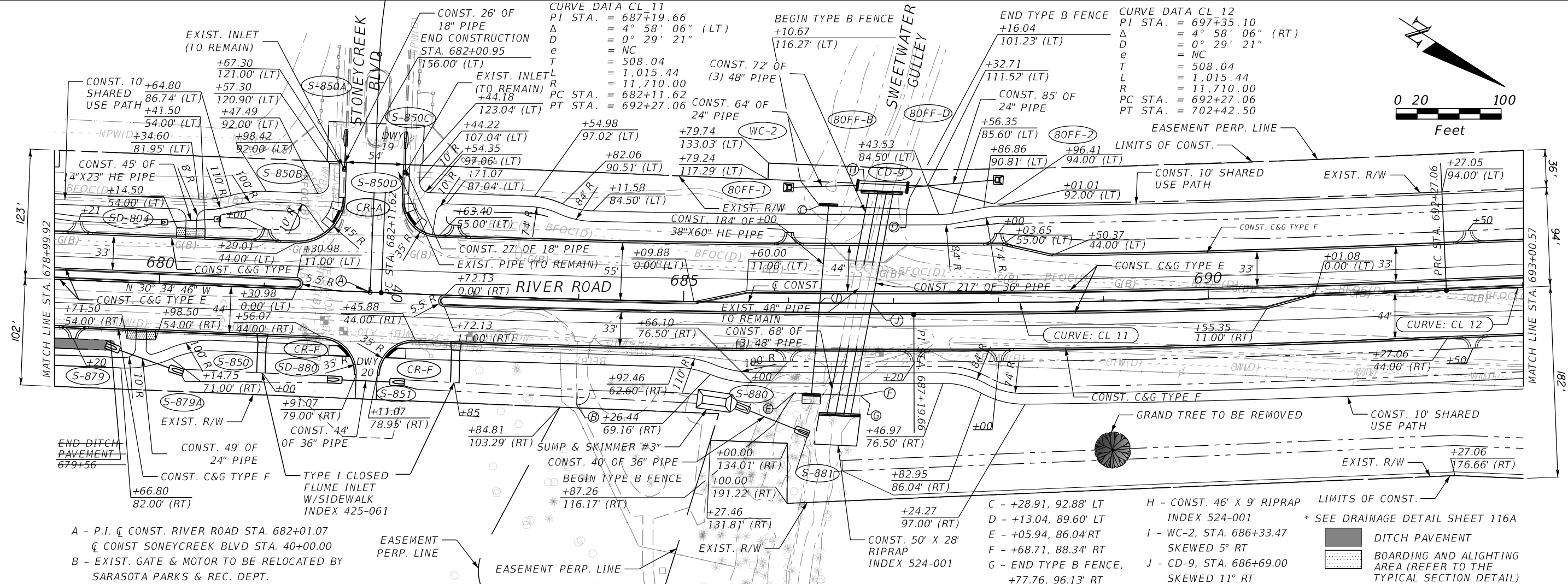
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

**ROADWAY PLAN
AND PROFILE**

SHEET NO.
13

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



SEE ROUNDABOUT PROFILES

SCALE: 1" = 100' H
 1" = 10' V

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
11/29/22	3 ADDED SUMP AND SKIMMER.		
06/19/23	4 ADDED ROUNDABOUT. MOVED CALLOUTS TO NEW INTERSECTION DETAIL SHEET		

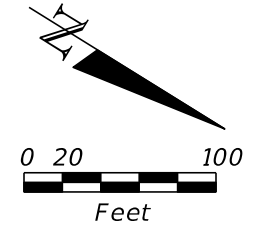
ROSS S. SHILLINGFORD, P.E.
 P.E. LICENSE NUMBER 56901
 STANTEC CONSULTING SERVICES, INC.
 2056 VISTA PARKWAY, SUITE 100
 WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

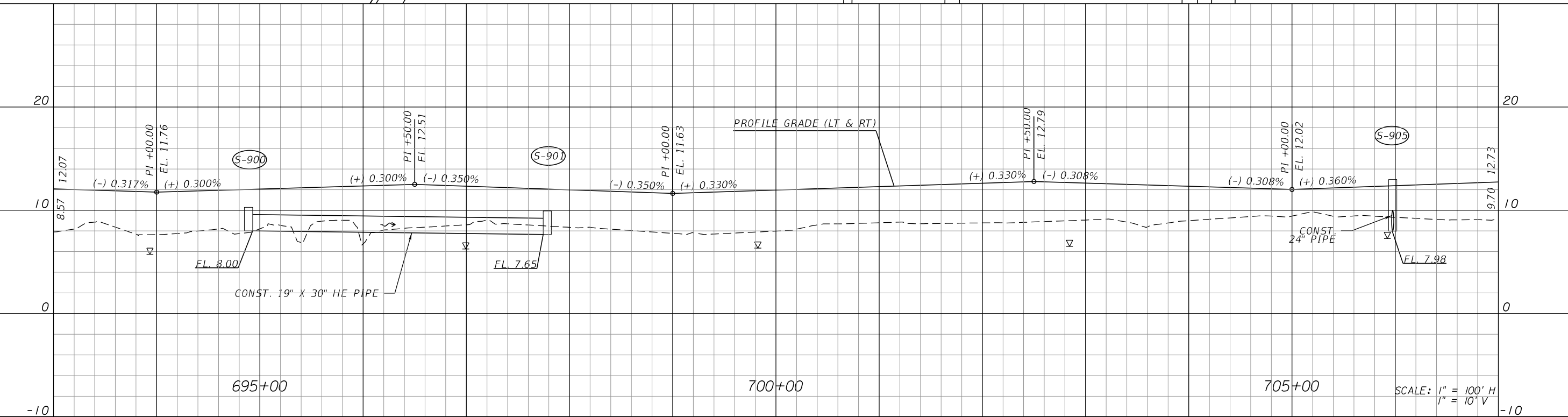
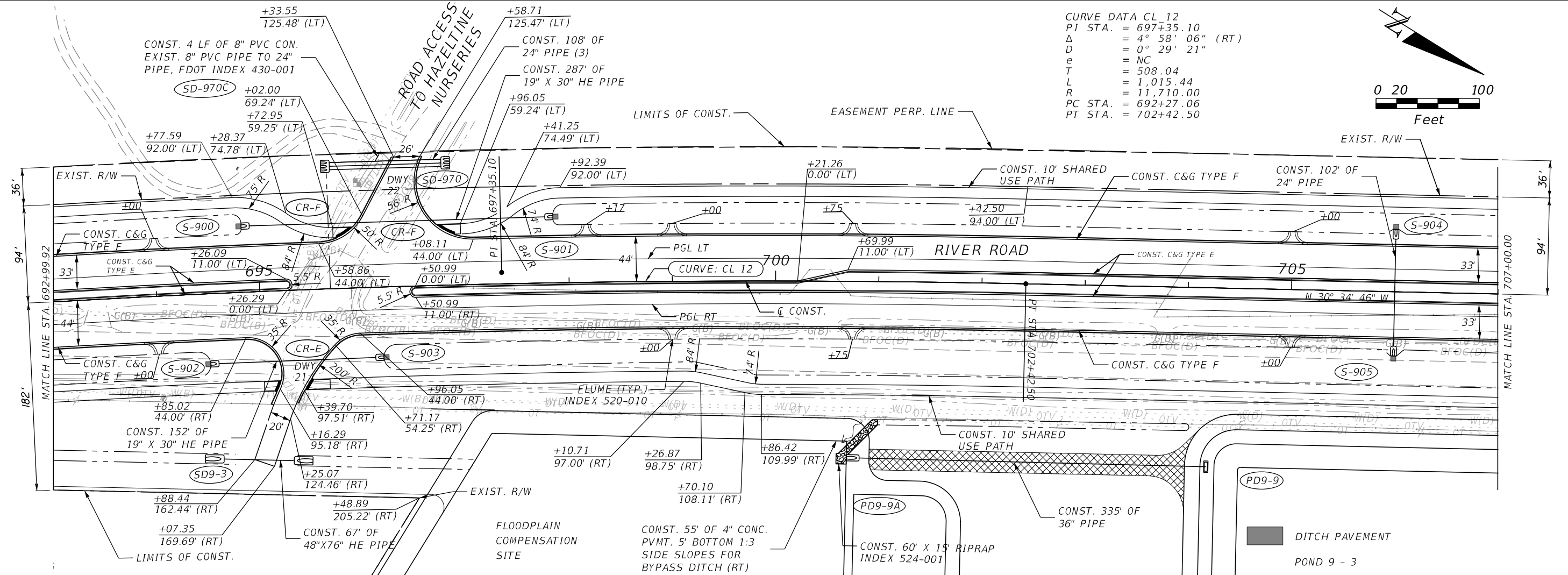
**ROADWAY PLAN
AND PROFILE**

SHEET NO. **14**

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



CURVE DATA CL 12
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 L = 1,015.44
 R = 11,710.00
 PC STA. = 692+27.06
 PT STA. = 702+42.50



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
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6/19/23			

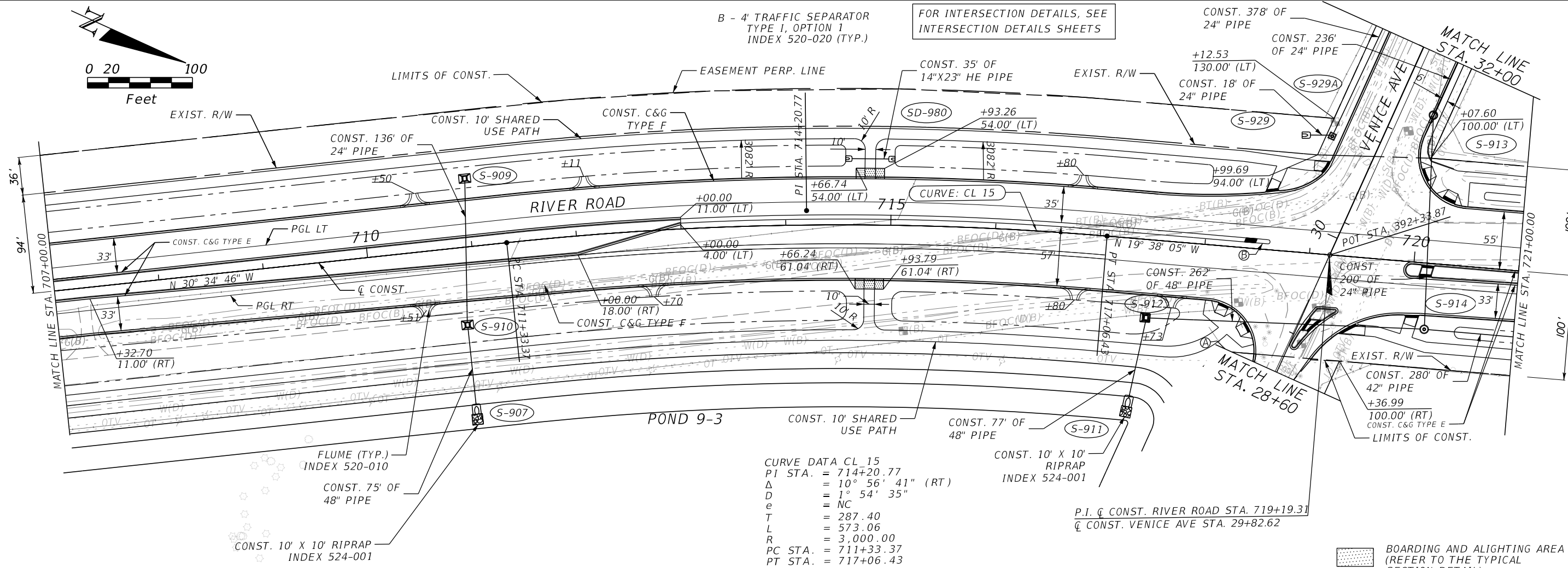
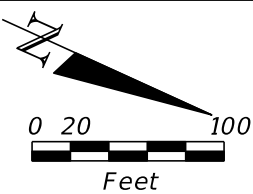
ROSS S. SHILLINGFORD, P.E.
 P.E. LICENSE NUMBER 56901
 STANTEC CONSULTING SERVICES, INC.
 2056 VISTA PARKWAY, SUITE 100
 WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

**ROADWAY PLAN
AND PROFILE**

SHEET NO.
15

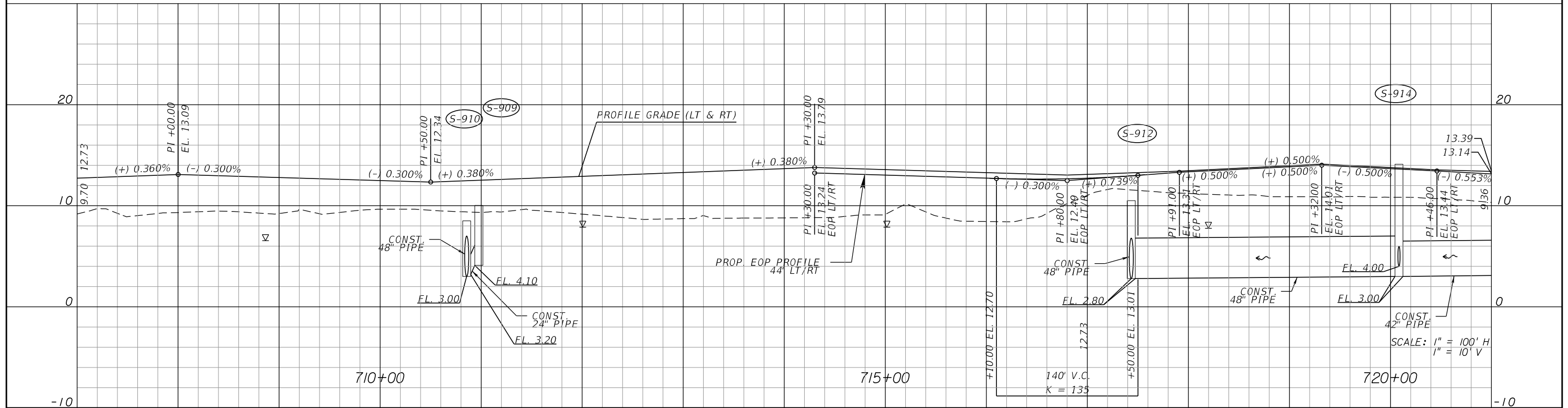
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



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 PI STA. = 714+20.77
 Δ = 10° 56' 41" (RT)
 D = 1° 54' 35"
 e = NC
 T = 287.40
 L = 573.06
 R = 3,000.00
 PC STA. = 711+33.37
 PT STA. = 717+06.43

P.I. \bar{C} CONST. RIVER ROAD STA. 719+19.31
 \bar{C} CONST. VENICE AVE STA. 29+82.62

BOARDING AND ALIGHTING AREA
 (REFER TO THE TYPICAL SECTION DETAIL)



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
11/29/22	REVISED POND BOTTOM ELEVATION		

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		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

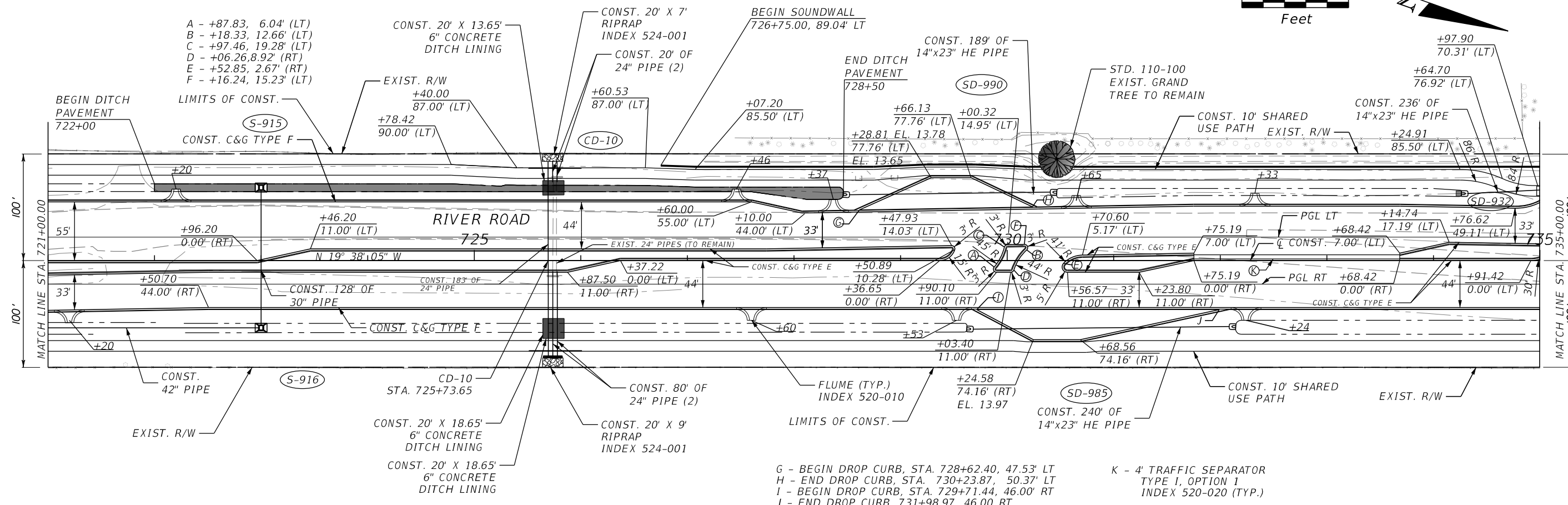
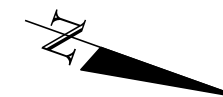
**ROADWAY PLAN
AND PROFILE**

SHEET NO.
16

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

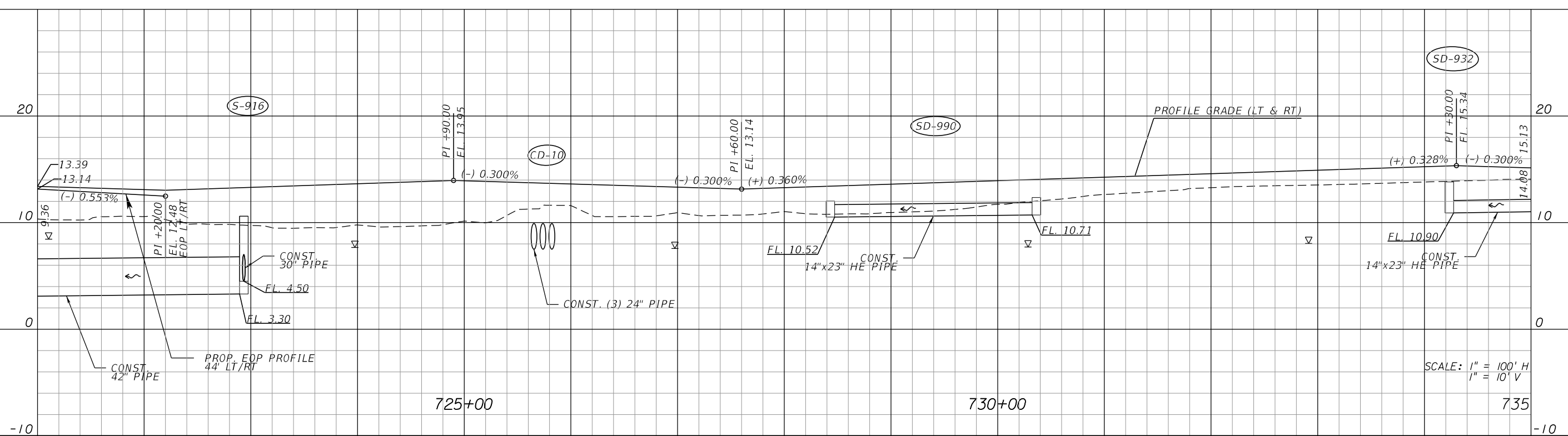
0 20 100

Feet



K - 4' TRAFFIC SEPARATOR
 TYPE I, OPTION 1
 INDEX 520-020 (TYP.)

DITCH PAVEMENT



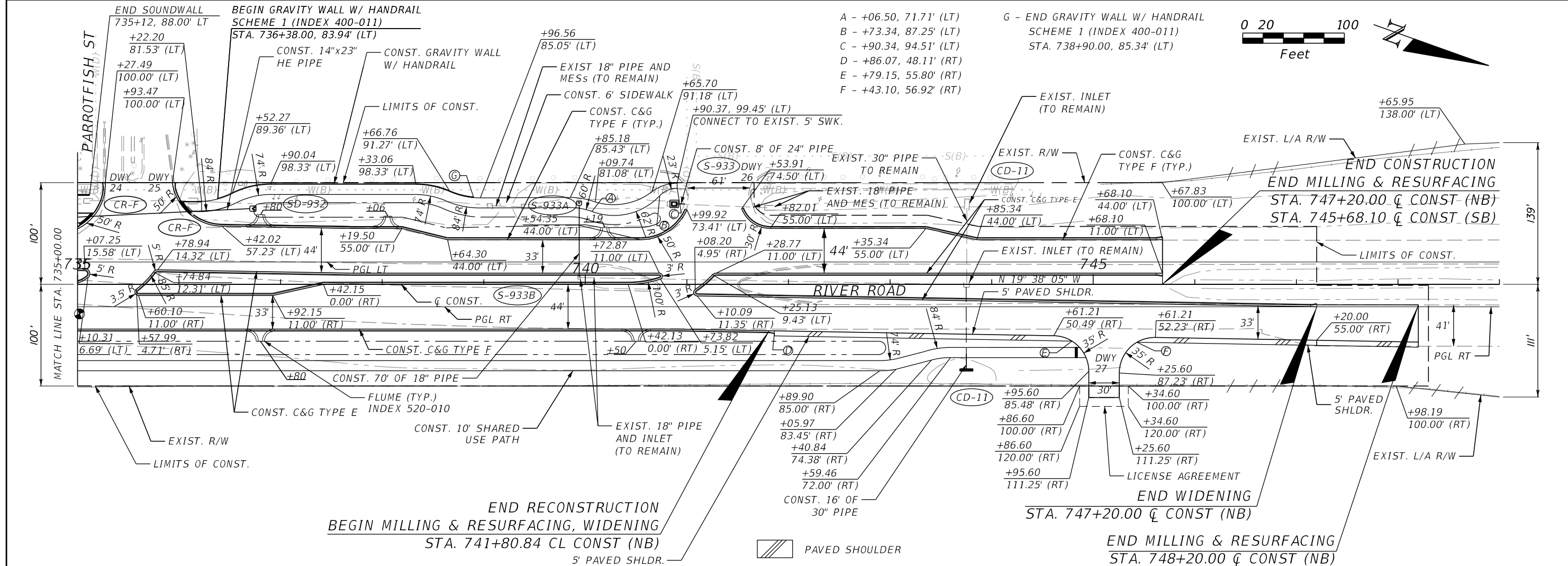
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ROSS S. SHILLINGFORD, P.E.
 P.E. LICENSE NUMBER 56901
 STANTEC CONSULTING SERVICES, INC.
 2056 VISTA PARKWAY, SUITE 100
 WEST PALM BEACH, FLORIDA 33411

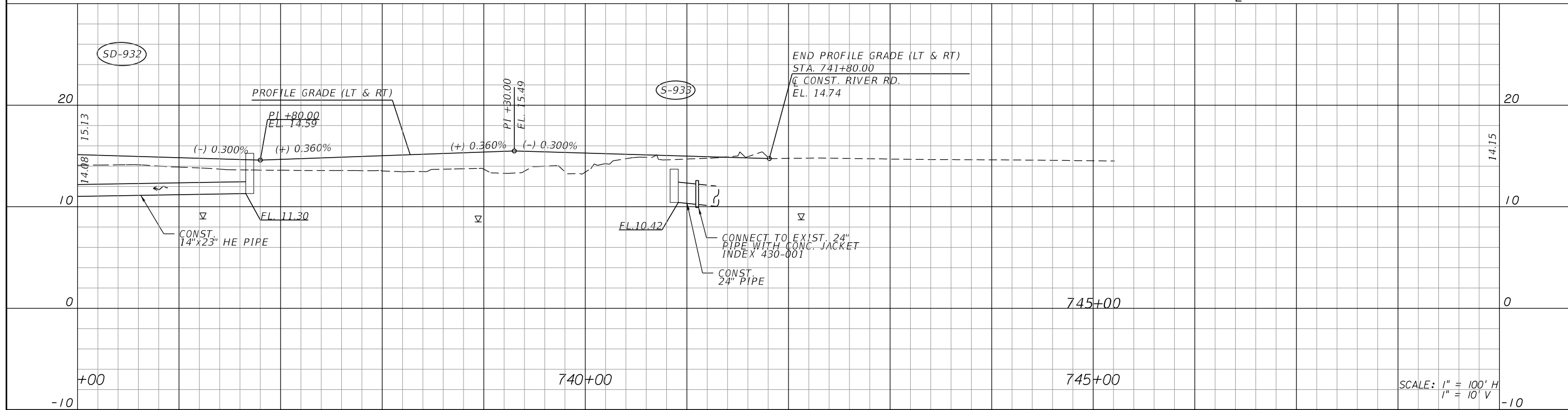
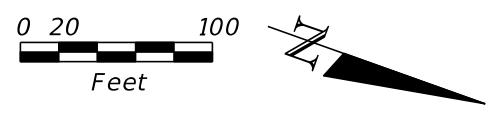
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

**ROADWAY PLAN
AND PROFILE**

SHEET
NO.
17



- A - +06.50, 71.71' (LT)
- B - +73.34, 87.25' (LT)
- C - +90.34, 94.51' (LT)
- D - +86.07, 48.11' (RT)
- E - +79.15, 55.80' (RT)
- F - +43.10, 56.92' (RT)
- G - END GRAVITY WALL W/ HANDRAIL
SCHEME 1 (INDEX 400-011)
STA. 738+90.00, 85.34' (LT)



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
11/29/22	REVISED SUP ALIGNMENT		
10/23/23	REVISED SIDEWALK, SWALE, DRAINAGE STRUCTURES, AND REMOVED GRAVITY WALL		

ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

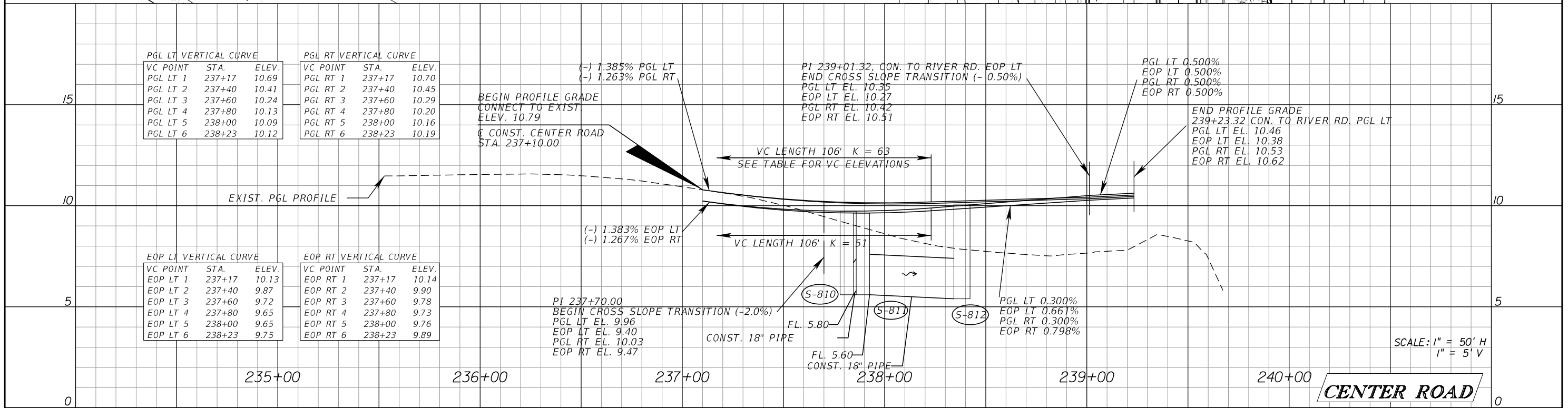
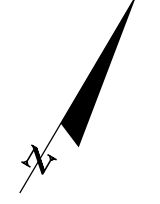
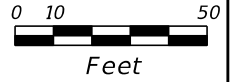
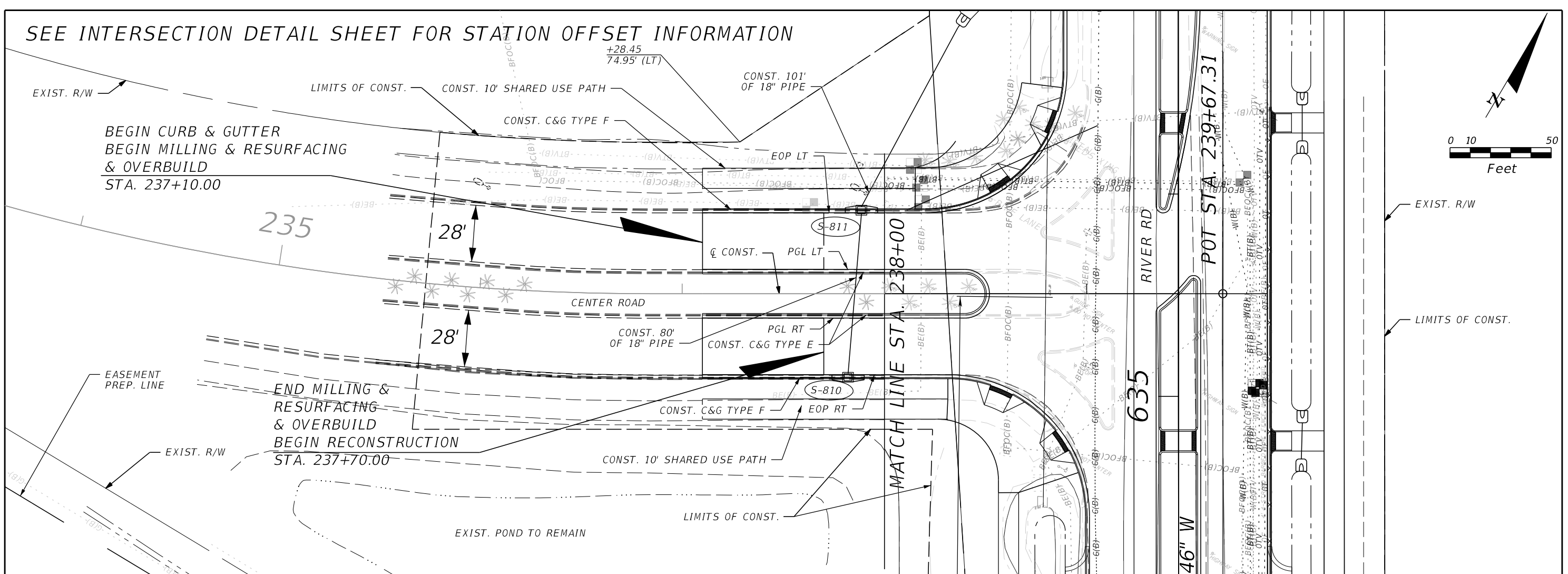
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

**ROADWAY PLAN
AND PROFILE**

SHEET NO.
18

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

SEE INTERSECTION DETAIL SHEET FOR STATION OFFSET INFORMATION



PGL LT VERTICAL CURVE

VC POINT	STA.	ELEV.
PGL LT 1	237+17	10.69
PGL LT 2	237+40	10.41
PGL LT 3	237+60	10.24
PGL LT 4	237+80	10.13
PGL LT 5	238+00	10.09
PGL LT 6	238+23	10.12

PGL RT VERTICAL CURVE

VC POINT	STA.	ELEV.
PGL RT 1	237+17	10.70
PGL RT 2	237+40	10.45
PGL RT 3	237+60	10.29
PGL RT 4	237+80	10.20
PGL RT 5	238+00	10.16
PGL RT 6	238+23	10.19

EOP LT VERTICAL CURVE

VC POINT	STA.	ELEV.
EOP LT 1	237+17	10.13
EOP LT 2	237+40	9.87
EOP LT 3	237+60	9.72
EOP LT 4	237+80	9.65
EOP LT 5	238+00	9.65
EOP LT 6	238+23	9.75

EOP RT VERTICAL CURVE

VC POINT	STA.	ELEV.
EOP RT 1	237+17	10.14
EOP RT 2	237+40	9.90
EOP RT 3	237+60	9.78
EOP RT 4	237+80	9.73
EOP RT 5	238+00	9.76
EOP RT 6	238+23	9.89

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

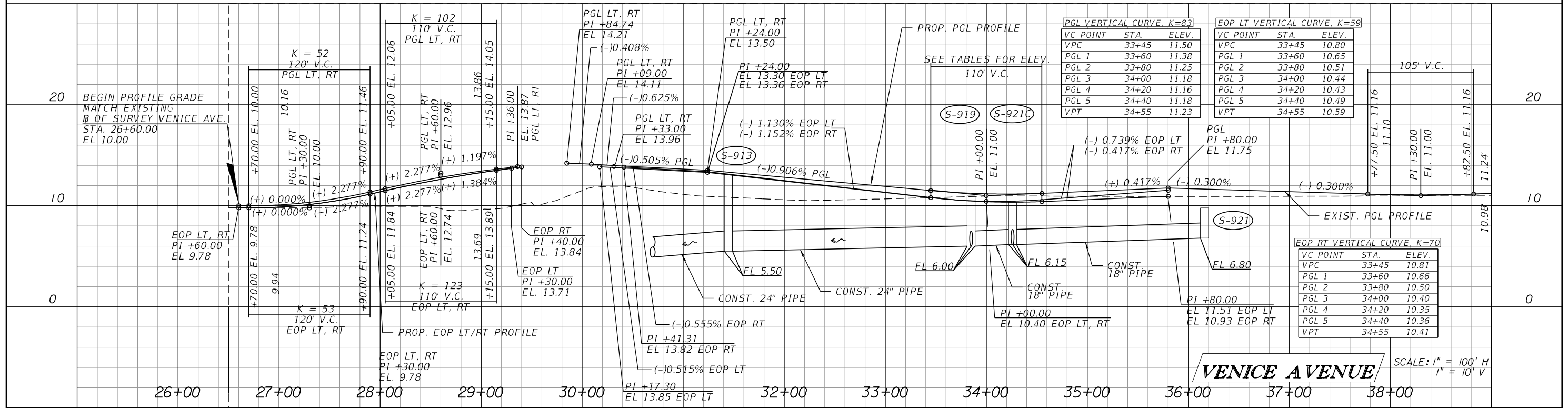
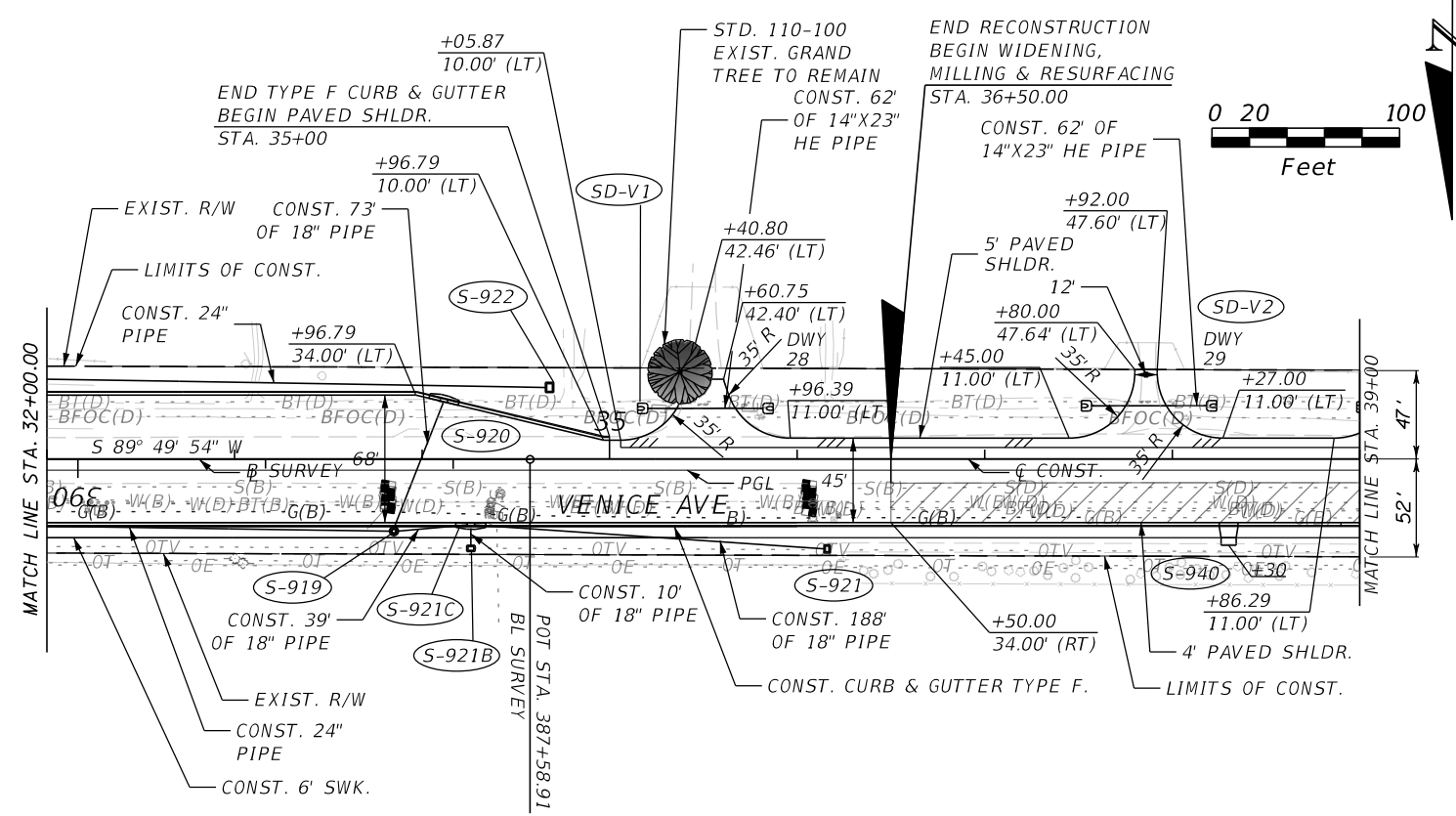
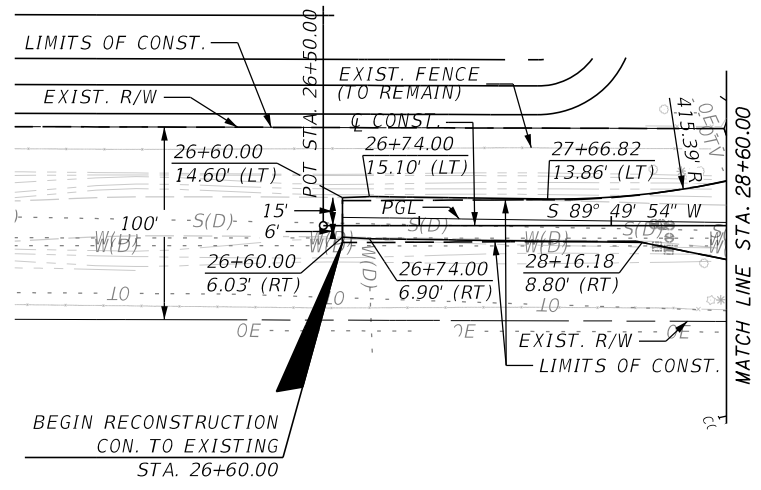
ROSS S. SHILLINGFORD, P.E.
 P.E. LICENSE NUMBER 56901
 STANTEC CONSULTING SERVICES, INC.
 2056 VISTA PARKWAY, SUITE 100
 WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

**ROADWAY PLAN
AND PROFILE**

SHEET NO.
19

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



VENICE AVENUE SCALE: 1" = 100' H
1" = 10' V

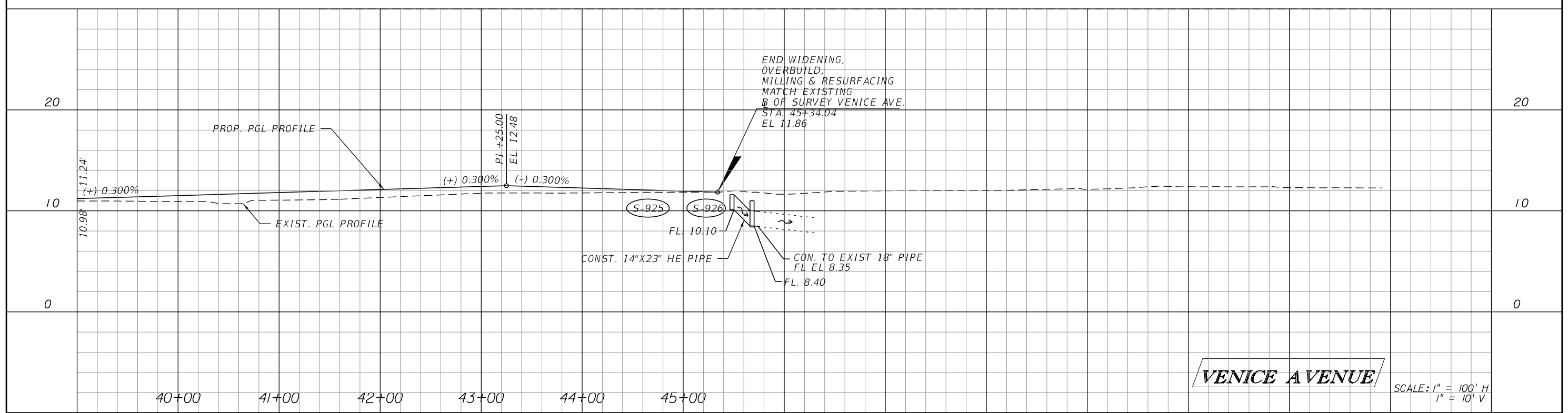
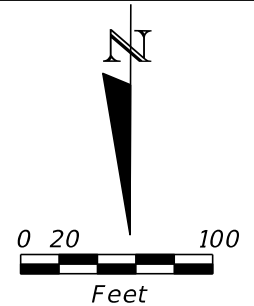
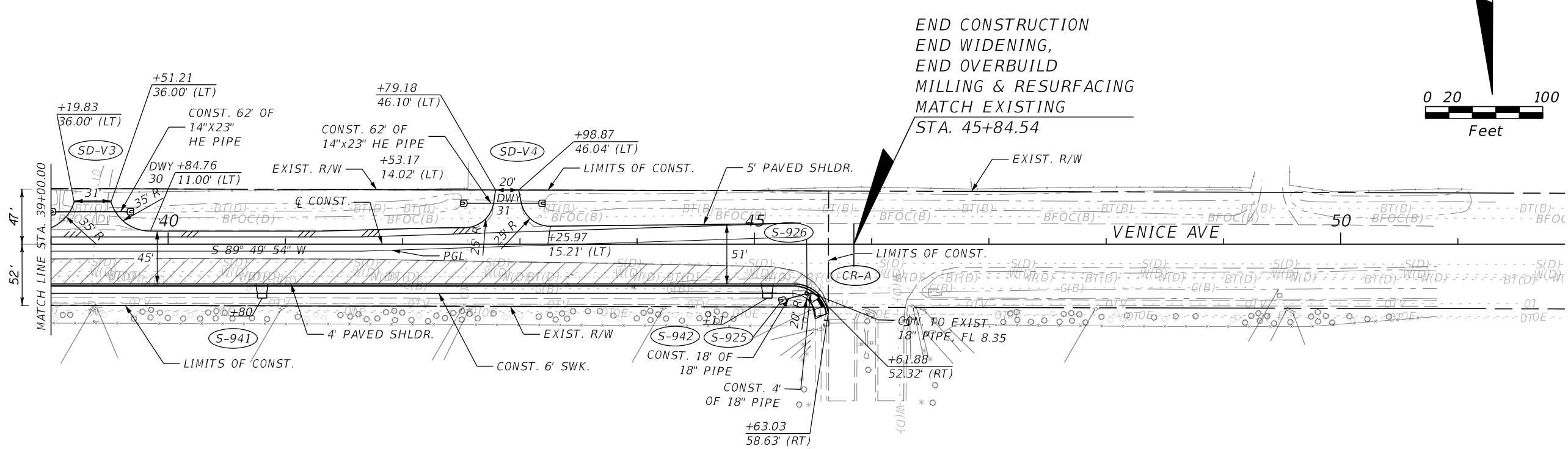
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

ROADWAY PLAN AND PROFILE		SHEET NO.
		20

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



VENICE AVENUE
 SCALE: 1" = 100' H
 1" = 10' V

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-777	SARASOTA	445059-1-52-01

**ROADWAY PLAN
AND PROFILE**

SHEET NO.
21

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

NURSERY EVALUATION ATTACHMENT



Hazeltine Nurseries, Inc

N River Rd

N River Rd

Image © 2024 Airbus

Google Earth

1985

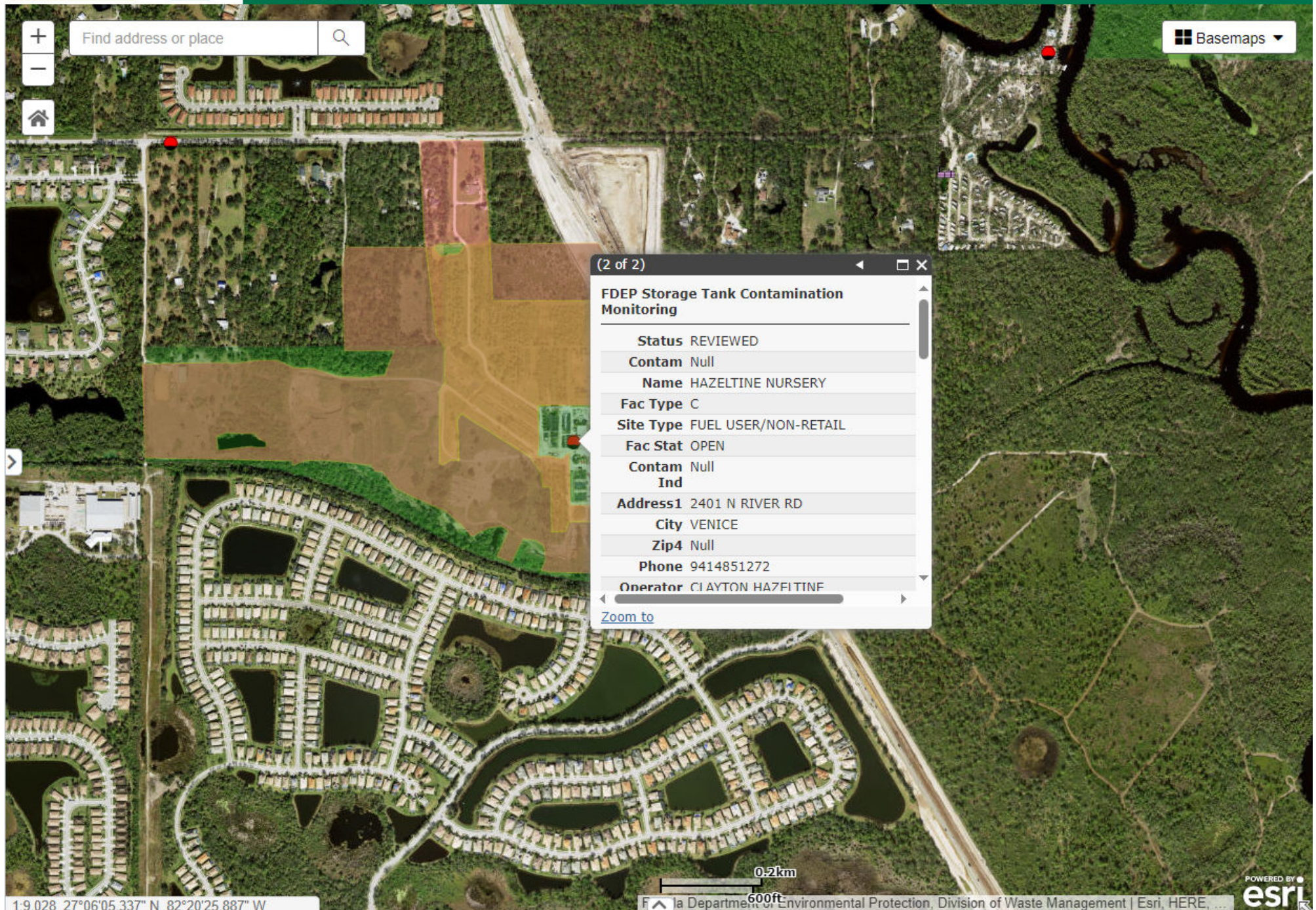
77

Imagery Date: 6/17/2024 27°05'41.52" N 82°20'30.53" W elev 9 ft eye alt 651 ft



Find address or place

Basemaps



(2 of 2)

FDEP Storage Tank Contamination Monitoring

Status	REVIEWED
Contam	Null
Name	HAZELTINE NURSERY
Fac Type	C
Site Type	FUEL USER/NON-RETAIL
Fac Stat	OPEN
Contam Ind	Null
Address1	2401 N RIVER RD
City	VENICE
Zip4	Null
Phone	9414851272
Operator	CLAYTON HAZFITNF

[Zoom to](#)

1:9,028 27°06'05.337" N 82°20'25.887" W





Florida Department of Environmental Protection
 Twin Towers Office Bldg. 2600 Blair Stone Road, Tallahassee, Florida, 32399-2400
 Division of Waste Management
 Petroleum Storage Systems
 Storage Tank Facility Routine Compliance Site Inspection Report

Facility Information:

Facility ID: 9400731	County: SARASOTA	Inspection Date:02/02/2022
Facility Type: C - Fuel user/Non-retail		
Facility Name: HAZELTINE NURSERY		# of inspected ASTs: 2
2401 N RIVER RD		USTs: 0
VENICE, FL 34292		Mineral Acid Tanks: 0
Latitude: 27° 5' 37.4817"		
Longitude: 82° 20' 35.1666"		
LL Method: DPHO		

Inspection Result:

Result: Minor Out of Compliance

Signatures:

TKSRPC - SARASOTA COUNTY AIR QUALITY/STORAGE TANK MGMT (941) 861-0814

Storage Tank Program Office and Phone Number

Maggie A Murphy

Ryan Nosia

Inspector Name

Representative Name

No Signature

Inspector Signature

Representative Signature

Principal Inspector

SARASOTA COUNTY AIR QUALITY/STORAGE TANK MGMT

Owners of UST facilities are reminded that the Federal Energy Policy Act of 2005 and 40 CFR 280 Subpart J requires Operator Training at all facilities by October 13, 2018. For further information please visit: <https://floridadep.gov/waste/permitting-compliance-assistance/content/underground-storage-tank-operator-training>

Financial Responsibility:

Financial Responsibility: INSURANCE

Insurance Carrier: COMMERCE & INDUSTRY INSURANCE CO

Effective Date: 10/27/2021 Expiration Date: 10/27/2022

Reviewed Records

Record Category	Record type	From Date	To Date	Reviewed Record Comment
Three Years	Monthly Maint. Visual Examinations and Results	12/03/2020	01/07/2022	
Three Years	Certificate of Financial Responsibility	10/27/2021	02/07/2022	
Three Years	Repair, Operation and Maintenance Records	12/03/2020	12/07/2021	

Areas of Concern:

Type: Area of Concern
 Rule: 62-762.411(1)(b), 62-762.411(1)(c), 62-762.411(2)(a), 62-762.411(2)(b), 62-762.411(2)(c)
 Violation Text: Notification of installation, closure, or change in service status not received in required timeframes.
 Explanation: No notice of closure or instalation or new tank.
 Corrective Action: Going forward written notice of 35 days needs to be provided prior to any registered tanks closure and or installation.

Violations:

Type: Violation
 Significance: Minor
 Rule: 62-762.711(1)
 Violation Text: Permanent records not available within 5 working days notice.
 Explanation: Equipment number for tank not provided within five days of inspection.
 Corrective Action: Provide equipment number for installed tank and provide photographic evidence of old tank on site and unusable as discussed. Please provide these by email to this office within 14 days.

Type: Violation
 Significance: Minor
 Rule: 62-762.401(1)(b), 62-762.401(2), 62-762.401(3), 62-762.401(3)(a), 62-762.401(3)(b), 62-762.401(3)(c)
 Violation Text: Registration Form not submitted for a new system, change in service, closure, owner change, or discovery of unregistered facility.
 Explanation: A completed Registration Form shall be submitted to the Department in paper or electronic format within 10 days of closure or installation of new tank.
 Corrective Action: Previous tank must be placed as closed and new tank must be registered.

Site Visit Comments

02/02/2022

Inspection Covers: Three (3) registered in service aboveground storage tank (ASTs).

- 1000 single walled steel UL-142 AST in Secondary Containment for unleaded gas.

- o This tank is no longer in the secondary and a double walled tank is in its place.
- o On 9/30/2019 Lynch Oil delivered a used double walled tank.
- o Notice or registration change was not performed
- o The old tank is on the property to be repurposed
- o No manifest are available as the tank was removed by Hazeltine employees.
- 1000 single walled steel UL-142 AST in Secondary Containment for Diesel
- 550 single walled in Secondary Containment for Vehicular Diesel
- All three tanks located in concrete secondary containment.
- The exterior of all three tanks presented in moderate condition with no evidence of dripping/leaking issues but some corrosion.

Overfill Protection/Venting:

- An impervious dike field area

Fill Sump:

- fill pipes on tanks with hinged full caps locked.
- Located in Dike field.

PIPING: PIPING: Tank Mounted Fuel Dispenser- no piping

- Tank mounted fuel dispensers presented as unremarkable.
- Dispenser components including; fuel hose, whip, nozzles and breakaways all appeared unremarkable.
- Dispenser lines ran through a newly constructed conduit under the concrete to dispensing area.
- Dispenser nozzles were all distinctly marked with product content.

Release Detection: Visual Monitoring for the entire AST system

- Sump pump used to remove storm water.
- Some muddy accumulation in Dike field under 1 inch.
- Monthly Visual records for the AST system were observed and complete from 12/3/2020 to most recent assessment 1/7/22.

Violation : New tank was installed without notice installation inspection or closure. Both the installation and closure will be processed once an image of the old tank and EQ#s for new tank are provided and registration is changed to outline new tank installed.

Additional Records Reviewed:

- Placard: Current placard on display
 - Insurance through Commerce and Industry coverage period October 27, 2012021 to October 27, 2022
- Due to covid Restrictions a signature wasn't captured. Copy of the report was emailed to Ryan Nosia at fleet@hazeltinenurseries.com

Inspection Photos

Added Date 02/07/2022

tanks in secondary



Added Date 02/07/2022

hoses nozles



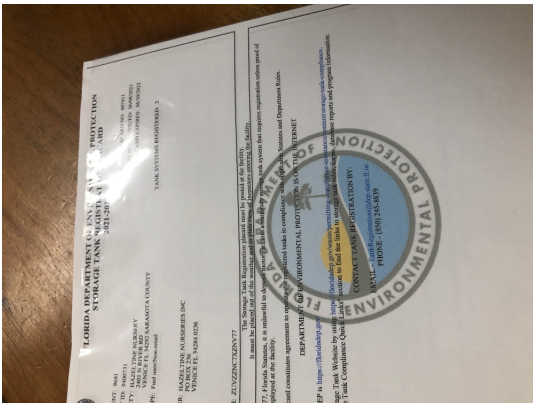
Added Date 02/07/2022

top of new tank



Added Date 02/07/2022

placard



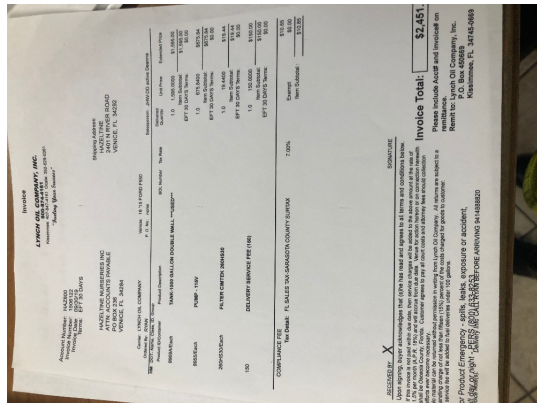
Added Date 02/07/2022

back of tanks in secondary



Added Date 02/07/2022

invoice for new tank





July 11, 2022

ELECTRONIC MAIL – DELIVERY RECEIPT REQUESTED

Michael Hazeltine
Hazeltine Nursery
2401 N. River Road; Venice, FL 34292
moehazeltine@hazeltinenurseries.com

Subject: **Return to Compliance**
Hazeltine Nursery
2401 N. River Road; Venice, FL 34292
FDEP Facility ID #58/9400731
Sarasota County – Storage Tanks

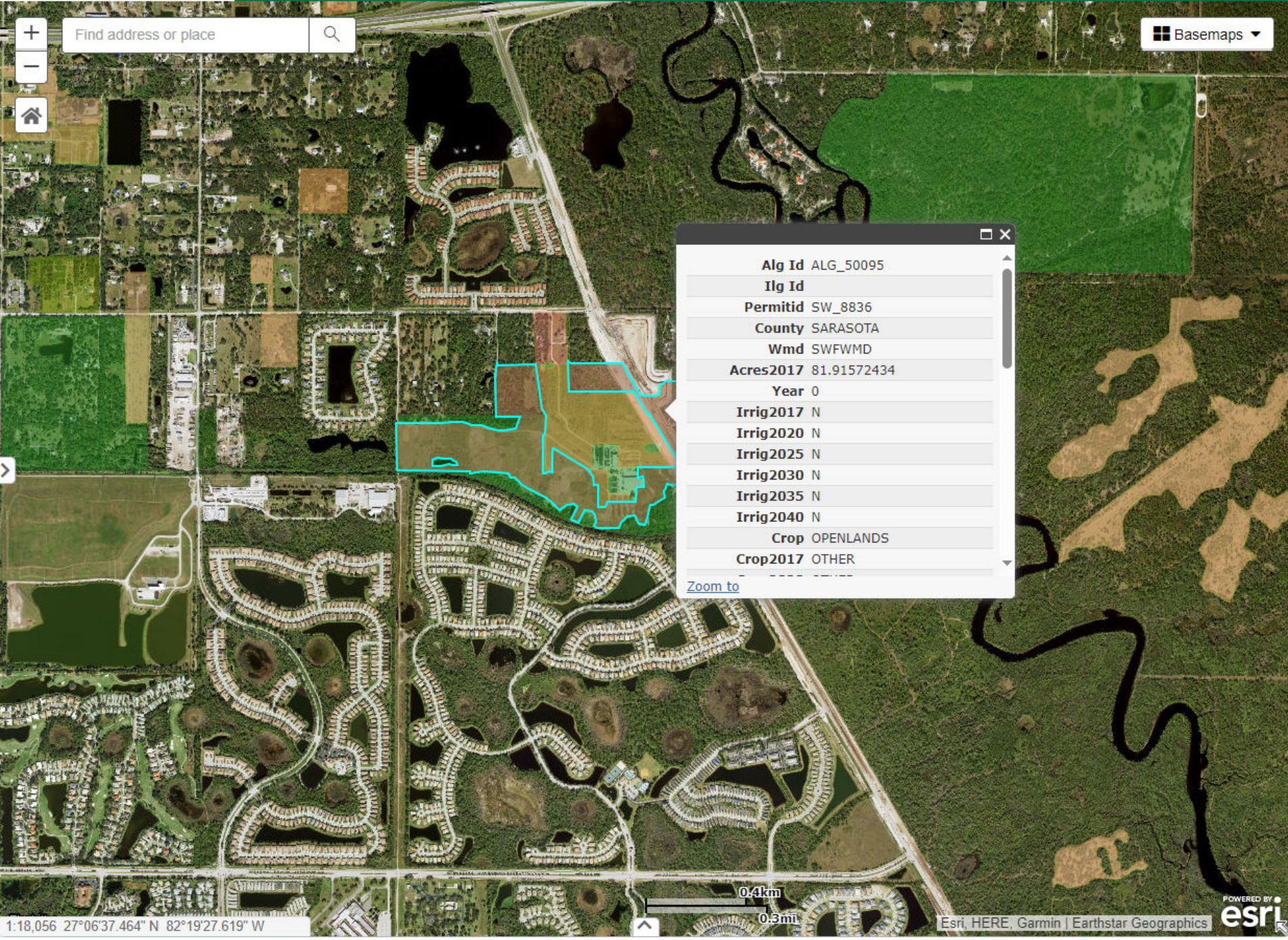
Dear Mr. Hazeltine:

Sarasota County Air & Water Quality (AWQ), on behalf of the Florida Department of Environmental Protection (FDEP), personnel issued a Compliance Assistance Offer letter to the above-referenced facility on Feb. 4, 2022. Based on the information provided on Feb. 8, 2022, the facility was determined to have returned to compliance with FDEP's Storage Tank rules and regulations.

AWQ appreciates your efforts to maintain this facility in compliance with state and federal rules. Should you have any questions or comments, please contact me at (941) 202-3955, or at mamurphy@scgov.net.

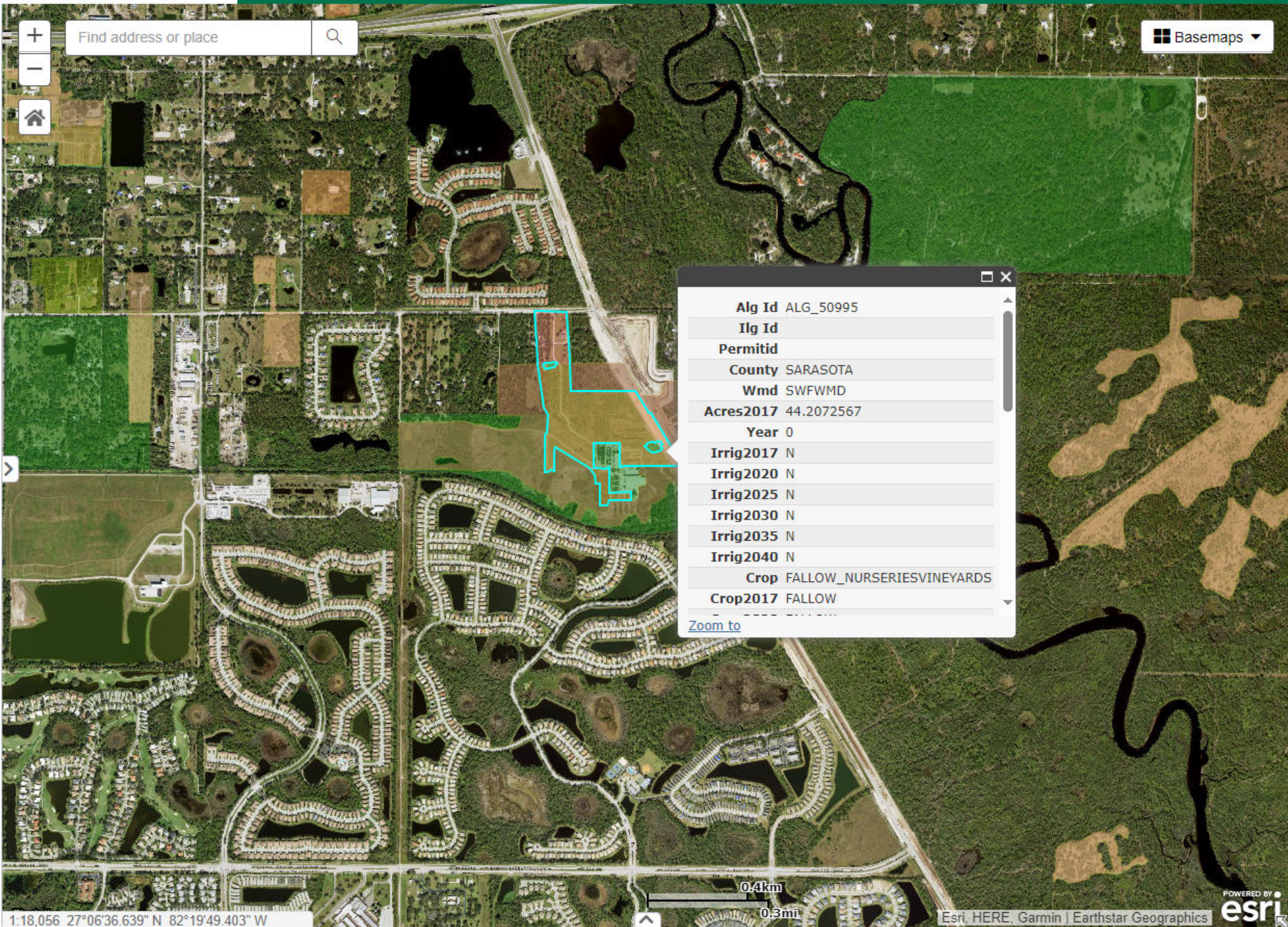
Sincerely,

Maggie Murphy
Environmental Specialist
Air & Water Quality
mamurphy@scgov.net



Alg Id	ALG_50095
Ilg Id	
Permitid	SW_8836
County	SARASOTA
Wmd	SWFWMD
Acres2017	81.91572434
Year	0
Irrig2017	N
Irrig2020	N
Irrig2025	N
Irrig2030	N
Irrig2035	N
Irrig2040	N
Crop	OPENLANDS
Crop2017	OTHER

[Zoom to](#)



Find address or place

Basemaps

Alg Id	ALG_50995
Ilg Id	
Permitid	
County	SARASOTA
Wmd	SWFWM
Acres2017	44.2072567
Year	0
Irrig2017	N
Irrig2020	N
Irrig2025	N
Irrig2030	N
Irrig2035	N
Irrig2040	N
Crop	FALLOW_NURSERIESVINEYARDS
Crop2017	FALLOW
Zoom to	

1:18,056 27°06'36.639" N 82°19'49.403" W

0.4km

0.3mi



RETAIL FUELING STATION EVALUATION ATTACHMENT





Find address or place

Basemaps

FDEP Storage Tank Contamination Monitoring

Status	REVIEWED
Contam	Null
Name	7-ELEVEN STORE #38327
Fac Type	A
Site Type	RETAIL STATION
Fac Stat	OPEN
Contam Ind	Null
Address1	2751 N RIVER RD
City	VENICE
Zip4	Null
Phone	4074032995
Operator	DAVID PETERSEN
Nextaction	PLACARD 19-JUN-2024

[Zoom to](#)

1:1,128 27°06'23.947" N 82°20'47.236" W





Dec. 22, 2022

ELECTRONIC MAIL – DELIVERY RECEIPT REQUESTED

David Petersen
Environmental Compliance
7-Eleven Fuel Services, Inc.
P.O. Box 711; Dallas, TX 75221
David.Petersen@7-11.com

Subject: **In Compliance**
7-Eleven Store #38327
2751 N. River Road; Venice, FL 34292
FDEP Facility ID #58/9817329
Sarasota County – Storage Tanks

Dear Mr. Petersen:

A storage tanks inspection and file review was conducted at the subject facility on or about Dec. 9, 2022, by Sarasota County Air & Water Quality (AWQ), on behalf of the Florida Department of Environmental Protection (FDEP). Based on the information provided during and following the inspection, the facility was determined to be in compliance with FDEP's storage tank rules and regulations. A copy of the inspection report is attached for your records.

AWQ appreciates your efforts to maintain this facility in compliance with state and federal rules. Should you have any questions or comments, please contact me at (941) 202-3955, or via e-mail at: mamurphy@scgov.net.

Sincerely,

Maggie Murphy
Environmental Specialist
Air & Water Quality

Attachment: 2022 Inspection

ec: Milei Avilés, 7-Eleven Fuel Services, Inc. – Milei.Aviles@7-11.com



Florida Department of Environmental Protection
 Twin Towers Office Bldg. 2600 Blair Stone Road, Tallahassee, Florida, 32399-2400
 Division of Waste Management
 Petroleum Storage Systems
 Storage Tank Facility Routine Compliance Site Inspection Report

Facility Information:

Facility ID: 9817329	County: SARASOTA	Inspection Date: 12/19/2022
Facility Type: A - Retail Station		
Facility Name: 7-ELEVEN STORE #38327		# of inspected ASTs: 0
2751 N RIVER RD		USTs: 2
VENICE, FL 34292		Mineral Acid Tanks: 0
Latitude: 27° 6' 20.0728"		
Longitude: 82° 20' 48.9287"		
LL Method: DPHO		

Inspection Result:

Result: In Compliance

Signatures:

TKSRPC - SARASOTA COUNTY AIR QUALITY/STORAGE TANK MGMT (941) 861-0814

Storage Tank Program Office and Phone Number

Maggie A Murphy

Inspector Name

Inspector Signature

Principal Inspector
 SARASOTA COUNTY AIR QUALITY/STORAGE
 TANK MGMT

Chris Dinkins

Representative Name

No Signature

Representative Signature

Owners of UST facilities are reminded that the Federal Energy Policy Act of 2005 and 40 CFR 280 Subpart J requires Operator Training at all facilities by October 13, 2018. For further information please visit: <https://floridadep.gov/waste/permitting-compliance-assistance/content/underground-storage-tank-operator-training>

Financial Responsibility:

Financial Responsibility:	INSURANCE		
Insurance Carrier:	IRONSHORE SPECIALTY INSURANCE COMPANY		
Effective Date:	12/18/2021	Expiration Date:	12/18/2023

Findings:

Class A Owner Training Certificates are present.

Class B Maintenance Training Certificates are present.

Class C Operator Training Certificates are present.

Completed System Tests

Type	Date Completed	Results	Reviewed	Next Due Date	Comment
Annual Operability - Line Leak Detector	03/14/2022	Passed	12/21/2022	03/14/2023	Tanknology
Annual Operability - Line Leak Detector	04/22/2021	Passed	12/21/2022	04/22/2022	Tanknology
Annual Operability - Line Leak Detector	04/27/2020	Passed	05/06/2020	04/27/2021	Three (3) MLLDs; Tanknology.
Annual Operability - Overfill Protection	03/14/2022	Passed	12/21/2022	03/14/2023	Tanknology
Annual Operability - Overfill Protection	04/22/2021	Passed	12/21/2022	04/22/2022	Tanknology
Annual Operability - Overfill Protection	04/27/2020	Passed	05/06/2020	04/27/2021	Three (3) shut-off valves in fill drop tubes; Tanknology.
Annual Operability - Release Detection	03/14/2022	Passed	12/21/2022	03/14/2023	Tanknology
Annual Operability - Release Detection	04/22/2021	Passed	12/21/2022	04/22/2022	Tanknology
Annual Operability - Release Detection	04/27/2020	Passed	05/06/2020	04/27/2021	Veeder-Root, (16) liquid sensors; Tanknology.
Integrity Test - Dispenser Sump	11/09/2022	Passed	12/21/2022	11/09/2025	Tanknology
Integrity Test - Dispenser Sump	12/31/2019	Passed	05/06/2020	12/31/2022	Eight (8) dispenser sumps; hydrostatic test; Tanknology.
Integrity Test - Double-walled Spill Bucket	11/09/2022	Passed	12/21/2022	11/09/2025	Tanknology
Integrity Test - Double-walled Spill Bucket	12/31/2019	Passed	05/06/2020	12/31/2022	Three (3) double-wall spill buckets; vacuum test; Tanknology.
Integrity Test - STP Sump	11/09/2022	Passed	12/21/2022	11/09/2025	Tanknology
Integrity Test - STP Sump	12/31/2019	Passed	05/06/2020	12/31/2022	Three (3) tank sumps; hydrostatic test; Tanknology.
Integrity Test - Storage Tank	11/01/2019	Passed	05/06/2020	11/01/2019	Two (2) tanks under vacuum from factory.
Line Tightness Test	12/31/2019	Passed	05/06/2020	12/31/2019	Four (4) sections of flex piping, primary and secondary; pressure test; Tanknology.

Reviewed Records

Record Category	Record type	From Date	To Date	Reviewed Record Comment
Three Years	Certificate of Financial Responsibility	12/18/2021	12/21/2022	
Three Years	Electronic Release Detection Equip. Monthly Checks	07/21/2020	12/19/2022	
Three Years	Monthly Maint. Visual Examinations and Results	07/21/2020	12/19/2022	
Three Years	Repair, Operation and Maintenance Records	07/21/2020	12/19/2022	

Site Visit Comments

12/09/2022

Maggie Murphy of Sarasota county accompanied by Chris Dinkins of JF Petroleum Group

Inspection Covers: Two Xerxes UST. Installed April of 2020

- Tank #1 –20,000 gallons –regular.
- Tank #2 –20,000 gallons –12000/8000 compartment Diesel/premium

Overfill Protection/fill/spill:

- Overfill prevention opw flapper valves.
- Double wall spill buckets with sensors L3 RUL, L4PUL, and L5 Diesel for secondary’s (dry).
- The fill ports were properly marked at the time of the inspection; regular, premium and diesel. The lids were all repainted during the inspection.
- The fill cap gaskets all presented in good condition.
- Annual operability test performed by Tanknology on 4/22/21 and 3/14/22, passed.
- Integrity test performed by Tanknology on 11/9/2022.

PIPING/SUMPS: pressurized system, with double-walled, fiberglass underground piping sump and interstices monitored via Veeder Root.

- The piping is equipped with mechanical line leak detectors
- Annual operability test performed by Tanknology on 4/22/21 and 3/14/22, passed.
- Both STP Sumps appeared satisfactory Liquid sensors located near the bottom of each sump and they were all dry and had minimal corrosion.
- Boots appeared open in other three sumps.
- Integrity test performed by Tanknology on 11/9/2022.

DISPENSERS: Eight (8) Dispenser sumps (1/2-15/16)

- All dispenser pans presented as unremarkable with no debris or liquid present.
- Shear valves all properly anchored and secured.
- All fuel hoses, nozzles and break-away fittings presented as generally unremarkable.
- Sensors L9-L26 for dispenser leak detection. All dry.
- Integrity test performed by Tanknology on 11/9/2022.

Release Detection: Electronic continual monitoring via Veeder Root TLS 350 for annular tank sensors (L1 and L2) , STP sumps (L6, L7, and L8), spill buckets and dispenser liners.. Printed liquid status showed normal for 16 sensors (two annular, three STP, three fills, eight dispensers)

- Visual and Monthly electronic sensor tapes for UST systems covered were reviewed electronically (reviewed via 7-11 Titan Cloud). prior to inspection from 7/21/2020-12/19/2022 by MVI.
- Annual operability test performed by Tanknology on 4/22/21 and 3/14/22, passed.

Additional Records Reviewed:

- Current placard paid and was placed on board during the inspection.
- Training Certificates present in records binder near Veeder Root (A,B and C).
- Insurance provided by IronShore Specialty Insurance active period from 12/18/2021 to 12/18/2023. Store is added to

active policy.

- Part D financial responsibility was on file and complete from 12/18/2020- 12/18/2022.

Signature not captured due to Covid-19 precautions COPY OF THE INSPECTION REPORT SENT BY E-MAIL Petersen, David at David.Petersen@7-11.com ,Milei Aviles at Milei.Aviles@7-11.com

Inspection Photos

Added Date 12/21/2022

dispenser island



Added Date 12/21/2022

STP sump



Added Date 12/21/2022

spill bucket



Added Date 12/21/2022

veeder root



From: [Madala, Madhuri](#) on behalf of [tankregistration](#)
To: [tankregistration](#); DAVID.PETERSEN@7-11.COM
Subject: FW: 7-Eleven Store # 38327 - FDEP #9817329
Date: Wednesday, December 4, 2019 10:59:02 AM
Attachments: [12-2-19 38327 Storage tank Facility Registration Form effective 07-2019 - UST install dates updated.pdf](#)

Per your request tanks install dates are corrected to 11/2019.

Thank you,

Madhuri Madala
Waste Registration
Department Of Environmental Protection
PJH : 850-245-8834
Fax : 850-412-0405
Madhuri.Madala@floridadep.gov

<http://www.fldeportal.com/go/submit-registration/> - Dep Portal

From: Petersen, David <David.Petersen@7-11.com>
Sent: Monday, December 02, 2019 1:02 PM
To: Madala, Madhuri <Madhuri.Madala@FloridaDEP.gov>
Subject: 7-Eleven Store # 38327 - FDEP #9817329

Madhuri, attached is an updated UST registration form updating the UST installation dates for both tanks to 11/13/2019. A copy of the previously submitted registration is also attached.

Thanks,

David Petersen
Florida Region Gasoline Environmental Compliance Manager
SEI Fuel Services
7-Eleven, Inc.
CELL - 407.403.2995



Department of Environmental Protection

2600 Blair Stone Road ♦ Tallahassee, Florida 32399-2400

DEP Form: 62-761.900(2)
Form Title: Storage Tank Facility Registration Form
Effective Date: January 2017
Incorporated in Rule 62-761.400, F.A.C.

Storage Tank Facility Registration Form

Review Registration Instructions Before Completing this Form

Submit this completed form for the facility when registration of storage tanks or compression vessels is required by Chapter 376.303, Florida Statutes

Please check all that apply: New Registration New Owner New Tanks
 Existing Facility Info Update/Correction Existing Owner Info Update/Correction Existing Tank Info Update/Correction

A. FACILITY INFORMATION County: Sarasota DEP Facility ID: _____

Facility Name: 7-Eleven Store #38327

Facility Address: 2751 N River Rd City: Venice Zip: 34292

Facility Contact: David Petersen Business Phone: (407) 403-2995

Facility Type(s): A Financial Responsibility Mechanism (choose): Insurance Other

24 Hour Emergency Contact: David Petersen Emergency Phone: (407) 403-2995

B. TANK OWNER INFORMATION: Identify individual(s) or Business(es) responsible for payment of Registration Fees at the facility location named above

Company/Individual Name: 7-ELEVEN INC - GASOLINE COMP DEPT 0148 Ownership Effective Date: 05/25/2018

Mail Address: PO BOX 711 ATTN: FL REGION COMPLIANCE MGR STCM Account Number (if known): 20385

City, State, Zip: Dallas, TX 75221 0711

Contact Person: MILEI AVILES / DAVID PETERSEN

Telephone: (407) 403-2995 Email Address: DAVID.PETERSEN@7-11.COM

C. PROPERTY OWNER INFORMATION: Identify individual(s) or entity that if vested with ownership, dominion or legal or rightful title to the real property

Company/Individual Name: Please see the attached sheet Ownership Effective Date: _____

Mail Address: _____

City, State, Zip: _____

Contact Person: _____

Telephone: _____ Email Address: _____

D. TANK/VESSEL INFORMATION: Complete one row for each storage tank or compression vessel system located at this facility (see Registration Instructions for codes)

Tank ID	T or V	A or U	Capacity	Installation Date	Content Code	Status	Effective Date	Construction	Piping	Monitoring
1										
2										
3										
4										
5										
6										
7										
8										

Certified Contractor (performing UST installation or removal): _____ DBPR License No.: _____

Facility Registration Certification: To the best of my knowledge and belief, all information submitted on this form is true, accurate and complete.

David Petersen

Signature

08/14/2019

Date

David Petersen

Printed Name

Title

Submit this form to tankregistration@dep.state.fl.us

Other Additional Details

Property Owner

Company Name: Sered North River, LLC
Name: Christopher Kiritsis
Address Line 1: 4819 Wood Pointe Way
Address Line 2:
City/State/Zip Code: Sarasota, FL 34233 3528
Phone Number: (941) 888-0097
Extension:
Cell Number:
Fax Number:
E-mail Address: David.Petersen@7-11.com

Tank/Vessel Information

If you are editing the Tank ID, Installation Date or Tank Capacity, the new input will not be stored. To modify a Tank ID, Installation Date or Tank Capacity you must contact the Storage Tank registration staff at (850) 245-8839 or by e-mail at TankRegistration@dep.state.fl.us

Tank ID: 1
T/V: TANK
A/U: UNDERGROUND
Capacity: 20000
Installed: 09/16/2019
Content: 8
Status: U
Status Effective Date: 10/11/2019
Construction: E, M, N, O, P, I
Piping: N, F, J, K
Monitoring: F, H, K, 1, 3, 5

Tank ID: 2
T/V: TANK
A/U: UNDERGROUND
Capacity: 20000
Installed: 09/16/2019
Content: 7
Status: U
Status Effective Date: 10/11/2019
Construction: E, M, N, O, P, I, L
Piping: N, F, J, K

Monitoring:

F, H, K, 1, 3, 5

Florida Department of Environmental Protection

Bob Martinez Center • 2600 Blair Stone Road • Tallahassee, Florida 32399-2400

Division of Waste Management - Storage Tank Facility Registration Form Registration Instructions and Codes List

Storage tank registration is available online through the DEP Business Portal in lieu of the paper form:

- *DEP Business Portal can be found:* [Online Services Business Portal \(ESSA\)](#)
- *Instructions on how to navigate the DEP Business Portal can be found on the DEP Registration web page:* [Storage Tank Facility Registration](#)

Storage Tank Facility Registration Form

In the first outlined section block, identify the types of information being submitted on the registration form.

[Forms 62-761.900(2) for Underground Storage Tanks (USTs), and 62-762.901(2) for Aboveground Storage Tanks (ASTs). For facilities with both types of tanks, one form may be used].

Check **New Registration** when the **location** is being registered for the first time and no Facility Identification number exists. If submitting a revised Registration form, check all other boxes that apply to designate the type(s) of revisions being submitted.

A. Facility Information

- County** List the county where the storage tank facility is located.
- Facility ID** Include the DEP Facility Identification number whenever possible. Write in "Pending" when submitting a new registration for the first time. Remember: the Facility ID number identifies the location, and it does not change even when a facility is transferred to a new owner upon sale of the facility.
- Facility Name** Provide the current name of the business establishment operating at the facility location. When registering an abandoned facility, where tanks exist but there is no operational business, identify the location with the property owner's name, as in "Smith Property", if no other facility name is being used.
- Facility Address** Include the street number and name. In a rural area with no street number associated with it, provide the parcel ID number along with directions (e.g., 'x' miles N of intersection...). Provide the name and telephone number of a contact person or manager *on location*, where possible.
- Facility Type** This information is an explanation or term that most closely describes the operational use of the facility. Select the code(s) that provides the best or most appropriate description of the facility.
1. If the facility is owned by a government entity, select the appropriate type from the following:
F. Federal Government **H.** Local or City Government **N.** Native Tribal Lands
G. State Government **I.** County Government
 2. If the facility meets the definition of "bulk product facility" - a waterfront location with at least one aboveground tank with a capacity greater than 30,000 gallons which is used for the storage of pollutants ("Pollutants" includes oil of any kind and in any form, gasoline, pesticides, ammonia, chlorine, and derivatives thereof, excluding liquefied petroleum gas"); select the type from:
T. Coastal bulk product facility - facility, as defined above and located on the Florida coast, may have storage tank systems that store hazardous substances in addition to pollutants. ("Coastline means the line of mean low water along the portion of the coast that is in direct contact with the open sea and the line marking the seaward limit of inland waters, as determined under the Convention on Territorial Seas and the Contiguous Zone, 15 U.S.T. (Pt. 2) 1606.".)
S. Inland waterfront bulk product facility – a facility, as defined above and located on "inland waterways" (lakes, rivers), may have storage tank systems that store hazardous substances in addition to pollutants.
 3. When the facility is a "waterfront location", but not a *bulk product facility* as defined above, select the most appropriate type from:
V. Marine fueling facility - a commercial, recreational, or retail coastal facility that provides fuel to vessels and may store other pollutants and/or hazardous substances on site.

Facility Type continued

- W.** Waterfront fueling facility - a commercial, recreational, or retail facility located on a non-coastal waterway that provides fuel to vessels and may store other pollutants and/or hazardous substances on site.
- 4. When the facility is not described as previously stated, select the most appropriate type from:
 - A.** Retail Station - primarily supplies vehicular fuel to automotive customers; may store other regulated substances.
 - C.** Fuel User, Non-retail - primarily stores motor fuel and/or other pollutants or hazardous substances for consumption by facility/owner/operator.
 - D.** Inland Bulk Petroleum Storage - inland facility with no waterfront access, that has multiple active UST and/or AST storage systems used primarily for storage of pollutants intended for distribution. May also store hazardous substances on-site for facility consumption and/or distribution purposes.
 - E.** Industrial Plant - inland facility with no waterfront access; may include power plants and facilities designed for manufacturing and/or chemical processing; may have multiple active UST and/or AST storage systems used for storage of pollutants and/or hazardous substances intended for facility consumption.
 - J.** Collection Station - maintenance or other related facility that acquires and temporarily stores used and/or waste oil prior to recycling and/or disposal.
 - K.** Inland Bulk Chemical Storage - inland facility with no waterfront access, that has multiple active UST and/or AST storage systems and/or compression vessels used for storage of hazardous substances intended for distribution. May also store pollutants on site for facility consumption and/or distribution purposes.
 - L.** Chemical User - facility primarily uses regulated hazardous substance tanks on site; may also store pollutants.
 - M.** Agricultural - facility actively used in production of crops, plants, or livestock.
 - P.** UST Residential (>1100 gallons) - residence with USTs regulated by Federal Environmental Protection Agency.
 - Z.** Other - Identify the type of establishment that you are registering.

Financial Responsibility – The demonstration of financial responsibility shall be made by the owner or operator in accordance with 40 CFR 280, Subpart H. Check box for Insurance or Other (includes all other financial responsibility methods).

24 Hour Emergency Contact - Provide the name and telephone number of the Emergency Contact for this facility.

B. Tank Owner Information

1. Provide the name, address, contact name, telephone number, and email address of the individual(s) and/or business(es) that are responsible for the operation of the storage tanks and for the payment of DEP annual Storage Tank Registration fees. The tank owner will also be associated with the role of Account Owner and will be given a STCM Account Number. The Account Owner is responsible for payment of the annual storage tank registration fees, and will receive the annual storage tank registration placard(s) upon payment. Please provide your account owner's (STCM) email address for your Accounts Payable (AP) or the contact to whom all invoices are to be emailed.
2. When submitting revisions to owner name or address information, please include their STCM Account Number, when available.
3. Submit a registration form when the tank ownership changes, complete with the date and new account owner's signature.

C. Property Owner Information

1. Provide the name, address, contact name, telephone number, and email address of the individual(s) and/or business(es) that are vested with ownership, dominion or legal or rightful title to the real property.

2. Submit a registration form when the property ownership changes, complete with the date.

D. Tank/Compression Vessel Information - Complete one row in Section D for each storage tank and/or compression vessel system located at the facility. Use the following system description codes where appropriate.

1. **Tank ID** – number the systems sequentially, or provide a unique ID number; do not use symbols (#, %, -, etc.).
2. **Tank or Vessel Indicator** – choose T or V to describe the system type.
3. **Tank Placement** – choose A or U to designate aboveground or underground placement of the system.
4. **Tank Capacity** – enter the storage tank capacity in gallons.
5. **Installation Date** – record the date of installation in ‘MM/YY’ format; provide a best estimate if unknown.
6. **Tank Content** – record the current content (or last content, if system is closed or out-of-service) from the list below:

A	Leaded Gasoline	M	Fuel Oil: On-site Heating Only; USTs or ASTs < 30K gals [^]	W	Petroleum-based Additive Product
B	Unleaded Gasoline (No Ethanol)	N	Fuel Oil: Distribution; or On-site Heating - ASTs > 30K gals [¥]	X	Miscellaneous Petroleum-based Product
D	Diesel Fuel	O	New and Lube Oil	Y	Unknown Substance
E	Aviation Gasoline	Q	Pesticide	Z	Other Substance (please identify)
F	Jet Fuel	R	Ammonia Compound	7	Biodiesel (B20)
G	Diesel Fuel-Emergency Generator	S	Chlorine Compound	8	E10 – Blend of 10% Ethanol/90% Gasoline
J	Used Oil	T	Hazardous Substance (CERCLA)	9	E85 – Blend of 85% Ethanol/15% Gasoline
K	Kerosene	U	Mineral Acid*		
L	Waste Oil	V	Grades 5 & 6 Bunker “C” Residual Oils		

* Mineral Acid = Hydrobromic acid, Hydrochloric acid, Hydrofluoric acid, Phosphoric acid and Sulfuric acid.

[^] M = fuel is used solely to heat the facility premises and must be stored in a tank with capacity < 30,000 gallons; exempt from regulation.

[¥] N = fuel is distributed as heating fuel, or fuel is used solely to heat the facility premises, but the storage tank capacity exceeds 30,000 gallons.

** Compartmented tanks – register as a single tank; itemize the size and contents of each compartment. See construction miscellaneous attributes.

** Manifold tanks – register as individual storage tanks; with individual size and content – even though they are “connected”.

7. **Status** – record the current status of the system, and the status effective date (or best estimate) in ‘MM/YY’ format. Update the tank status timely, as necessary for tanks moving between “in service” and “out-of-service” status.
 - A. Properly closed in-place UST filled with sand, USTs or other inert material; AST rendered unusable.
 - B. Removed from the site.
 - D. Deleted – Data Error – Added to STCM in error; may be a duplicate tank (and/or facility), or tank was registered prior to installation and decided not to have tank installed.
 - E. Construction modified – AST constructed as a “mobile tank” or enclosed in a building; no longer retains a “regulated” status.
 - M. Moved to New Site – Designation that identifies a tank as removed from a particular facility and reinstalled at a second facility.
 - T. Out-of-service tank – Tank system that is designated as out-of-service by the owner or operator.
 - U. In-service – Tank system that is NOT designated as out-of-service by the owner or operator.
 - V. Temporary out-of-service – Field erected storage tank system that is designated as temporary out-of-service by the owner or operator.
 - X. Non-regulated use/process – Exempt from regulation due to how the tank or substance is used; i.e., tank stores diesel used in FLOWTHROUGH process.
 - Z. Non-regulated product – Stored in tank; provide status effective date when status relates to a ‘change in product’ from a regulated substance to a non-regulated substance for a particular storage tank.
8. **Construction, Piping, and Monitoring Attributes** – Select from the lists on the following page the codes that best describe the attributes of each storage tank system.

CONSTRUCTION

Primary Construction: C Steel X Concrete
D Unknown Y Polyethylene
E Fiberglass Z Other DEP approved protection method
F Fiberglass-clad steel

Overfill/Spill: A Ball check valve O Tight fill
M Spill containment bucket P Level gauges, high-level alarms
N Flow shut-off Q Other DEP approved protection method

Corrosion Protection G Cathodic protection – sacrificial anode H Cathodic protection – impressed current

Secondary Containment I Double-walled construction: single material (outer tank material same as inner tank material)
R Double-walled construction: dual material (outer tank – concrete, approved synthetic material, or tank “jacket”)
J Synthetic liner in tank excavation
K Concrete, synthetic material, and/or off-site clays beneath AST and in containment area
S Other DEP approved/registered containment system

Construction: B Internal Lining U Field Erected
Miscellaneous Attributes L Compartmented W Built on supports

PIPING

Primary Construction B Steel or Galvanized Metal X No piping associated with tank
C Fiberglass Y Unknown
N Approved Synthetic Material Z Other DEP approved piping material

Corrosion Protection D External Protective Coating
E Cathodically Protected with Sacrificial Anode or Impressed Current

Secondary Containment F Double-walled construction: single material (outer pipe material same as inner pipe material)
M Double-walled construction: dual material (outer pipe approved synthetic material or pipe “jacket”)
G Synthetic liner or box/trench liner in piping excavation or pipe containment area
P Internal Piping: contained within an internal sump riser directly connected to tank and located beneath dispenser

Piping: A Aboveground – no contact with soil K Dispenser Sumps
Miscellaneous Attributes I Suction Piping System L Bulk Product System
J Pressurized Piping System H Airport/Seaport Hydrant System
W Piping over water

MONITORING

External E Monitoring of UST synthetic liner W Fiber-optics Technologies
Q Visual Inspection of AST Systems Z Other DEP approved monitoring methods
8 Manually Sampled Wells

Internal F Interstitial Space – Double-walled Tank
R Interstitial Monitoring of AST Tank Bottom

Piping Monitoring G Electronic Line Leak Detector with Flow Shutoff K Interstitial Monitoring – Double-walled Piping
H Mechanical Line Leak Detector U Bulk Product Piping Pressure Test
J Monitoring of Piping Liner 6 External Monitoring

Miscellaneous I Not Required – See Rule for Exemptions 3 Electronic Monitoring of Piping Sumps
Y Unknown 4 Visual Inspections of Dispenser Sumps
1 Continuous Electronic Sensing Equipment 5 Electronic Monitoring of Dispenser Sumps
2 Visual Inspections of Piping Sumps

E. Certified Contractor and Certification

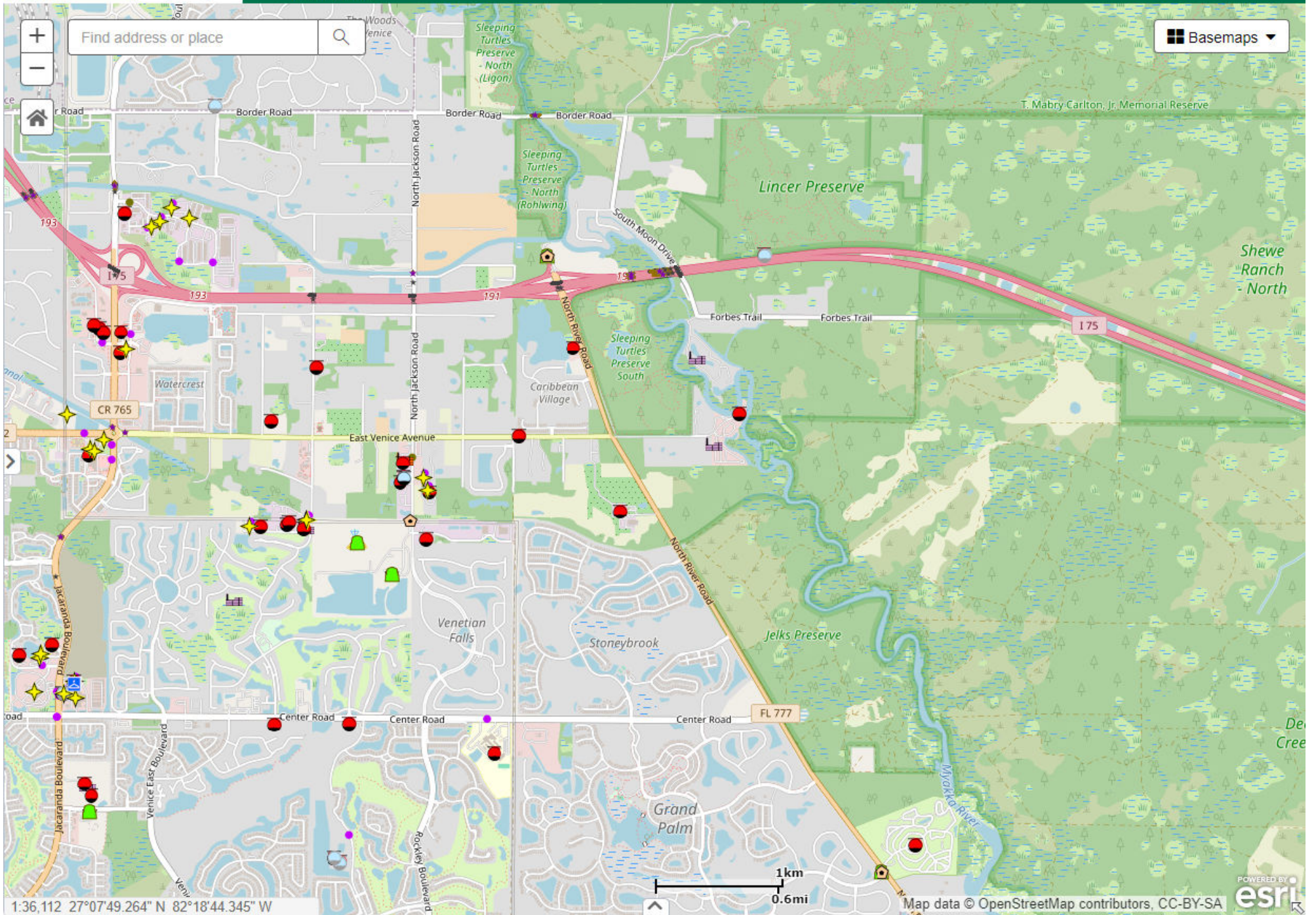
Record the name and the *Department of Business and Professional Regulation License Number* for the *Certified Contractor* whenever an underground storage tank has been installed or removed. Do not rely on the contractor to file this form. Storage Tank Registration Forms are required to be submitted by the storage tank system owner.

Please Remember - The Registration Form cannot be processed without the name and signature of the storage tank system owner and the date of the form submittal. Please print the name legibly in case a representative of the storage tank program should need to contact you.

Submit form to tankregistration@floridadep.gov

If you have questions, please call a storage tank registration representative at (850) 245-8839 or email tankregistration@floridadep.gov for assistance. Thank you for your cooperation.

FDOT ETDM-EST CORRIDOR IMAGE



FDEP CLM CORRIDOR FIGURE

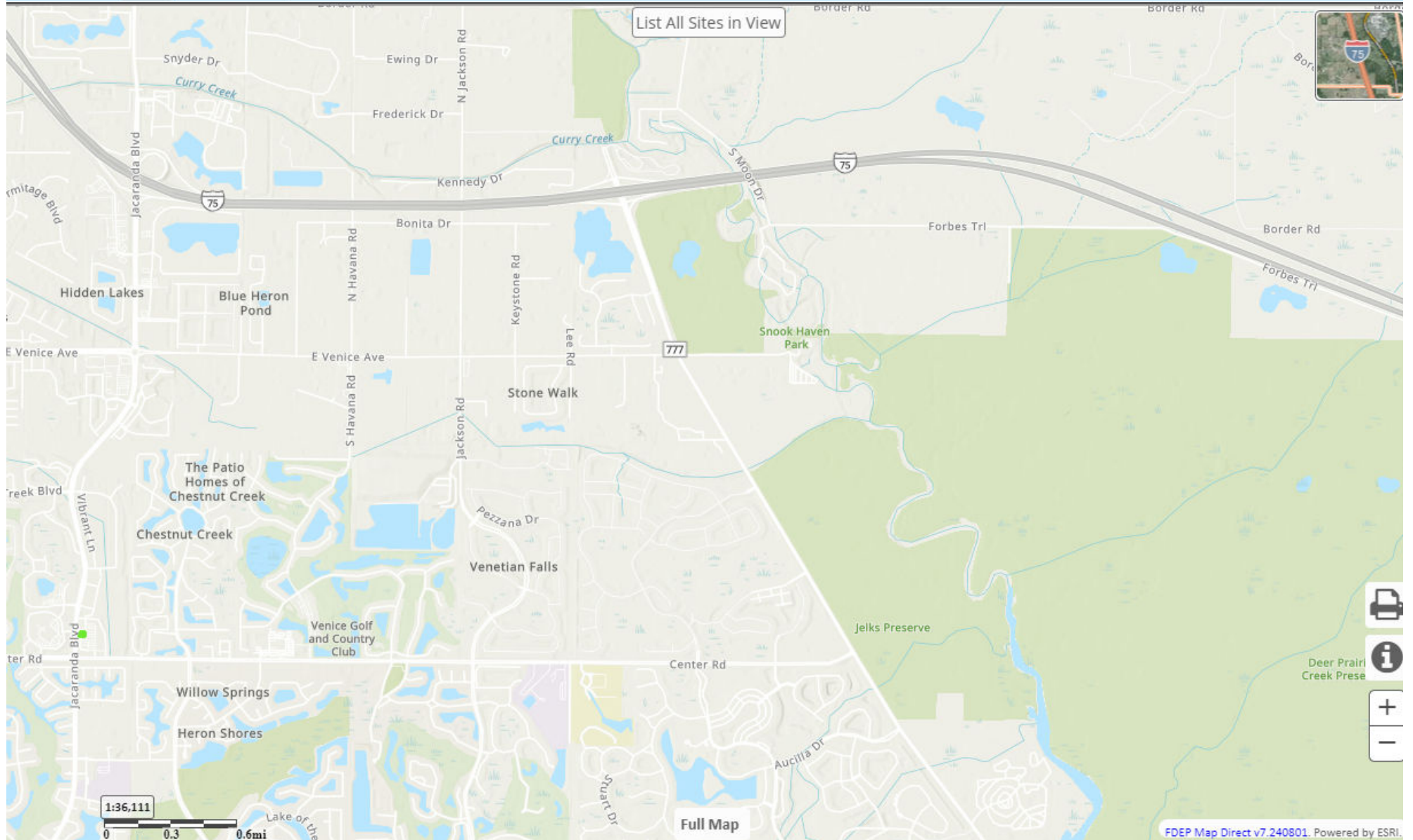


CONTAMINATION LOCATOR MAP

dep-clup
Florida DEP

Filter: Brownfield Sites Other Waste Cleanup Petroleum PFAS Sites Superfund | [\[Help\]](#)

Search within: mile radius of



GOOGLE EARTH CORRIDOR VIEW



170064
170063

170082
170081

170083
170080

170086
170087

170129
170127

170128

Myakka River Bridge

Deer Prairie Creek Preserve

Snook Haven

Jelks Preserve

Venetian Falls

Myakka River

E Venice Ave

E Venice Ave

Center Rd

Center Rd

Center Rd

Image Landsat / Copernicus

Google Earth

1985

27°05'37.67" N 82°20'30.86" W elev 6 ft eye alt 16922 ft

CONTAMINATION MEMORANDUM END

ATTACHMENT 7
Project Commitment Record

Project Commitments Record

FM:	445059-1	FAP#:	
Project Name:	RIVER RD FROM US 41 TO I-75		
Environmental Document Type:	Type 2 Categorical Exclusion	Environmental Document Approval Date:	3/16/2004

Commitment Title: Wetland Impacts

Commitment Made To:	SWFWMD and USACE	Environmental Commitment:	Yes
Status:	Commitment Fulfilled	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Design	Commitment Approval Date:	3/16/2004
Transmittal Date:	11/30/2021		

Commitment Description: The County has several options to mitigate for wetland impacts resulting from the proposed improvements. Traditional measures include creation, restoration and/or enhancement of wetlands within the same watershed that the impact occurs. If available, the County may participate in a public or private mitigation bank. A detailed wetland mitigation plan, including the identification of mitigation sites and methods, will be developed during the design and permitting phase and coordination with the appropriate permitting agency.

Comments/Notes:
(Most Recent Comment Shown) 12/2/2021 10:12:30 AM - This project was originally permitted to impact 4.25 acres of wetlands and surface waters. A total of 1.79 acres of wetlands and surface waters has been impacted in accordance with the originally issued permit. The USACE permit will reauthorize the remaining 2.46 acres of wetland impacts that has not occurred yet. The total functional loss of the entire project as originally permitted was 2.08 UMAM units of which 1.17 units remain to be impacted. There is an additional 4.55 acres of impacts to ditch systems that were originally permitted and did not require mitigation, 1.2 acres previously impacted and 3.35 remaining.

The wetland mitigation as originally permitted included 8.20 acres of vegetative wetland enhancement, and 3.45 acres of upland preservation through a Conservation Easement dedicated to the SWFWMD. The UMAM assessment indicated a functional gain of 2.40 units due to the proposed mitigation which offsets the 2.08 units of functional loss. The mitigation was started in 2014 and monitoring of the systems was carried out as per the permit conditions. A request to obtain final approval of the mitigation was submitted December 2020 after six years of monitoring. SWFWMD released the site from further monitoring in early 2021. The USACE also released the site from further monitoring on November 1, 2021. There is an additional 4.55 acres of impacts to ditch systems that were originally permitted and did not require mitigation, 1.2 acres previously impacted and 3.35 remaining.

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title: Eastern Indigo Snake

Commitment Made To: USFWS **Environmental Commitment:** Yes

Status: Commitment In Progress **Affects Any Other Environmental Commitment:** No

Implementation Discipline: Construction **Commitment Approval Date:** 3/16/2004

Transmittal Date: 11/30/2021

Commitment Description: To assure the protection of the Eastern indigo snake during construction, Sarasota County will incorporate the "Construction Precautions for the Eastern Indigo Snake" guidelines into the final project design and will require that the construction contractor abide strictly to the guidelines during construction. The guidelines include the following:

- Sarasota County shall provide Eastern indigo snake educational information, as contained in the approved FDOT District One educational plan, to construction employees prior to the initiation of any clearing, construction or gopher tortoise relocation activities. The FDOT District One educational exhibit shall be posted at sites immediately accessible to all employees.
- All construction activities shall cease in the immediate vicinity of any live Eastern indigo snake found within the project area. Work may resume after the snake, or snakes, are allowed to leave the area on their own.
- Location of live sightings shall be reported to the US Fish and Wildlife Service (USFWS) Vero Beach field office at (772) 562-3909.
- If a dead Eastern indigo snake is found on the project site, the snake shall be frozen as soon as possible and Sarasota County shall notify the Vero Beach field office immediately for further instructions.

Comments/Notes: 10/28/2024 7:47:35 PM - The most recent Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction. The most recent construction precaution language was included in the general notes section of the design plans.
(Most Recent Comment Shown)

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title:	Gopher Tortoise		
Commitment Made To:	FFWCC	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Design	Commitment Approval Date:	3/16/2004
Transmittal Date:	11/30/2021		
Commitment Description:	Sarasota County will conduct comprehensive surveys for gopher tortoises and their burrows during the final design phase of the project within the construction limits (including roadway footprint, construction staging areas and stormwater management ponds) and prior to construction. If burrows are identified during these surveys, Sarasota County will contact the Florida Fish and Wildlife Conservation Commission (FFWCC) to coordinate mitigation for any impacts to this species and to acquire the necessary incidental take or relocation permits.		
Comments/Notes: <i>(Most Recent Comment Shown)</i>	10/28/2024 7:59:17 PM - A comprehensive survey for gopher tortoises and other protected species was conducted in 2024. No wildlife was identified during this survey.		

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title:	Florida Sandhill Crane		
Commitment Made To:	FFWCC	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Design	Commitment Approval Date:	3/16/2004
Transmittal Date:	11/30/2021		
Commitment Description:	Prior to construction, resurveys for sandhill crane in areas that may support nesting habitat will be conducted. If any crane nests are located, the FFWCC will be contacted immediately. Construction activities in the vicinity of the nests will cease until appropriate protective measures are determined.		
Comments/Notes: <i>(Most Recent Comment Shown)</i>	10/28/2024 8:01:26 PM - A comprehensive survey for gopher tortoise and other protected species was conducted-for the project being advanced by this reevaluation. No wildlife was identified during this survey.		

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title:	Wood Stork		
Commitment Made To:	USFWS	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Construction	Commitment Approval Date:	3/16/2004
Transmittal Date:	11/30/2021		
Commitment Description:	Based on the proximity of a wood stork rookery to the project site, Sarasota County commits to ensure that there is no net loss of wetlands within the project area. The replacement of drainage ditches, swales and retention ponds will be at a 1:1 or greater ratio, resulting in no net loss of these areas used for foraging. Indirect impacts (e.g., changes-in hydrological regimes) to adjacent wetlands will be minimized by adherence to wetland permitting requirements of the SWFWMD and the USACE. Sarasota County further commits, where reasonable, to ensure that any wood stork habitat alteration is mitigated within the foraging range of known habitat rookeries in the project area in compliance with the USFWS's SLOPES requirements.		
Comments/Notes: <i>(Most Recent Comment Shown)</i>	10/28/2024 8:06:43 PM - A comprehensive survey for gopher tortoise and other protected species was conducted-for the project being advanced by this reevaluation. No wildlife was identified during this survey.		

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title:	Noise Barrier		
Commitment Made To:	Affected public	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Design	Commitment Approval Date:	3/16/2004
Transmittal Date:	11/30/2021		
Commitment Description:	<p>Sarasota County is committed to further consideration of a noise barrier during final design for an area of Charlotte County, west of Winchester Boulevard just north of SR 776 (adjacent to the Lemon Bay Isles neighborhood, Sta. 993+00 to Sta. 1019+60) as described in the Noise Study Report, contingent upon the following conditions:</p> <ul style="list-style-type: none"> • Detailed noise analysis during the final design process support the need for abatement; • Detailed noise barrier analysis indicates that the cost of the barriers will not exceed the cost reasonableness criteria; • Community input regarding desires, types, heights and locations of barriers is received by the FOOT and supports the construction of noise barriers; • Preferences regarding compatibility with adjacent land uses, particularly as expressed by officials having jurisdiction over such lands, has been addressed; • Safety and engineering aspects related to roadway users and adjacent property owners have been reviewed and any conflicts or issues resolved; and • Any other mitigating circumstances revealed during final design have been analyzed and resolved. 		
Comments/Notes: <i>(Most Recent Comment Shown)</i>	10/28/2024 8:09:45 PM - A noise wall is included in the design plans at Carribbean Village, within the limits of the project. A public meeting was held with the residents of this community to discuss the noise wall on September 12, 2024.		

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title:	Land Use Review		
Commitment Made To:	Affected public	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Design	Commitment Approval Date:	3/16/2004
Transmittal Date:	11/30/2021		
Commitment Description:	<p>A land use review will also be implemented during the design phase to identify noise sensitive sites that may have received a building permit subsequent to the noise study, but prior to the date of public knowledge (i.e., date that the environmental document has been approved by the Federal Highway Administration (FHWA)). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then those noise sensitive sites will be evaluated for traffic noise and abatement considerations.</p>		
Comments/Notes: <i>(Most Recent Comment Shown)</i>	<p>10/28/2024 8:23:47 PM - A Noise Study Report Addendum was prepared to document the traffic noise analysis performed as part of this reevaluation. 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).</p> <p>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. These 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.</p> <p>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. A noise barrier is a potentially feasible and cost reasonable abatement measure for 13 impacted residences in the Caribbean Village community. There does not appear to be any other methods of reducing predicted traffic noise levels at the remaining impacted residences and trails. 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: 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.</p>		

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title:	Contamination		
Commitment Made To:	FDEP	Environmental Commitment:	Yes
Status:	Commitment Fulfilled	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Design	Commitment Approval Date:	3/16/2004
Transmittal Date:	11/30/2021		
Commitment Description:	The sites identified as Medium or High risk for potential contamination will be investigated further prior to construction. Investigative work may include visual inspections, monitoring of ongoing cleanup activities, and possible subsurface investigations. At known contamination sites, estimated areas of contamination will be marked on design drawings and, prior to construction, any necessary cleanup plans will be developed. Actual cleanup will take place during construction, if feasible. Special provisions for handling unexpected contamination discovered during construction will be included in the construction plans package.		
Comments/Notes: <i>(Most Recent Comment Shown)</i>	11/30/2021 4:46:04 PM - No medium or high risk sites were identified within this section of roadway that is advancing to construction. Evaluation of the corridor and information available from the Florida Department of Environmental Protection (FDEP) revealed three (3) petroleum and two (2) solid waste facilities along this project. Detailed review of these five (5) sites revealed a "low" risk rating for the petroleum sites and risk rating of "no" for the solid waste facilities. A contamination screening evaluation study was completed as part of the PD&E. The contamination screening evaluation revealed that there are a total of four "low" risk sites identified within or in the vicinity of this project section as having potential petroleum or hazardous material contamination. An additional evaluation of the corridor since the 2008 reevaluation found no additional potentially impacted sites. No medium or high risk sites identified within this section.		

Projects Linked to the Commitment

There are no other projects linked to this commitment.