

No.	Question/Comments	Response
1	The creation of Lorraine Road (old Dog Kennel Road) to Fruitville Road has increased traffic exponentially at that intersection. I understand that because of the increased traffic and all the building now happening on Lorraine Road, there is a need to widen Fruitville Road up to Lorraine Rd.	The Lorraine Rd extension and Fruitville widening has been planned in the County's Comprehensive Plan for a number of years to accommodate existing and future traffic.
1A	My driveway is approximately 250 feet from the intersection on Fruitville Road east of Lorraine Road. The massive increase in traffic has created a very dangerous situation. Traveling east on Fruitville Road and trying to turn left into my driveway has become perilous.	The Fruitville widening project will accommodate intersection improvements at the Lorraine/Fruitville intersection as well as a transition east along Fruitville (~600 ft) to ensure that existing conditions (driveways) are integrated into a safe design / construction project.
1B	If I signal that I am turning left, traffic behind me assume I am turning onto Lorraine Rd. A lot of times that traffic behind me begins to speed up to pass me (the speed limit goes from 45mph to 55mph in front of my driveway). When I don't turn onto Lorraine (not in the turn lane but in the lane of travel) it causes an issue with vehicles trying to pass me on the right. If I wait until I am at Lorraine to signal a left turn, the vehicles behind me do not realize there is a driveway there and as they speed up to the 55mph they are caught by surprise. This results in them having to hit their brakes hard to allow me to slow down enough to make the turn.	Due to the spacing of this driveway to the intersection, the driveway will most likely be restricted to right in-right out movements. In other words, no left turns will be permitted into your driveway (i.e. making an eastbound to northbound turn).
1C	I have had many near misses in front of my driveway as a result. It is not a question of if, it is a question of when there will be an accident. This has become a big problem. Some one is going to get hurt or killed. Unfortunately it will probably involve one of my family members or myself.	We will work with you to ensure that the design ensures safe movement into your property. Please contact the engineer of record Ben Quartermaine (ben.quartermaine@stantec.com) and County project manager Peter Peduzzi (ppeduzzi@scgov.net) - so that we may fully understand the constraints of your situation.
1D	Because my driveway is only about 250 feet from the intersection it creates another problem. If traffic traveling west on Fruitville Rd is heavy (Friday afternoon at 5pm). I come to a complete stop to turn into my driveway waiting for oncoming traffic to clear. I have backed up east bound traffic well into the Fruitville Road / Lorraine Road intersection quite a few times.	The roadway will be designed to current standards; as previously mentioned, the location of this driveway will most likely be restricted to right in-right out movements.
1E	None of these issues were present before the existence of Lorraine Road.	Acknowledged.
1F	If the east bound lane of Fruitville Road (just east of Lorraine Road) can be striped for a turn lane into my driveway this would alleviate all of the above issues. I can move into the turn lane allowing all traffic behind to continue while I wait for oncoming traffic to clear. By doing this traffic will continue to flow uninterrupted and significantly reduce the chances of an accident.	We will work with you to ensure that the design ensures safe movement into your property. Please contact the engineer of record Ben Quartermaine (ben.quartermaine@stantec.com) and County project manager Peter Peduzzi (ppeduzzi@scgov.net) - so that we may fully understand the constraints of your situation.
1G	Please seriously consider this issue while designing / engineering the widening of Fruitville Road. If not fixed this could have a devastating impact on not only my family but whoever else is involved as well.	See answer above
2	9100 Fruitville Road (I.D. 92857633797)	Property parcel Identification.

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2A	I do, however want to inform Sarasota County that I've read your online "Sarasota County Unified Development Code, effective Date January 1, 2019," as it pertains to my residential location, along with its roadway legal status from Debrecen Road to Lorraine Road and I'm very happy that the above listed Code does NOT allow widening of roadway (encroachment) onto my land, nor the roadway I specified above - pavement does not qualify for expansion because my road is not listed under 5 roadways stated on Sarasota County UDC . adopted by Ord. 2018-047, Page 737 of 1165.....Thank Goodness!!!	It's not clear what portion of the Sarasota County Unified (UDC) that the resident is referring to. There is nothing that precludes property acquisitions necessary for roadway right of way to buildout. The Sarasota County Property management office would notify any property owners along the corridor regarding right of way needs. Please note that the current right-of-way (ROW) needs mapping is based on GIS Parcel data and is not considered survey. The preliminary ROW mapping shows 42-ft of ROW is needed for roadway widening along the frontage of 9100 Fruitville Rd.
2B	There is an excellent chance I'll be informing my "land / road use" attorney as to any Entities attempt at encroaching upon my property, causing my lands value subsequent depreciation.	Acknowledged.
3	The Founders Club Community Association is very concerned about the design of the Road Widening for Fruitville Road. The primary concerns are the ingress and egress from the subdivision and noise abatement.	As mentioned during the presentation; the roadway will be designed with an 18 foot wide median (both in the 150' and 120' wide sections) to provide for driver refuge when making a two stage left turn (northbound to westbound); providing a turning movement which meets or exceeds FDOT design standards.
3A	Many residents of the founders club exit from our back gate on Debrecen and then turn west from Debrecen on to Fruitville.	In the preliminary plans, west bound movement is currently not permitted from Debrecen Rd. to Fruitville Rd.
3B	You are eliminating the ability to turn west now which means more residents will use our Fruitville gate; That means you will have more vehicular trips out of our front gate. We need a signal or roundabout there.	Acknowledged; the location of Debrecen Rd does not meet Sarasota County's Access Management Plan regarding spacing between full median openings.
3C	1. Approximately how many homes are being developed off Lorraine that would impact our ability to get in and out of The Founders Club community?	Number of homes in Hidden Creek = 178 units and Windward Community = 900 units with direct access to Fruitville Rd. There is additional traffic from Lorraine Rd that will also impact the intersection.
3D	2. Is a traffic light being proposed at Debrecen and Fruitville and/or at the entrance to The Founders Club?	No; neither intersection (Debrecen/Fruitville nor Founders Club/Fruitville) is proposed as a signalized intersection; neither intersection meets warrants (design standards) to require signalization in the proposed condition. The spacing between intersections do not meet Sarasota County's Access Management Standards.
3E	The plan calls for a right turn only from Debrecen Rd on to Fruitville. This is clearly negative for our community. Many of our residents use our Debrecen entrance to access Fruitville in a westerly direction from Debrecen. Now, they will either be forced to make a U-turn at Paleo, which seems inconvenient and dangerous or turn down Shilo to Kennedy Lane to Tatum to access Fruitville safely at a signaled intersection. This will only create more traffic on narrow country roads.	A U-turn at Paleo Dr is a safe movement and consistent with Florida Department of Transportation and Sarasota County Design Standards.

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3F	The plan does not call for a signal or roundabout at our Fruitville entrance, as "the number of vehicular trips does not warrant this to be done". Our community is currently experiencing rapid growth after being stagnant for the last several years. We have 17 new homes under construction and expect many more to reach our total of 262 homes. Obviously, this means the number of trips will be expanding greatly. Also, since many residents will now be using the Fruitville entrance vs the Debrecen entrance due to the inability to turn west from Debrecen, even more trips will occur. The already heavy traffic on Fruitville is forecast to grow rapidly as new communities are built out, creating a dangerous situation for our residents wishing to turn west on Fruitville. The 20- foot buffer zone is not a good solution. We notice that Bee Ridge Rd has several roundabouts, including one at the entrance to Laurel Oaks. Bee Ridge Rd traffic is significantly less than the traffic we experience on Fruitville. To sum up, we have a tough time trying to understand why a roundabout or signal at our Fruitville entrance is currently not in the plan.	The preliminary plan proposes no intersection controls at the Founders Club entrance. The County is considering conducting a traffic study to determine the potential for a roundabout at the Founders Club/Fruitville intersection.
3G	At one point, it was stated that "a roundabout at our entrance is not off the table" and that the FDOT ICE process will make the determination. Who do we contact at the FDOT to make our feelings known?	FDOT is not the permitting authority; Sarasota County Transportation is the permitting authority - they are the appropriate group to contact.
3H	Our residents are very concerned about the noise pollution and we strongly believe a study should be done.	The roadway improvements are planned at or north of existing roadway improvements for the majority of the Founders Club; additionally, natural buffers are planned to reduce noise from the roadway. The County is considering conducting a noise study to determine appropriate buffers (if any) to address potential increase in noise.
3I	It was stated that additional right of way needs to be acquired. Where?	The County has been provided a preliminary plan of proposed right of way needs. Contact Sarasota County for a copy of the preliminary plan.
3J	What will the "linear lake" look like? Our residents are concerned that we will have what may be an ugly ditch running along the front of our community.	There is a good example of a linear pond along the west side of Honore Ave., just north of Webber St. The linear pond is planted with sustainable, Florida friendly landscaping. There are examples throughout the County of sustainable pond / swale systems that add to the aesthetics of the roadway.
3K	1. Will there be traffic lights at 1) Debrecen, 2) Lorraine and 3) Founders Club?	There will not be a traffic signal at Debrecen & Fruitville nor a traffic signal at Founders Club & Fruitville intersections. A study will be completed to determine the appropriate intersection control at Lorraine & Fruitville (i.e. either traffic signal or roundabout).
3L	2. Exiting Founders Club heading West on Fruitville is already difficult and unsafe. How will the design for the widening accommodate residents of the Founders Club who need to be able to exit safely towards the West across 4 lanes of heavy traffic?	The roadway will be designed with an 18 foot wide median to provide for driver refuge when making a two stage left turn (northbound to westbound); providing a turning movement which meets or exceeds FDOT design standards.
3M	3. Turning West from Debrecen on to Fruitville is already difficult. How will the design improve this situation?	The left turning movement will not be permitted at Debrecen Rd; a driver wanting to head west on Fruitville will need to head east on Fruitville and then make a U-turn at Paleo Dr.
3N	4. Sound Barriers put in place on the South side of Fruitville Road including a wall, trees and bushes.	Sound barriers are not part of the preliminary plan.

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3O	(2) All the expansion to the north side of Fruitville. The expansion does not encroach any further to the south. The property on the north side of Fruitville appears to be all commercial with large setbacks.	Acknowledged; the Founder's Club provided sufficient right of way during the construction of the subdivision.
3P	(3) Limit the gross weights of vehicles permitted on Fruitville Road to under 15,000 lbs. At a minimum, limit the hours permitted for gross weights greater 15,000 lbs., like (9 am to 3pm)	This has been considered; however this is not feasible on a Major Arterial Roadway.
3Q	(4) Lower the speed limit to 40 mph. Trucks will not need to up shift as much nor use their air-breaks as frequently.	This has been considered; however this is not feasible along this portion of Fruitville Rd. However, prohibiting jake braking (truck air brakes) will be proposed to County Traffic Engineering & Ops. They do have portions of roadways throughout the County that provide similar prohibition.
3R	(5) A roundabout at the junction of the front gate of Founders Club and Fruitville Road would help slow down traffic and reduce the amount of air-breaking as they approach Loraine and the amount of up-shifting between Loraine and the front gate at Founders Club.	Acknowledged; intersection controls are not currently a part of the preliminary plan. However, the County is considering a traffic study to be performed to determine the potential for a roundabout at the Founders Club/Fruitville intersection.
3S	Fruitville Road has all the ingredients for a perfect storm. You have a constant parade of large trucks (loaded semi-trucks and dump trucks) traveling at over 45 mph, often times traveling into the sun (east or west bound) approaching a T intersection (Founders Club front gate) where predominately Senior Citizens with diminishing eye sight and judgment skills are expected to transverse over two lanes (a turn lane and traffic lane if headed west bound) into traffic. Expanding Fruitville Road to add more lanes significantly magnifies the risk of this dangerous task.	Fruitville Rd currently does not meet current FDOT nor County design standards. The roadway safety will be improved by ensuring that the roadway is constructed to the most current design and construction standards.
3T	(1) A roundabout at the junction of the Founder's Club front gate and Fruitville Road would help slow down traffic and increase response times for Seniors. If vehicle impacts were to occur, they would be at reduced speeds and at more parallel angles versus perpendicular T- bones at higher speeds. Fruitville Road handles a lot of traffic and a roundabout promotes continuous traffic flow.	Acknowledged; intersection controls are not currently a part of the preliminary plan. However, the County is considering a traffic study to be performed to determine the potential for a roundabout at the Founders Club/Fruitville intersection.
3U	(2) Lighting around the front gate would improve visibility for oncoming vehicles	The roadway will include lighting; additional lighting within the Founder's Club may be considered by the HOA.
3V	(3) At a minimum a stop light should be installed whether the Fruitville Road expansion takes place or not	A stop light is not warranted at the Founders Club entrance.
3X	(4) Sound Barriers put in place on the South side of Fruitville Road including a wall, trees and bushes.	The County is considering conducting a noise study to determine appropriate buffers (if any) to address potential increase in noise. A linear pond, vegetation and trees are proposed along the south side of Fruitville Rd. to provide buffer from proposed roadway.
4	Please forward a copy of the capital projects presentation used at today's webinar regarding the Fruitville Road expansion.	Provide link to Webinar presentation to this resident.
5A	Please send copy of recording	Provide link to Webinar presentation to this resident.
5B	I would see a round -a-bout as a way of keeping the traffic slower (less noise pollution) yet flowing in a much safer and more efficient manner.	The preliminary plan proposes no intersection controls at the Founders Club entrance.

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5C	What are the possibilities of doing this at the Fruitville and Debrecen intersection?	Debrecen Road will be limited to right turn only. Reason is due to limited intersection spacing requirements between Debrecen Road and Sarasota Center Blvd. No roundabout or traffic signal are planned at this location.
5D	With the additional traffic for the homes projected to be built on Boleyn Road, what is the plan for the left turn traffic on to Fruitville from Debrecen.	The preliminary roadway layout shows a directional median opening at Debrecen at Fruitville Rd. This means that traffic heading north on Debrecen would only be able to make a right onto Fruitville Rd (no lefts from Debrecen to Fruitville). Left and right turns would be permitted from Fruitville Rd onto Debrecen. If vehicles heading north on Debrecen wanted to head west on Fruitville, they would first have to head east on Fruitville for approximately 500 feet, where they would be permitted to do a U-turn at Paleo Dr and proceed to head west on Fruitville Rd. It should be noted that there will be another north-south connection to Fruitville (from the south) via the future Lorraine Rd connection.
6	Copy of presentation request; I would like to receive a copy of the presentation including the entire map of the improvements.	A copy of the presentation will be provided.
7	Exiting the Founders Club during the increasingly heavy volume of traffic has become very hazardous, with vehicles needing to accelerate heavily between Fruitville Rd traffic. What options are being considered to ameliorate this risk, especially with the likely heavier traffic that will result with the road widening?	As mentioned during the presentation; the roadway will be designed with an 18 foot wide median to provide for driver refuge when making a two stage left turn (northbound to westbound); providing a turning movement which meets or exceeds FDOT design standards.
8	Debrecen Road gets a lot of traffic and with new development it will only increase. The U-turn feature you are proposing might not be adequate to accommodate those that need to go west on Fruitville. Is this a fixed design feature or would you consider allowing it to be opened for turns in both directions?	The Debrecen Rd intersection is too close to Sarasota Center Blvd to consider a full median opening at Debrecen Rd.
9A	I have two questions: When heading east on Fruitville will there be a separate right turn lane onto Debrecen, as there is now, after the road widening?	The preliminary plan doesn't not currently show a dedicated right turn lane onto Debrecen Rd. The existing right turn lane is to remain part of the design at Debrecen.
9B	Is there a plan and timeline to connect Lorraine at Fruitville directly to Lorraine at Palmer? Currently, that route is Lorraine to Fruitville to Debrecen to Palmer to Lorraine.	The Lorraine Rd extension is currently planned for design and permitting. At present there is no funding programmed in the 5-year CIP for construction.

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10A	At the Fruitville Road meeting I requested the process for determining if a roundabout or signalization would be used at the intersection of Lorraine road and Fruitville Road.	<p>The FDOT’s Intersection Control Evaluation (ICE) process will be used to determine the preferred intersection treatment at the Lorraine Road/Fruitville Road intersection. This process referred as ICE process quantitatively evaluates several intersection control alternatives and ranks these alternatives based on their operational and safety performance. Implementing a “performance-based” procedure such as ICE creates a transparent and consistent approach to consider intersection alternatives based on metrics such as safety, operations, cost, and social, environmental, and economic impacts. A link to the FDOT’s ICE Manual is provided below.</p> <p>https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/muts/new-muts-2021-and-forms/fdot-ice-manual_january-2021_v7.pdf?sfvrsn=e9ff0e72_0</p>
10B	May I have any questions and answers that were not answered during the meeting sent to me?	Yes; answers to the questions will be provided.
10C	The lights on Lorraine Road have caused terrible light pollution for a person who lives in the rural area	The lighting along the roadway is required to ensure safe movement along the roadway.
10D	What is the safety feature offered by these lights?	Roadway lighting provides increased visual performance and visual comfort; additionally, lighting keeps the driver alert. Many studies have shown that good road lighting reduces night-time accidents.
10E	Have there been accidents along this road because of lack of lighting?	Cause of accidents are unknown; However, street lighting will be included in the roadway design.
11A	I would like the recording and presentation.	Acknowledged.
11B	If possible I would like the answers to the questions that did not get handled tonight but are answered by email.	Acknowledged.
11C	Also the fiscal neutrality question about who was paying for the water, sewer and reclaimed water lines was not answered.	The utility line extensions are paid for through impact fees on new home construction.
12A	This issue will directly affect the value of many if not all homes in Founders. There is simply not a good time to sit outside and enjoy a peaceful environment. Our property values will be affected and that will not only hurt us as individuals but will eventually come back to hurt the county when over building and noise drives people to go elsewhere.	The improvements will provide for a roadway that is built to current standards and will provide for safer vehicular / pedestrian travel.
12B	We all see that sales are through the roof in the area this year. There are many reasons for this but making the argument that the noise must not bother people or they wouldn't buy - is false. Once they get here and settle in, they notice and they worry that it will only get worse. It is completely irresponsible for county officials and their contractors to ignore the living conditions you are creating for people who already live here and pay taxes. We will be paying for the new roads but you will not address our two major concerns that you have every capacity to address - speed/safety and noise!	The County is considering conducting a noise study to determine appropriate buffers (if any) to address potential increase in noise.

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12C	<p>Speed/Safety: You base the 45 mph limit on the limit further west of Founders. It is 45 mph there so it will be 45 mph further east. How does this make sense when all along Fruitville there are lights to assist in entering Fruitville where there are homes, stores and a school (Cardinal Mooney further west). Near Founders, the residential population is much thicker and growing rapidly than west of us. There are 2 schools across the street that bring in a lot of stop and go traffic. We've been told the schools don't reach some artificial metric to warrant a stop light or even a school zone! Maybe a traffic fatality or two will move the metric. We will all remember - and perhaps that is when someone in county government will be held accountable for poor decisions being made with plenty of facts on hand and residents expressing fear about the safety of Fruitville today let alone when traffic doubles or triples. We are not making this stuff up.</p>	<p>The current speed limit on Fruitville Road is 45 mph. As part of the roadway project design, the school zone area will be reviewed for appropriate signage and pavement striping for safety.</p>
12D	<p>The second point regarding speed. The limit may be set at 45 mph but anyone who lives in the area knows that traffic moves at a clip of 55-65+ mph in front of Founders and even higher further east on Fruitville. Even the full dump trucks consistently travel at 60 mph, pass and cut in front of cars who are doing the speed limit. No police in sight. No flashing lights that go off if you are over the limit. No camera monitoring (like at toll booths) to tell people they will get a ticket if speeding or violating other traffic laws. The technology is available even if Spencer believes there is no such thing (another shocking statement at the March meeting at Founders Club). If you can't slow them down, you will have accidents as traffic volume goes up. It is easy math.</p>	<p>Acknowledged. The current speed limit on Fruitville Road is 45 mph. As previously mentioned, the preliminary plan proposes no intersection controls at the Founders Club entrance. The County is considering conducting a traffic study to determine the potential for a roundabout at the Founders Club/Fruitville intersection.</p>
12E	<p>Noise: It is a problem. It is too loud everyday, all weekend and well into every evening already. The construction traffic will not go away any time soon and that has magnified the noise to an unacceptable level. It was NOT this loud 4 years ago when I moved into Founders. The last 2 years it has become almost unbearable. The only direct response that I've heard to the complaints about noise was at the March meeting at Founders when we were all told 'you'll get used to it'.</p>	<p>The County is considering conducting a noise study to determine appropriate buffers (if any) to address potential increase in noise.</p>
12F	<p>Another noise related point - Truck traffic restrictions: In March, when it was suggested that perhaps the county could restrict construction vehicles from traveling on our roads Saturday afternoons and Sundays and maybe after 6pm to give local residents some reprieve, we were met with a breathless answer from Mike Moran that he didn't think they could possibly tell trucks what roads they could travel on and when. Sounds like someone is in the pocket of the developers because every single town/city any of us has ever lived in restricts truck traffic especially in residential neighborhoods for this very reason. That was a disingenuous answer, one among a number of shockers at that meeting. The owner of the High Hat land even told us that the trucks servicing his construction projects cannot travel the roads in the area on weekends.</p>	<p>The County is considering conducting a noise study to determine appropriate buffers (if any) to address potential increase in noise.</p>
12G	<p>I would like to know when the noise study will be done, who will do it. We do have a right to know who you are paying to do it before they do it. We'd like to research that company and understand the methodologies they will use. We have engineers in the community that know how the studies should be done and no - they are not all old, out of touch complainers with nothing better to do. We want to help and we know how.</p>	<p>* - The County is considering conducting a noise study to determine appropriate buffers (if any) to address potential increase in noise.</p>

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12H	Finally, we need to know whether the county will consider results, even if conflicting, from additional noise studies if paid for by the Founders Club. This is standard procedure for most government run projects. You get your assessment, private citizens get the opportunity to get theirs. If this procedure is not in place for Sarasota County, it should be. It protects the residents from the county selecting vendors that benefit financially from all the county projects. This is a serious issue and should be addressed professionally and not just passed over with a signature by someone who measured the noise in one spot for a short period of time.	See above response regarding noise study.*
12I	When will the noise study be done? Will the residents nearby learn when it will be done and the results? Can the residents have their own study done that you would consider in your planning?	See above response regarding noise study.*
12J	You all claim that you have no plans to provide some protection for residents along this stretch of Fruitville. This is not what we want to hear. The noise coming off Fruitville now is unacceptable to a large % of residents here in Founders. We hear each truck going down Fruitville (dump trucks and pick ups) all day and well into the night 7 days/week.	See above response regarding noise study.*
12K	You just mentioned on the call that the amount of traffic is projected to double over the next few years. None of us here are surprised by this given the level of building going on in the area. But the county has some responsibility to preserve the quality of life for those of us already here and paying taxes.	See above response regarding noise study.*
12L	I've heard that you believe we are all far enough away from Fruitville so should NOT be affected by the noise. I want to invite your sound study group to my lanai. I am 99% certain, they will agree. The sound travels and some of us might as well live next to I75Hello,	See above response regarding noise study.*
12M	At the Founders Club meeting with Mike Moran, Paula Wiggins and others from the county, we were told there would be a noise study done as part of the design and planning of the Fruitville and Lorraine Rd extensions.	See above response regarding noise study.*
12N	Since that early March meeting, we have heard nothing about this except a brief reference to there being no plans to add anything to the Fruitville Rd or Lorraine Rd extension 'build out' to address noise traveling from Fruitville into residential neighborhoods including Founders.	See above response regarding noise study.*
12O	We didn't create the noise problem and we haven't been asked if all the building and truck traffic is negatively impacting our daily lives. Instead, we've been listened to and then promptly ignored. The message is that if you aren't forced to consider those of us who actually live here, you will not.	See above response regarding noise study.*
12P	We have heard that your assessment is that the homes in Founders are far enough from Fruitville that they will not be impacted by the increased noise coming off that road into the neighborhood. We have also heard that you expect traffic to more than double over the next few years. This is not a surprise given the unbridled permitting and development underway BEFORE adequate roads and noise abatement issues are addressed.	See above response regarding noise study.*

No.	Question/Comments	Response
12Q	Many of us are here year round. This is even more true given the crazy year that 2020 has turned out to be. Right now, there is too much noise coming off Fruitville for residents to comfortably sit outside at their own homes. We are happy to meet and discuss this issue on its own. It is an important one.	See above response regarding noise study.*
12R	At some points during each day, it is so loud, it sounds like standing next to I75. I'm sure you think this is an exaggeration. To this end, myself and many others welcome your noise study team to visit our homes to measure the noise levels - not simply stand on Fruitville and measure the noise. They are welcome to leave noise recording devices at our homes. Whatever it takes.	See above response regarding noise study.*
12S	A simple measurement of distance from the source is not only overly simplistic, it ignores any consideration of how sound travels over flat land and water unabated. The golf course has become a series of noise tunnels where one can hear and follow individual truck engines and tire noise all the way from Sarasota Center Blvd to past Lorraine Rd. For those who live along Fruitville and where the eventual Lorraine Extension will be built, hear vehicles well past Lorraine Rd going east on Fruitville. Another sound tunnel.	See above response regarding noise study.*
13	During the meeting it was stated that the traffic flow from The Founders was not high enough to warrant a roundabout but the map shows north/south flows from the church across Fruitville will add simultaneous traffic and danger to west bound turns. The roundabout would make those turns safer.	Acknowledged. As previously mentioned, the preliminary plan proposes no intersection controls at the Founders Club entrance. However, the County is considering conducting a traffic study to determine the potential for a roundabout at the Founders Club/Fruitville intersection.
14A	Are there any Plans to address the below items?	See below responses.
14B	No Light at current CrossWalk	The County is considering conducting a traffic study to determine the potential improvements at the Founders Club/Fruitville intersection, which may include improved crosswalks.
14C	Speeding; Low Police Presence during Peak Travel Hours	Response to speeding, would have to refer to Sarasota County Sheriffs office. Non-emergency phone number (941) 861-5800.
14D	Common Use of Non-Street Legal Golf Carts on Sidewalks and/or Road; particularly Palmer Boulevard, adjoining neighborhoods, Tatum and East roads	Response to improper use of sidewalks, refer to Sarasota County Sheriffs office. Non-emergency phone number (941) 861-5800.
14E	High Volume of Families Exercising - Biking, Walking, Hiking, Fishing, Birding, Etc.	Bicycle lanes and sidewalk/multiuse path are part of the road cross-section and will be built on both sides of the roadway. The multiuse paths are greater than the 5 foot minimum sidewalks required on either side of the roadway.
14F	School Drop Off/Pick Up; Tatum Ridge Elementary; Bus Route for numerous other schools	Acknowledged; as part of the roadway project design, the school zone area will be reviewed for appropriate signage and pavement striping for safety.
14G	Lastly, will Clark Road eventually become a 4 Lane Highway as well?	Clark Road (SR72) is a major arterial thoroughfare highway and outside the limits of this project boundary.

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15	Please send me a copy of the exhibits used in the meeting yesterday. If there is a PowerPoint file available, that would be great too.	Acknowledged.
16	What are the possibilities of providing a roundabout at the Fruitville and Debrecen intersection?	Debrecen Road will be limited to right turn only. No roundabout or traffic signal is planned at this location.
17A	Please consider a signal or circle at Founders gate. (Traffic signalized intersection or Roundabout)	The preliminary plan proposes no traffic signal at the Founders Club entrance. However, the County is considering conducting a traffic study to determine the potential for a roundabout at the Founders Club & Fruitville intersection.
17B	The prospect of taking a left out of the gate now is difficult with only one lane of traffic to contend with. The addition of a second lane and the distance it will take to get to the pause area, will make it difficult. We will have to gun it to the pause area and not overshoot it, while contending with two lanes of oncoming traffic.	As mentioned during the presentation; the roadway will be designed with an 18 foot wide median to provide for driver refuge when making a two stage left turn (northbound to westbound); providing a turning movement which meets or exceeds FDOT design standards. Additionally, the County is considering conducting a traffic study to determine the potential for a roundabout at the Founders Club/Fruitville intersection.
18A	Will the proposed linear pond (sounds like a fancy way to say open ditch to me) be a retention or a detention pond?	There is a good example of a linear pond along the west side of Honore Ave., just north of Webber St. The linear pond is planted with sustainable, Florida friendly landscaping.
18B	In other words, will it be full of water most of the time?	The stormwater linear pond design has not been finalized. The area will be planted; we've yet to determine whether a wet pond or dry pond is more suitable.
18C	What is the proposed depth of the linear pond?	The stormwater linear pond design has not been finalized.
18D	If it will be a detention pond, what steps will be taken to assure it doesn't just look like an open ditch in front of our very upscale community while the area in front of the commercial tracts on the other side of the road has a more finished look? It seems to me that a ditch is more appropriate on the opposite side of the road, especially when you consider the electric transmission lines that exist in the Fruitville ROW abutting the Founders Club frontage.	There is a good example of a linear pond along the west side of Honore Ave., just north of Webber St. The linear pond is planted with sustainable, Florida friendly landscaping. There are examples throughout the County of sustainable pond / swale systems that add to the aesthetics of the roadway.
19	Is it possible to include an access point along the south side of Fruitville Rd to the 8072 Fruitville Rd property?	A dedicated right turn lane will included for the East-Bound (EB) to South-Bound (SB) movement from Fruitville Rd to Debrecen Rd. Access to this parcel may continue to be via the loop road. An access point to the parcel will not be considered as part of the design plans. However, that does not prevent the owner attempting to permit an access via a Right of Way Use Permit.
20	I would be opposed to a road widening, The mornings and rush hours are busy but doing the day there is light traffic flow for hours. Is there any solution that would slow the traffic rather than install a four lane highway.	No; the roadway currently performs as a level of service F. Fruitville Road is a designated four lane major arterial on the County's Future Thoroughfare Plan. The widening of Fruitville Road is necessitated by existing traffic and to accommodate future traffic.

No.	Question/Comments	Response
21A	<p>The Commission should have the extension of Lorraine Road to Palmer Road completed before widening Fruitville Road. As someone who frequently drives on Fruitville Road, I see traffic come off Lorraine, head west and frequently cut through on Debrecen Road to access Palmer Blvd. to either go back east to pick up Lorraine Road (former Bee Ridge Road Extension) or west on Palmer Road to Cattleman Road. Debrecen is a narrow, rural road and should not be used as a throughway. Traffic also cuts through Tatum Road to access Palmer. Tatum Road is also a narrow rural road with Tatum Ridge School abutting a section of the Road. Rather than using the proposed 4 lanes to stack traffic on Fruitville Road from Lorraine Road to the light on Industrial Parkway and continue sending traffic on the established neighborhood roads open up Lorraine Road as is proposed. This will allow the traffic to just cross Fruitville Road and proceed to either Bee Ridge or Clark Roads.</p>	<p>We will review this strategy idea to include for consideration. Construction schedule is not known at this time. And there is a possibility that Lorraine Road Extension could be under ahead of Fruitville Road widening.</p>
21B	<p>The four-lane widening of Fruitville Road may not be necessary. Turn lanes may be all that is needed to keep traffic moving.</p>	<p>The roadway currently performs as a level of service F. Fruitville Road is a designated four lane major arterial on the County's Future Thoroughfare Plan. The widening of Fruitville Road is necessitated by existing traffic and to accommodate future traffic.</p>
21C	<p>The presentation included urban lighting along the Widening project. The necessity of street lights was questioned by several participants. The response was that this is what people expect on a four- lane road. MCC qualifies this statement to mean this is what urban drivers expect. You can drive on Hwy 27, a four-lane highway that only has street lights at road intersections and the speed limit is 60mph. Therefore, lights are not a necessary safety feature. Cars do have headlights.</p>	<p>There roadway will be designed with lighting along the roadway; lighting is required to ensure safe movement along the roadway.</p>
21D	<p>This area is the transitional area of urban and rural. Streetlights are only necessary at each road location and NOT the entire length of the project. There is already an abundance of light from the churches along this stretch of Fruitville Road. A convenience store/gas station will be added to this area which will also have lights.</p>	<p>There roadway will be designed with lighting along the roadway; lighting is required to ensure safe movement along the roadway.</p>
21E	<p>It appears that the Sarasota side of Lorraine Road has more street lights than when Lorraine enters Manatee County. When these lights were installed on Lorraine Road, there were many complaints to the County and to MCC about the light pollution. We were told it was the builders' discretion to determine how many lights were placed along the road.</p>	<p>There roadway will be designed with lighting along the roadway; lighting is required to ensure safe movement along the roadway.</p>
21F	<p>Bicycle lanes are to be 7' on each side of the road. This doesn't make any sense since there will be transitions to less wide bicycle lanes on the east and west of the Widening project.</p>	<p>7' bicycle lanes are the standard design for bicycle lanes. New roadway projects are designed to current standards. It has also been discussed that a multi-use recreational trail (MURT) may be more appropriate along this corridor and that will be explored.</p>

No.	Question/Comments	Response
21G	Since the Miakka Community Club (MCC) has not been provided with the process for determining which will be utilized, MCC cannot provide specific comments. In general, if a roundabout is chosen, then it MUST have a circumference that is large enough to accommodate semitrucks, horse trailers, lawn equipment trailers, fire trucks and the wide load heavy equipment carrying vehicles. Those on the eastern portion of Bee Ridge Road are good examples.	There are design standards for roundabouts that include design for vehicle types. The roundabout (if chosen) will accommodate all vehicles that currently are legally allowed to utilize Fruitville Rd currently.
Notes: Webinar had 89 registrations and 72 users participated in the virtual public meeting. Thank you for your attendance and participation.		

Zoom recorded meeting link: https://scgov.zoom.us/rec/share/tmhvT8lvptk0x6wP01tA3ZGabbVGjm4nEqyg_GUR-9iSCvSNwUbJxP1FIVE9LlNe.eT9bSmAy6xcKlpt0

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