

Subject: Hi Hat proposed borrow pit
From: Becky Aych <miakka1945@gmail.com>
Date: 12/13/2023, 1:54 PM
To: Andrew.Pluta@kimly-horn.com
CC: Mallory Lutz <mlutz@scgov.net>
BCC: mph_04@verizon.net

December 13, 2023

Good day Mr. Puta,

I met with Mallory Lutz regarding the proposed borrow pit on Hi Hat Ranch. I had several recommendations/requests on behalf of the Miakka Community Club, of which I am President. Ms. Lutz recommended that I send these recommendations/requests to your attention.

1. The haul road exiting onto Fruitville Road must be eliminated. The existing haul road exiting onto Clark Road or the new road to be built connecting Hi Hat to Bee Ridge Road must be the exit roads for the new borrow pit.
2. Fruitville Road is the ONLY road that west bound traffic can take until north bound Lorraine Road or southbound DeBrecen Road.
3. Fruitville Road has many subdivisions and private roads that feed Fruitville Road including traffic coming from Arcadia and eastern Manatee County. Clark Road is mostly bound by the Myakka River State Park, with very few subdivisions between the Hi Hat Ranch existing haul road and the Park. Drivers are acclimated to the entering and exiting of dump trucks, they are not so on Fruitville Road.
4. Using the County's site, you can use the following link for the MS2 portal to obtain the counts on County major roads. No login information is required.
<https://scgov.public.ms2soft.com/tcds/tsearch.asp?loc=Scgov&mod=TCDS>, you can see there already are many large trucks on Fruitville Road. The existing truck traffic does not adhere to the 55-mph speed limit. The chance of speeding tickets being issued are slim to none. I serve as Chair of Sarasota County's Traffic Advisory Committee. The Committee has learned that speed limit enforcement is targeted by call generated complaints. While Fruitville Road has shown a 24-hour traffic count of 9,757 total trips using the above site, I am sure that other roads in Sarasota County generate more speeding complaints by the sheer numbers of users of the roads.
5. Additionally, to stop a vehicle for speeding, there must be a safe location to have the speeder pull off the road. Fruitville Road is a rural, 2 lane road, with grass shoulders and an open ditch. The shoulders adjacent to Hi Hat Ranch and across the road are almost always wet regardless of rain fall or lack thereof and vehicles often sink when they pull off the road in this area, often requiring the assistance of a tow truck to get unstuck.
6. The proposed exit onto Fruitville Road at Vic Edwards is problematic for two reasons: The exit is across from the Fire Department which has the only ambulance that services the immediate area as well as the eastern portion of Old Miakka. Any mishap at this intersection could place into peril the residents requiring ambulance service. The light would back traffic up easterly to Verna/Myakka Road. There is already traffic being backed up to Vic Edwards Road in the morning.
7. Trucks entering onto Fruitville Road at the Vic Edwards light would have to shift through a series of gears to get to the 55-mph speed limit. This would also back traffic up.
8. Currently, there are drivers who recklessly pass dump trucks while the trucks are going through shifting the gears.

If Fruitville Road is to be used to exit the borrow pit:

1. Then the hours of operations must be reduced so that the hauling traffic is NOT entering or exiting Fruitville Road between 7 am until 10 am. Using the traffic counts already referred to from the above site to see what the traffic counts would be between those hours, it is obvious this would greatly reduce traffic back up and congestion.
2. There must be an acceleration lane and deceleration lane for haulers going in both the east and west direction.

The 8' berm must be completely surrounding the borrow pit. While appreciating the concern to buffer noise moving to the west, the same noise with go east, south and north depending on the way the wind is blowing. I live at the east end of Fruitville Road and can often hear the DeSoto Raceway.

What analysis was performed to determine the height and width of the berm? What percentage of the noise generated with be reduced by the buffers?

This borrow pit is located within the historic, rural Old Miakka Community. The above recommendations/requests are intended to help preserve this Community and protect the residents' health, safety and welfare.

If there is a time convenient for you, I will be glad to discuss each of these recommendations/requests, please let me know.

Respectfully,
Becky Ayech
President
Miakka Community Club



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— Attachments: —

TRAFFIC Classification ReportON FRUITVILLE ROAD docx.docx

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