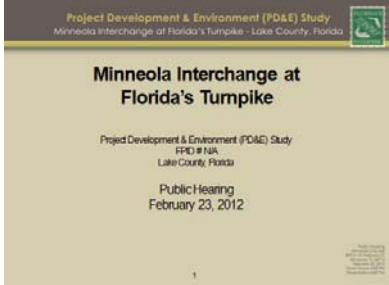

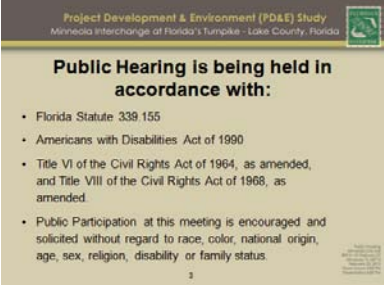
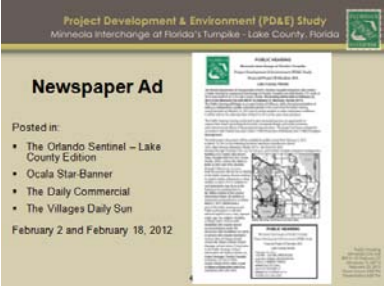
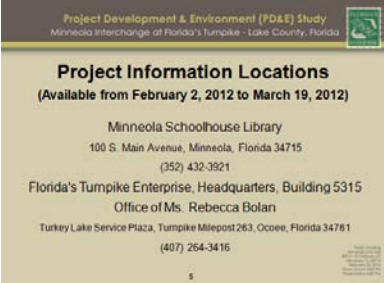
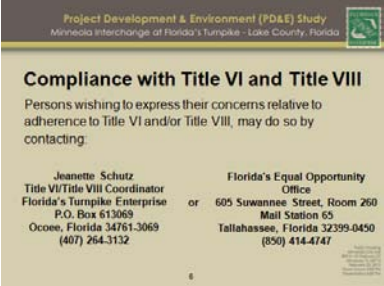
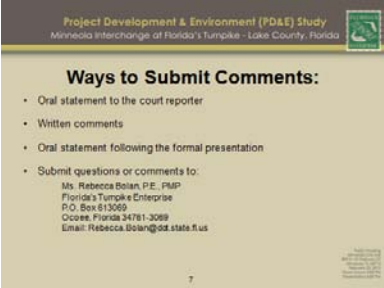


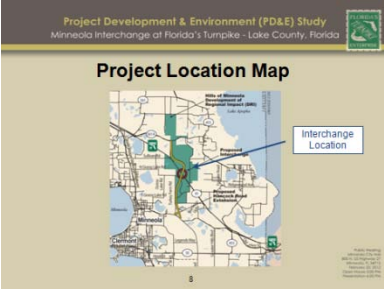
SCRIPT – Public Hearing
Minneola Interchange at Florida’s Turnpike
Lake County, Florida February 23, 2012

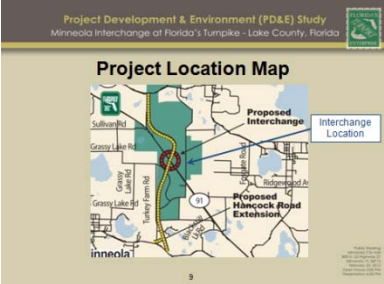
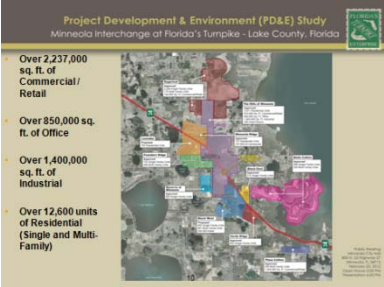
<p>Slide 1</p> <p>Title</p> 	<p>Tom Percival: Good evening, the time is 6:00 PM. My name is Tom Percival, and I am the Environmental Management Office Manager for Florida’s Turnpike Enterprise. I would like to welcome everyone to the public hearing for the Minneola Interchange at Florida’s Turnpike in Lake County, Florida. This public hearing is being held to receive your comments regarding the proposed project. Before I begin, for your safety, fire exits are provided immediately outside this room to your right and left.</p>
<p>Slide 2</p> <p>Welcome</p> 	<p>There are a number of people here tonight, representing the Turnpike and the Consultant Project Team that I would like to introduce to you, but before I do that, if there are any elected or appointed public officials here tonight who would like to be recognized, would you please stand and introduce yourself.</p> <p>(RECOGNIZE ANY ELECTED OR APPOINTED OFFICIALS)</p> <p>Here with me tonight is Ms. Rebecca Bolan, Turnpike Project Manager. Also here tonight are the Consultants, Mr. Brent Lacy and Ms. Kelley Peterman, with AECOM Design + Planning. I would like to note that we have a court reporter here, and the proceedings tonight are being recorded so we can produce an official transcript of tonight’s hearing.</p>

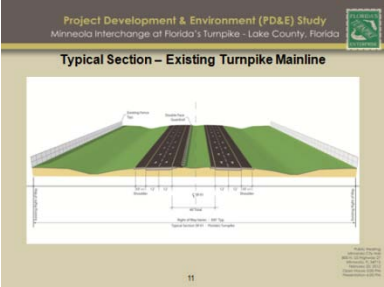
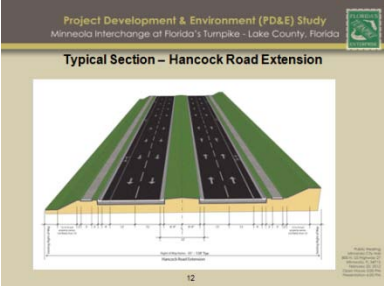
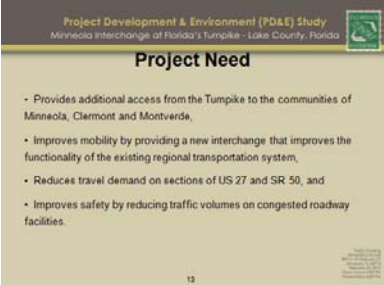
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 Minneola Interchange at Florida’s Turnpike
 Lake County, Florida February 23, 2012

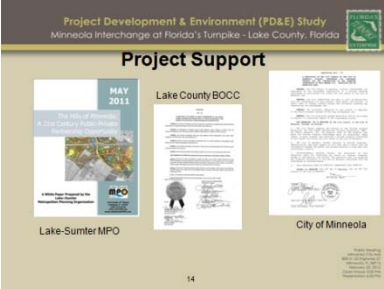

<p>Slide 3</p> <p>Items Public Hearing is Consistent with</p> 	<p>This public hearing is being held in accordance with Section 339.155 of the Florida Statutes, the Americans with Disabilities Act of 1990, and in accordance with Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968, as amended. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, sex, age, disability, or family status.</p>
<p>Slide 4</p> <p>Notifications</p> 	<p>This Public Hearing was advertised in the Orlando Sentinel – Lake County Edition, the Ocala Star-Banner, the Daily Commercial, the Villages Daily Sun and the Florida Administrative Weekly. In addition, adjacent property owners and elected and appointed officials were notified by letter of tonight’s proceedings.</p>
<p>Slide 5</p> <p>Project Information Locations</p> 	<p>The project information has been available for review at the Minneola Schoolhouse Library and the Florida’s Turnpike Enterprise Headquarters at the Turkey Lake Service Plaza in Ocoee, Florida since February 2, 2012. This will remain on display until March 19, 2012.</p>
<p>Slide 6</p> <p>Title VI and Title VIII</p> 	<p>Any persons who believe that they have been discriminated against for any reason or subjected to discrimination may file a written complaint. The contact information for filing a complaint is listed on the slide and also displayed at the sign-in table. All inquiries or complaints will be handled according to Department procedure and in an expeditious manner.</p>

	<p>Tonight, Florida’s Turnpike Enterprise will receive formal comments from the public. After the close of the comment period and consideration of the comments received, the recommended design concept will be selected.</p>
<p>Slide 7</p> <p>Comments</p> 	<p>Your comments tonight can be made in four different ways.</p> <p>First, you may make an oral statement to the court reporter in a one-on-one setting following the hearing.</p> <p>Second, you can make written comments on the comment sheet provided tonight and place them in the comment box.</p> <p>Third, you may make an oral statement following the formal presentation comment period.</p> <p>And the fourth way that you can submit your comments or questions is through mail or email. Please send them to Ms. Rebecca Bolan at the address provided on the comment form. These comments must be postmarked by March 5, 2012 to be included as part of the official public hearing transcript.</p> <p>Comments submitted in any one of these four ways will be included in the official transcript of the public hearing proceedings and will be made a part of the official project record. I emphasize that all four methods of submitting your comments carry equal weight and are important to us. No extra</p>

	<p>consideration is given to oral comments over written comments. Now, I would like to introduce Ms. Kelley Peterman to describe the project.</p>
<p>Slide 8</p> <p>Project Location</p>  <p>The image is a map titled "Project Location Map" from a "Project Development & Environment (PD&E) Study" for the "Minneola Interchange at Florida's Turnpike - Lake County, Florida". The map shows a section of the Florida Turnpike with a green-shaded area indicating the "Interchange Location". A callout box points to this area with the text "Interchange Location". The map also shows surrounding roads and geographical features.</p>	<p>Kelley Peterman: Good Evening. My name is Kelley Peterman. I am the Project Manager with AECOM Design + Planning, the consultant for the Minneola Interchange at Florida’s Turnpike Project Development and Environment (aka PD&E) Study who is working in coordination with Florida’s Turnpike Enterprise on this project.</p> <p>The Family Dynamics Land Company, LLC has requested that a potential new interchange at Milepost 279, north of State Road 50 and south of US 27, be studied in consultation with Florida’s Turnpike Enterprise. This interchange would connect the Turnpike with the planned extension of Hancock Road (aka Hills of Minneola Boulevard) which will extend from Clermont north through Minneola and continue past the proposed Turnpike interchange to an intersection with CR 561A.</p> <p>It is noted that along with the preferred build alternative, the no-build alternative is also being considered. The no-build alternative consists of no new interchange on Florida’s Turnpike at mile marker 279. The preferred build alternative will be described in detail.</p> <p>This PD&E Study is being conducted to evaluate both the</p>

	<p>positive and any negative effects of the proposed interchange. The objectives of a PD&E Study are to perform the necessary social, environmental and engineering studies of a proposed transportation improvement to support decisions concerning if and where improvements should be built and what will be the basic design concepts.</p>
<p>Slide 9 Project Location Map</p> 	<p>The new interchange is proposed at the future crossing of Hills of Minneola Boulevard over Florida’s Turnpike. The Hills of Minneola Boulevard will cross Florida’s Turnpike approximately 6 miles north of the SR50 interchange and approximately 6 miles south of the US27 interchange.</p>
<p>Slide 10 Project Area</p> 	<p>The proposed interchange would be located within the limits of the Hills of Minneola Development of Regional Impact or DRI. Currently, much of the area around the proposed interchange is rural, with the lands being primarily used for agriculture. However, approved development in the DRI, and a number of other major projects surrounding the DRI, will bring significant residential, commercial and industrial development and employment to the area.</p>

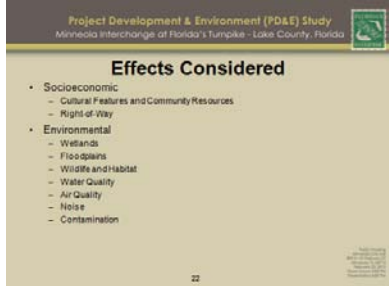
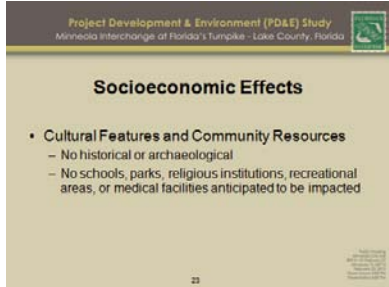
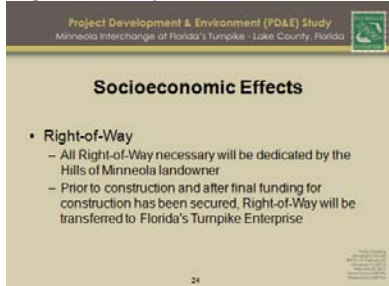
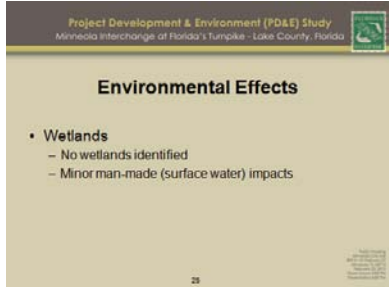
<p>Slide 11 Existing Conditions – Mainline</p> 	<p>Florida’s Turnpike within the study area is a four-lane divided limited-access toll road with a posted speed limit of 70 miles per hour and a rural typical section. The future plans for the Turnpike in this area call for the addition of two more lanes in each direction (for a total of eight lanes).</p>
<p>Slide 12 Hancock Road Typical Section</p> 	<p>Hancock Road will be a four-lane divided collector road with a speed limit of 45 miles per hour in the area adjacent to the Turnpike. Hancock Road will have a suburban typical section with 120 feet of right-of-way, 12-foot travel lanes, 4 foot bike lanes, a raised 22 foot median, and sidewalks.</p>
<p>Slide 13 Project Need</p> 	<p>The Minneola Interchange at Florida’s Turnpike is needed to serve the projected growth in the south Lake County area, which includes the City of Minneola and the City of Clermont, along with smaller communities like Montverde. The new interchange is vital to the continued economic growth and vitality of these communities.</p> <p>Additionally, the interchange, along with the planned extension of Hancock Road from its current termini at CR50 (Old Highway 50) will assist in relieving congestion along SR50 and US27, by providing another access to Florida’s Turnpike for those in the area and those commuting to and from the Orlando Metro area.</p> <p>Within the Minneola/Clermont/Montverde area over 12,500 residential units are now approved or planned in the areas</p>

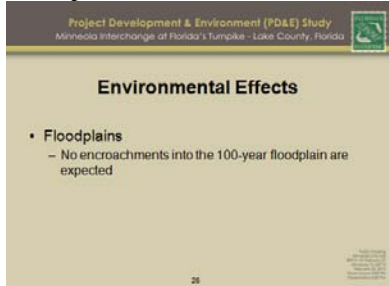
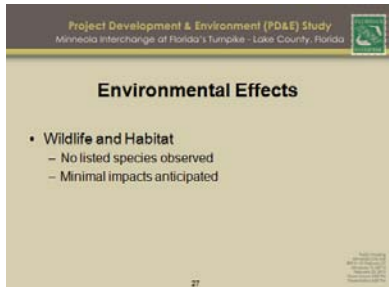
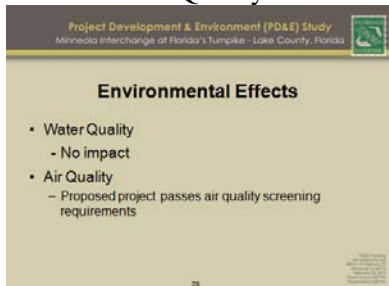
	<p>immediately around the proposed interchange. Increased access will improve mobility and traveler safety by reducing traffic volumes on congested roadway facilities.</p>
<p>Slide 14</p> <p>Project Support</p> 	<p>The recommendation to construct a new interchange with Florida’s Turnpike Mainline in this general area has been made in previous studies and documents. Lake County and the Lake-Sumter Metropolitan Planning Organization (aka MPO) conducted studies which concluded a new interchange within proximity to mile marker 279 is needed. Additionally, Florida’s Turnpike Enterprise has indicated that a new interchange, in the area of the proposed facility, has been a target for future study and implementation for nearly a decade. The Lake-Sumter MPO authored a white paper that explains the need for this interchange from not only a regional transportation perspective but also as an economic development opportunity. Both the City of Minneola City Council and the Lake County Board of County Commissioners have passed resolutions of support for the construction of the Minneola Interchange at Florida’s Turnpike.</p>
<p>Slides 15-21</p> <p>Build Alternative</p> 	<p>The preferred build alternative involves the construction of a new interchange with Florida’s Turnpike at approximately mile marker 279. The proposed project’s design accommodates the widening of the Turnpike in the vicinity of the new interchange and the construction of the north and south approaches on the Hills of Minneola Boulevard within the interchange right-of-way limits.</p>

SCRIPT – Public Hearing
 Minneola Interchange at Florida’s Turnpike
 Lake County, Florida February 23, 2012

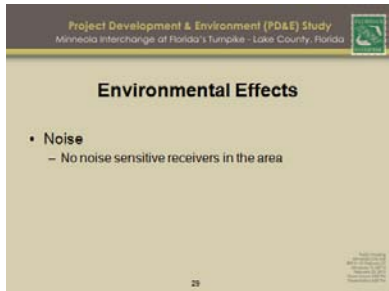
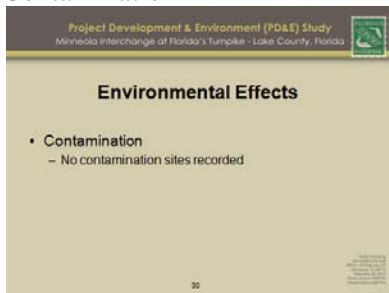
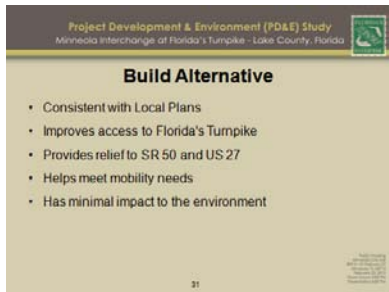
<p>Slide 16</p> <p>Slide 17</p> <p>Slide 18</p> <p>Slide 19</p> <p>Slide 20</p> <p>Slide 21</p>	<p>The interchange would provide entrance and exit ramps to and from the Turnpike for both northbound and southbound traffic. The interchange design includes diamond ramps in conjunction with a loop ramp in the northwest quadrant.</p> <p>Drivers approaching the proposed Minneola Interchange from the direction of CR 561A will utilize Ramp C to travel north on the Florida’s Turnpike, while drivers who wish to travel south will travel on the Hills of Minneola Boulevard Bridge over Florida’s Turnpike to the loop ramp known as Ramp E. Drivers approaching the interchange from the direction of Old Highway 50 who wish to travel north will travel on the Hills of Minneola Boulevard Bridge over Florida’s Turnpike to Ramp C, while drivers who wish to travel south will utilize Ramp A. Traffic exiting Florida’s Turnpike will utilize one of two exit ramps- Ramp D for the southbound traffic traveling north or south on Hills of Minneola Boulevard or Ramp B for northbound traffic traveling north or south on Hills of Minneola Boulevard.</p> <p>The interchange would be operated utilizing electronic tolling only and tolling facilities would be located on the ramps to and from the south or Orlando area.</p>
<p>Slide 22</p> <p>Effects Considered</p>	<p>It is important to consider the potential effects of the proposed alternatives. Environmental studies were undertaken to understand the potential effects that could be expected as a result of the implementation of the build alternative. We want to take a few minutes and discuss the findings of the studies. We will</p>

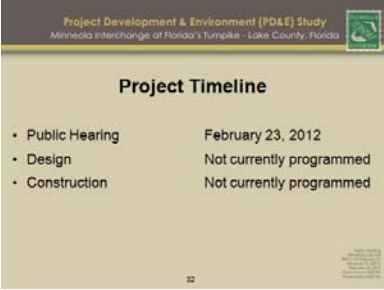
SCRIPT – Public Hearing
 Minneola Interchange at Florida’s Turnpike
 Lake County, Florida February 23, 2012

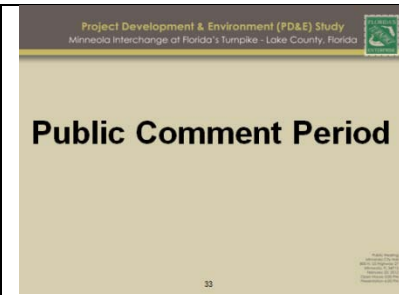
	<p>begin with socioeconomic effects and then discuss the environmental effects.</p>
<p>Slide 23</p> <p>Cultural Features and Community Resources</p> 	<p>A Cultural Resources assessment was completed and the findings indicate that there are no historical, archaeological, or community resources within the project area.</p>
<p>Slide 24</p> <p>Right-of-Way</p> 	<p>All right-of-way necessary for this proposed project will be dedicated by the owner of the Hills of Minneola DRI and will be conveyed to Florida’s Turnpike prior to the construction of the interchange, and after final funding for construction is secured.</p>
<p>Slide 25</p> <p>Wetlands</p> 	<p>A wetlands evaluation was prepared for the proposed project in accordance with Executive Order 11990 “Protection of Wetlands”. No wetlands were identified within the project limits. A minor impact to a man-made surface water will take place by the extension of Hills of Minneola Boulevard north to an intersection with CR 561A.</p>

<p>Slide 26</p> <p>Floodplains</p>  <p>Environmental Effects</p> <ul style="list-style-type: none">• Floodplains<ul style="list-style-type: none">– No encroachments into the 100-year floodplain are expected	<p>In accordance with Executive Order 11988, a floodplain analysis was conducted. No encroachments into the 100-year floodplain are expected.</p>
<p>Slide 27</p> <p>Wildlife and Habitat</p>  <p>Environmental Effects</p> <ul style="list-style-type: none">• Wildlife and Habitat<ul style="list-style-type: none">– No listed species observed– Minimal impacts anticipated	<p>Threatened and endangered species are afforded special protection under the Endangered Species Act of 1973 and Florida Statutes. An Endangered Species Biological Assessment was conducted. One state-listed species, the gopher tortoise, is known to occur on-site. Additionally, there are a number of listed wildlife species that commonly utilize and benefit from gopher tortoise burrows, such as the gopher frog, Florida mouse, and indigo snake that may occur on-site but were not observed during the course of these evaluations. Off-site relocation of gopher tortoises to a permitted recipient site is required by the Florida Fish and Wildlife Conservation Commission. Impacts to this listed species are anticipated to be minor as a result of permit requirements resulting in the off-site relocation of this species.</p>
<p>Slide 28</p> <p>Water and Air Quality</p>  <p>Environmental Effects</p> <ul style="list-style-type: none">• Water Quality<ul style="list-style-type: none">– No impact• Air Quality<ul style="list-style-type: none">– Proposed project passes air quality screening requirements	<p>The interchange is located within hydrologic basins with specific water quality permitting criteria. Formal coordination with the St. Johns River Water Management District will take place during the final design and permitting phase, to assure compliance with criteria.</p> <p>An air quality analysis was completed using the latest available Air Quality Screening Model. The results of the analysis</p>

SCRIPT – Public Hearing
 Minneola Interchange at Florida’s Turnpike
 Lake County, Florida February 23, 2012

	<p>indicate that the project is not expected to have an adverse impact on air quality and that the proposed project passes the air quality screening requirements.</p>
<p>Slide 29</p> <p>Noise</p> 	<p>Due to the absence of noise-sensitive receivers in the area of the project, no noise impacts will occur. The future development in the Hills of Minneola DRI will be located to minimize any potential noise impacts.</p>
<p>Slide 30</p> <p>Contamination</p> 	<p>A Contamination Screening Evaluation was completed for the project area and there are no documented contamination sites within the project area.</p>
<p>Slide 31</p> <p>Build Alternative</p> 	<p>After completion of the analyses, an evaluation matrix was developed to compare the build alternative to the no build alternative. A board in this room (<i>motion to board</i>) summarizes this comparison.</p> <p>The build alternative is consistent with the City of Minneola’s Comprehensive Plan and the Lake-Sumter County MPO’s Long Range Transportation Plan. It improves access to the Turnpike, provides relief to SR50 and US 27, helps meet the mobility needs and growth needs of the area, and has minimal impact on the</p>

	<p>natural and built environment.</p> <p>Conversely, the no-build alternative does not enhance the regional roadway network, is not consistent with the local government plans and has no impact on the natural or built environment.</p> <p>It should also be noted that the Hancock Road extension is a Lake County project and currently is not fully funded. However, the proposed Turnpike interchange will continue to be advanced in coordination with the proposed Hancock Road Extension project.</p> <p>Now once again, here is Tom Percival</p>
<p>Slide 32</p> <p>Project Timeline</p> 	<p>Tom Percival: This public hearing is being held to present and solicit comments regarding the proposed project. Although the project is not fully funded at this time, it is a recognized need in the City of Minneola’s Comprehensive Plan. A full funding plan is necessary in order for the PD&E study and Interchange Justification Report to receive final approval. This means that, if the build alternative is chosen, this project could move forward when a funding plan is approved.</p>
<p>Slide 33</p> <p>Public Comment</p>	<p>We are recording these proceedings in order to produce an official transcript. When you came in, we asked you to fill out a card if you wished to speak. We do have additional cards and we will get them to you momentarily if you do not have one. When</p>



you are called to speak, we would ask that you please come forward to the microphone so we will be able to record your remarks and assure they will be in the official transcript.

OPTIONAL (We also ask that you restrict your comments to a maximum of three (3) minutes as a courtesy to others that may wish to speak tonight. If that is not sufficient time, you are welcome to also submit written comments for the record or speak with the court reporter independently.)

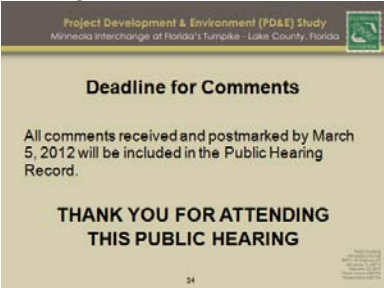
All comments will be answered in writing at the end of the formal comment period. If you would like to receive the answers to all comments, please indicate that on a comment sheet, include your name and address and we will mail you a copy.

When you come up to the microphone, please clearly state your name and your address for the benefit of the court reporter. If you’re representing a group, please state that information as well.

OPTIONAL (If you would like to speak, raise your hand and we will bring you a speaker card that you can fill out.)

A verbatim transcript of tonight’s proceedings together with all written materials received as part of this hearing and all studies, displays, and informational material provided at this hearing will be available at the Florida’s Turnpike Enterprise’s Headquarters at the Turkey Lake Service Plaza in Ocoee, Florida for public

SCRIPT – Public Hearing
Minneola Interchange at Florida’s Turnpike
Lake County, Florida February 23, 2012

	<p>review upon request. If you do chose to review those materials at the Turnpike offices, please call ahead and make an appointment.</p> <p>You may submit written comments or exhibits after tonight’s hearing, however they must be postmarked by March 5, 2012 to become part of the Public Hearing Transcript.</p> <p>I will now call the persons up to speak in the order we received the speaker cards. The first person to speak will be _____.</p>
<p>Slide 34</p> <p>Closing</p> 	<p>There being no additional speakers, I officially close the public hearing for the Hills of Minneola Interchange PD&E study.</p> <p>I thank you for coming and taking an interest in Florida’s transportation system and the Turnpike. It is now (<i>state the time</i>) and this hearing is closed.</p> <p>Please buckle up and drive safely. Thank you and good evening.</p>