


SIMPSON ROAD PD&E STUDY PUBLIC HEARING

from US 192 to 560 south of Myers Road
Osceola County, Florida
Contract No. PS-18-9906-DG
FM No. 44516-1

[Osceola County](#)
Department of Transportation and Transit



Narration - Welcome and thank you for attending the Simpson Road Improvement Project Development and Environment, or PD&E study from US 192 to Myers Road.

Osceola County is conducting this meeting as an open house, or workshop format allowing you to review the project exhibits, speak with study personnel and ask questions.

We welcome your comments.

PURPOSE OF PUBLIC HEARING



The purpose of this Public Hearing is to share information with the general public about the proposed improvement, its conceptual design, alternatives under study, and the potential social, economic, and environmental effects upon the community.

The Public Hearing also serves as an official forum providing an opportunity for members of the public to express their opinions regarding the project.



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 2

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PURPOSE OF TONIGHT'S MEETING



Describe the
Study Process



Explain the Project
& Preferred
Alternative



Review the
Preferred
Alternative



Answer Questions &
Obtain Feedback on
the Preferred
Alternative



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 3

Narration – The purpose of tonight's meeting is to:

- describe the study process;
- explain the project and preferred alternative;
- review the benefits and effects of the preferred alternative to the natural, physical, social, and cultural environments;
- answer your questions;
- and obtain your comments on the preferred alternative.

TITLE VI COMPLIANCE



This meeting and study is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to the County's compliance with Title VI may do so by contacting:



María A. Colón, Director

Human Resources Department
Osceola County Board of County Commissioners
1 Courthouse Square, Suite 4200
Kissimmee, Florida 34741

Email: maria.colon@osceola.org

Tel: 407.742-1227

www.osceola.org



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 4

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NEPA ASSIGNMENT



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Osceola County pursuant to Title 23 United States Code Section 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 5

Narration - The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Osceola County pursuant to Title 23 United States Code Section 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

AGENDA



- Open House
- Presentation
 - Project Overview
 - Purpose and Need
 - Preferred Alternative
 - Evaluation Factors
 - Next Steps
- Formal Comment Period



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 6

Narration – There are three primary components to tonight’s hearing:

- First, the open house, which occurred prior to this presentation, where you were invited to view the project displays, speak directly with the project team, and provide your comments in writing or to the court reporter.
- Second, this presentation, which will explain the project purpose and need, study alternatives, potential effects, both beneficial and adverse, and proposed methods to mitigate adverse project effects.
- Third, a formal comment period following this presentation, where you will have the opportunity to provide oral statements at the microphone or you may provide your comments directly to the court reporter or in writing.

PUBLIC HEARING NOTIFICATION



- Consistent with federal and state requirements
 - Section 120.525, F.S. (Meetings, hearings and workshops)
 - Section 286.011, F.S. (Government in the Sunshine Law)
 - Section 335.199, F.S. (Access Management)
 - Section 339.155, F.S. (Transportation Planning)
 - 49 CFR Part 24 (Relocation Assistance and Real Property Acquisition)
 - 40 CFR Part 1506 (NEPA)
 - Americans with Disabilities Act of 1990 (ADA)



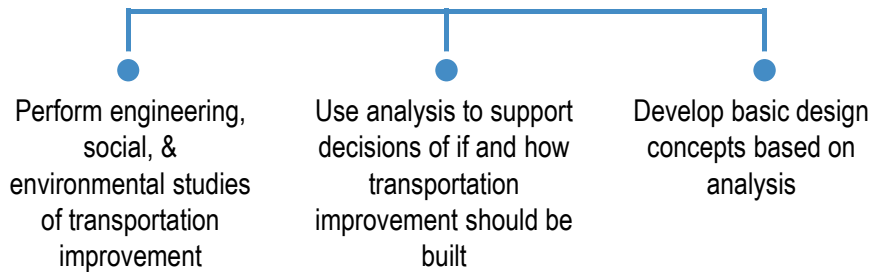
SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 7

Narration – This public hearing was advertised consistent with the federal and state requirements, including:

- Section 120.525 Florida Statute for meetings, hearing, and workshops;
- Section 286.011 Florida Statute, Government in the Sunshine Law;
- Section 335.199 Florida Statute, Access Management;
- Section 339.155 Florida Statute, Transportation Planning;
- 49 Code of Federal Regulations Part 24, Relocation Assistance and Real Property Acquisition;
- 40 Code of Federal Regulations Part 1506, National Environmental Policy Act;
- and the Americans with Disabilities Act of 1990.

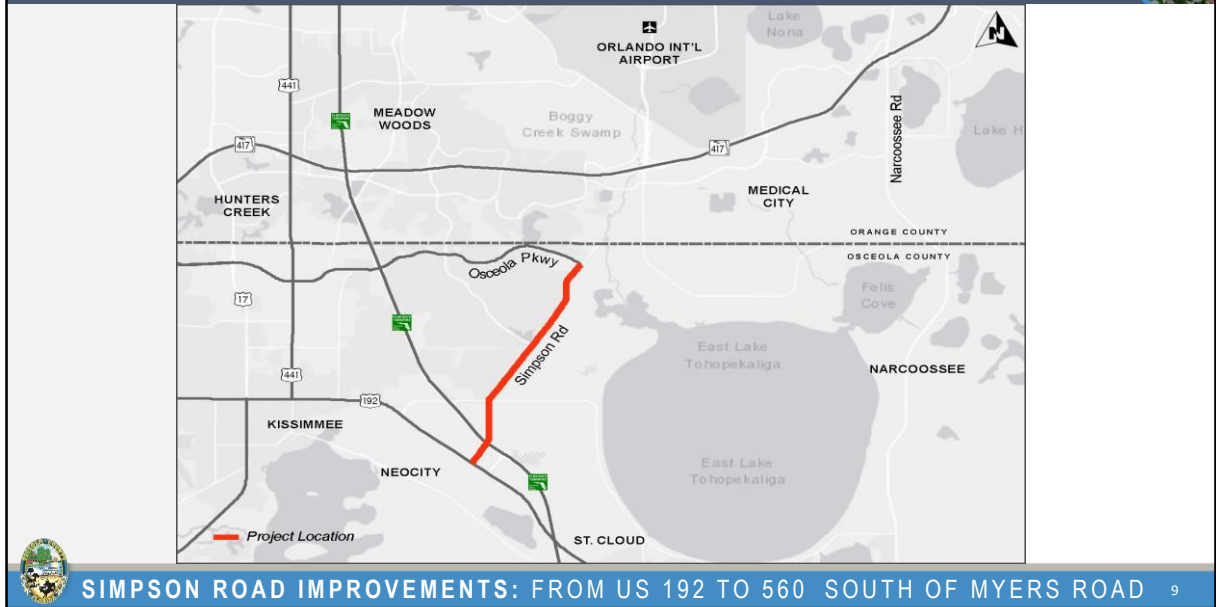
SIMPSON ROAD

PD&E Study Objectives



Narration - The objectives of this PD&E Study are to perform engineering, social, and environmental studies of a proposed transportation improvement to support decisions concerning if and how it should be built and the basic design concepts.

PROJECT OVERVIEW LOCATION



Narration - The project is located in Osceola County, Florida between US 192 and Myers Road, a distance of 4.1 miles.

Simpson Road from Boggy Creek Road to Myers Road is an independent or separate project.

PROJECT PURPOSE

- Enhance safety for all travel modes
- Enhance mobility for Simpson Road communities including Buenaventura Lakes
- Improve regional connections
- Improve overall traffic operations
- Provide consistency with local plans



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 10

Narration - The purpose of the project is to enhance mobility on Simpson Road from US 192 to Myers Road improving connections between the communities along Simpson Road to the City of Kissimmee, the emerging NeoCity, the Orlando International Airport (OIA), and the emerging Medical City at Lake Nona.

In addition, the project purpose is to improve overall traffic operations and safety of the existing highway network within the project study area.

PROJECT NEED

- Provide safer mobility for pedestrians, bicyclists, motorists and others on the corridor
- Achieve consistency with transportation plan
- Enhance regional system linkage
- Provide additional capacity
- Address transportation demand
- Meet social and economic needs
- Improve modal interconnections

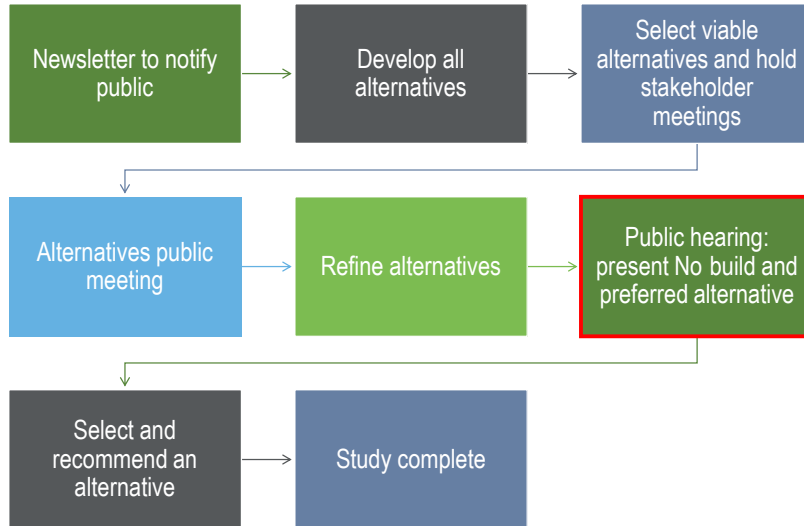


SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 11

Narration - The needs for this project are to provide safer mobility for pedestrians, bicyclists, motorists and others in the corridor; consistency with transportation plans; system linkage; increase capacity; address transportation demand; and meet social and economic needs.

In addition, a secondary need is to provide improved modal interconnections.

PD&E STUDY PROCESS

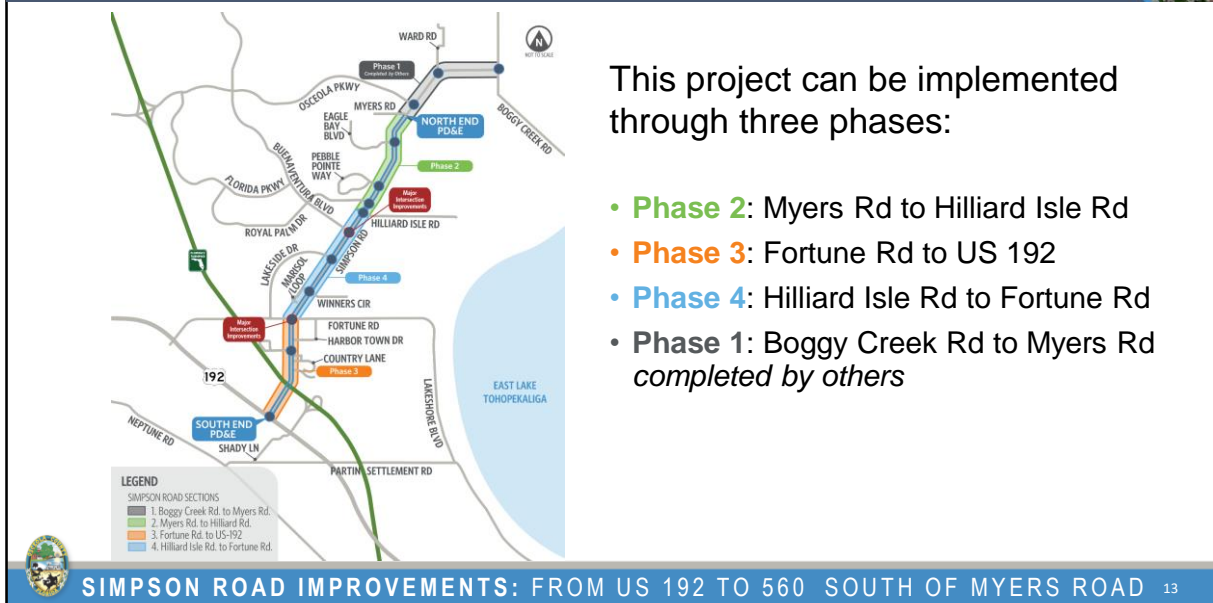


SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 12

Narration - The PD&E study process includes several steps. In December 2018 newsletters were mailed out to notify people of the study. Alternatives were then developed and narrowed down to viable alternatives. The Alternatives Public Meeting was held on May 16, 2019 to provide an opportunity for the public to review the alternatives and provide comments on them. The input received was used to refine the alternatives. The preferred alternatives are also on display boards at tonight's meeting for review.

Tonight, the Public Hearing will present the findings for the preferred Build Alternative and the No-Build Alternative. Following the hearing, the Preferred Build or No-Build Alternative will be selected by Osceola County.

TYPICAL SECTIONS & PROJECT PHASES



This project can be implemented through three phases:

- **Phase 2:** Myers Rd to Hilliard Isle Rd
- **Phase 3:** Fortune Rd to US 192
- **Phase 4:** Hilliard Isle Rd to Fortune Rd
- **Phase 1:** Boggy Creek Rd to Myers Rd *completed by others*

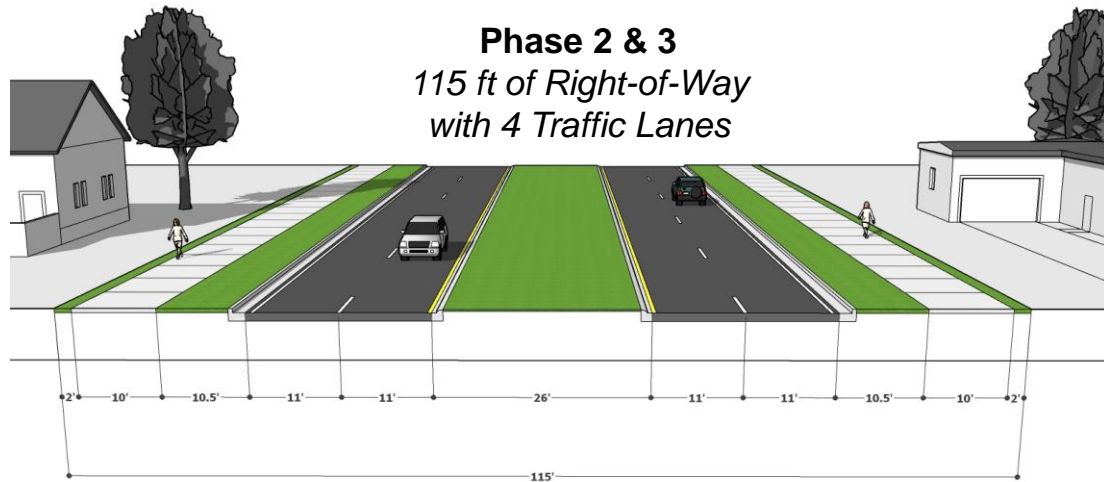
Narration – The project limits of this PD&E Study are identified in three phases:

- Phase 2 and 3 are existing two lane roadways that are proposed to be improved to four through lanes with accommodation for bicyclists and pedestrians.
- Phase 4 is an existing five lane section that considers widening to four-lanes with continuous auxiliary lanes and accommodation for bicyclists and pedestrians on both sides.

The preferred typical sections have been identified for each phase.

Major intersection improvements are also proposed at Fortune Road and Buenaventura Boulevard.

PREFERRED Typical Section: Shared Use Path



This option provides traffic lanes in each direction with bicycle users and pedestrians sharing a path.



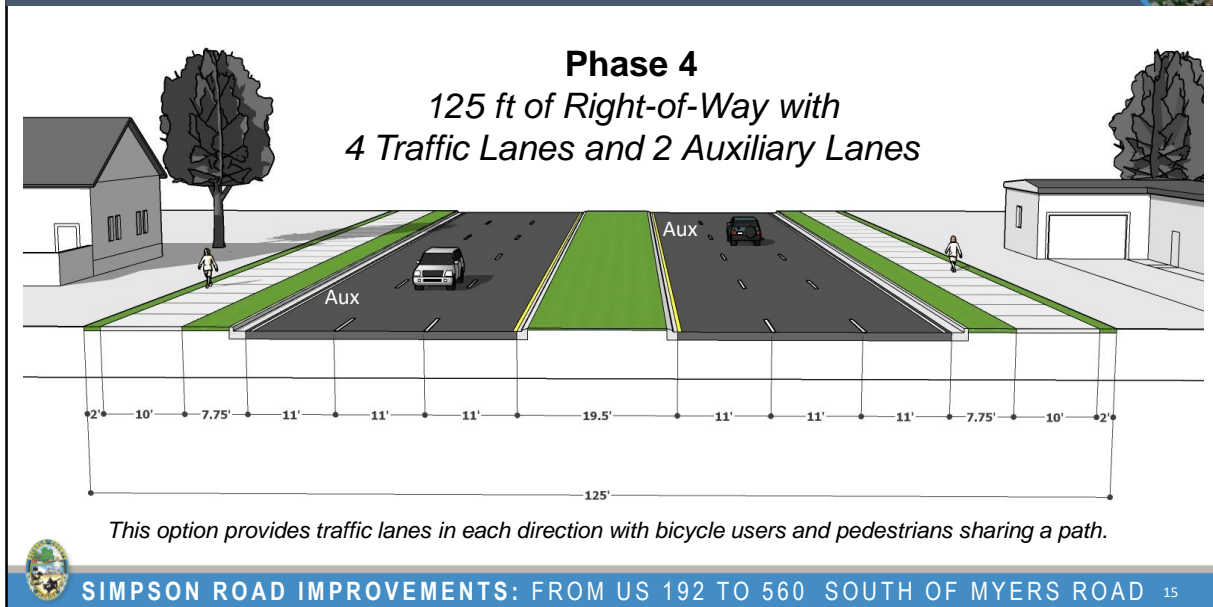
SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 14

Narration - Within Phases 2 and 3, the preferred typical section is a four lane divided roadway with a 26 foot median.

This typical section proposes a 10 foot shared path for both bicycles and pedestrians versus an earlier alternative which included a 5 foot sidewalk and 5 foot bike path.

This preferred typical section for Phases 2 and 3 will require 115 feet of right of way.

PREFERRED Typical Section: Shared Use Paths



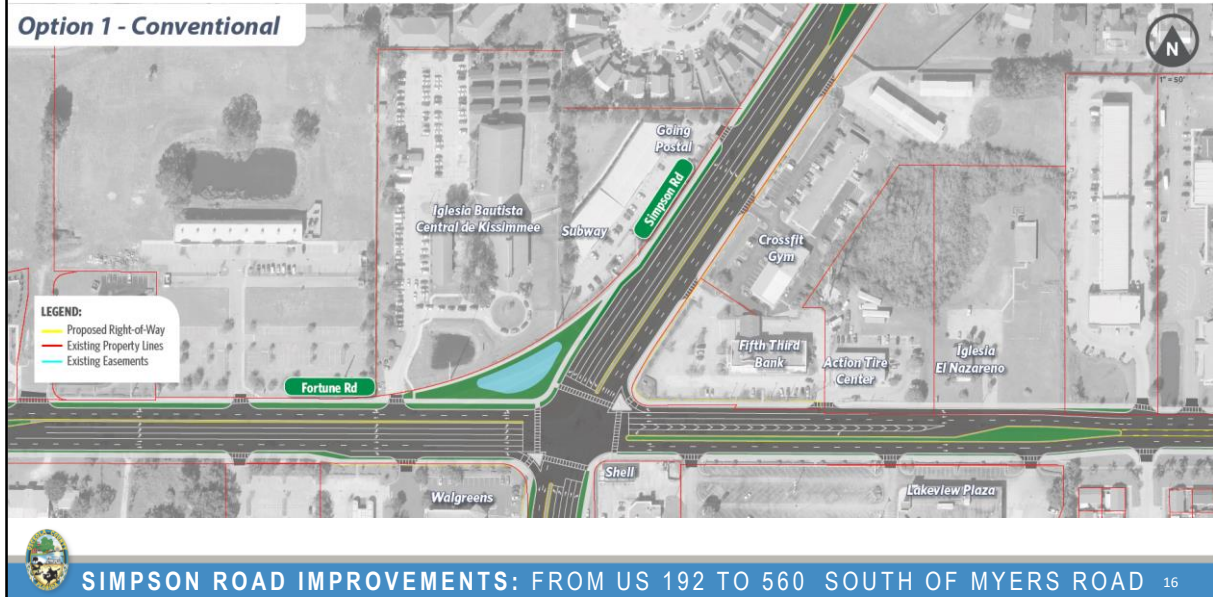
Narration - For Phase 4 the preferred typical section provides four lanes plus an auxiliary turn lane in each direction.

A ten foot shared use path for bikes and pedestrians is provided on both sides of the roadway versus an earlier alternative which included a 5 foot sidewalk and 5 foot bike path .

The required right of way for this preferred typical section is 125 feet.

Presentation boards with the preferred typical sections, by Phase, are available for your review and to ask questions of project staff.

Fortune Road Intersection



Narration - Major intersection improvements are proposed at the Fortune Road intersection. Two options were identified for public review and comment.

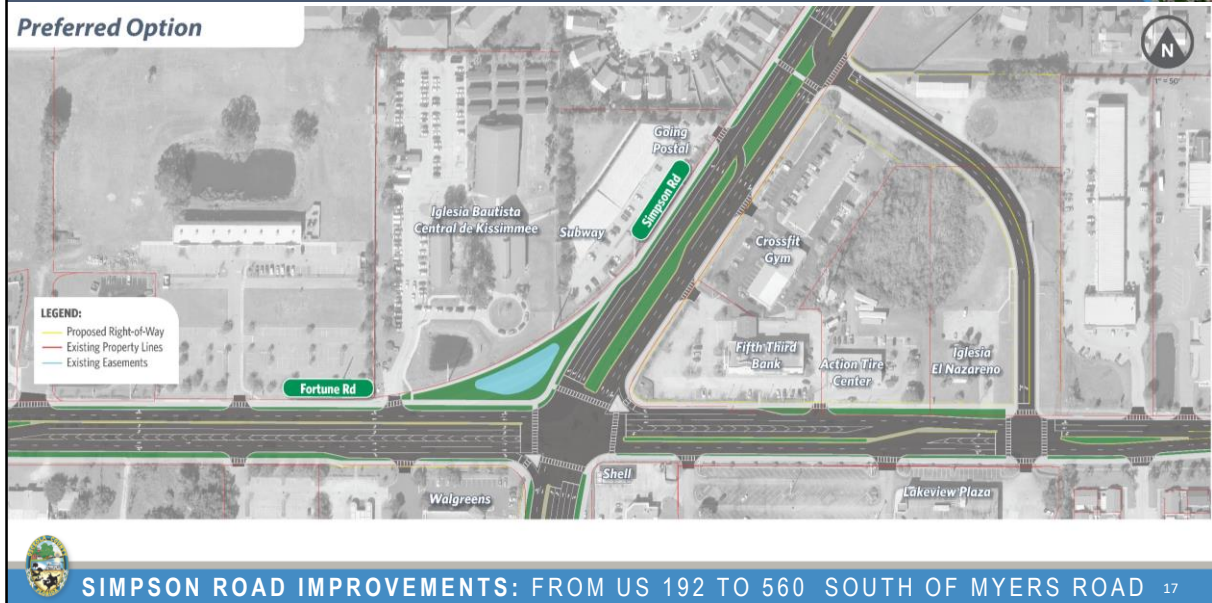
The two options are similar with the primary difference being in the eastbound Fortune Road to northbound Simpson Road and the southbound Simpson Road to eastbound Fortune Road movements.

Option 1 is a standard intersection configuration with a three lane left turn from eastbound Fortune Road to northbound Simpson Road and a two lane left turn from southbound Simpson Road to eastbound Fortune Road. The number of turning lanes are required to provide appropriate signal timing allowing for these opposing turning movements time to clear, allowing for approaching traffic to stage for the next signal cycle.

Access to businesses in the northeast quadrant will be affected from southbound Simpson Road and eastbound Fortune Road with the implementation of a median. Southbound Simpson Road access to these commercial properties would U-turn at the Fortune Road intersection with the eastbound Fortune Road access to these properties having to make a U-turn at an unsignalized location.

PREFERRED Fortune Road Intersection

Preferred Option



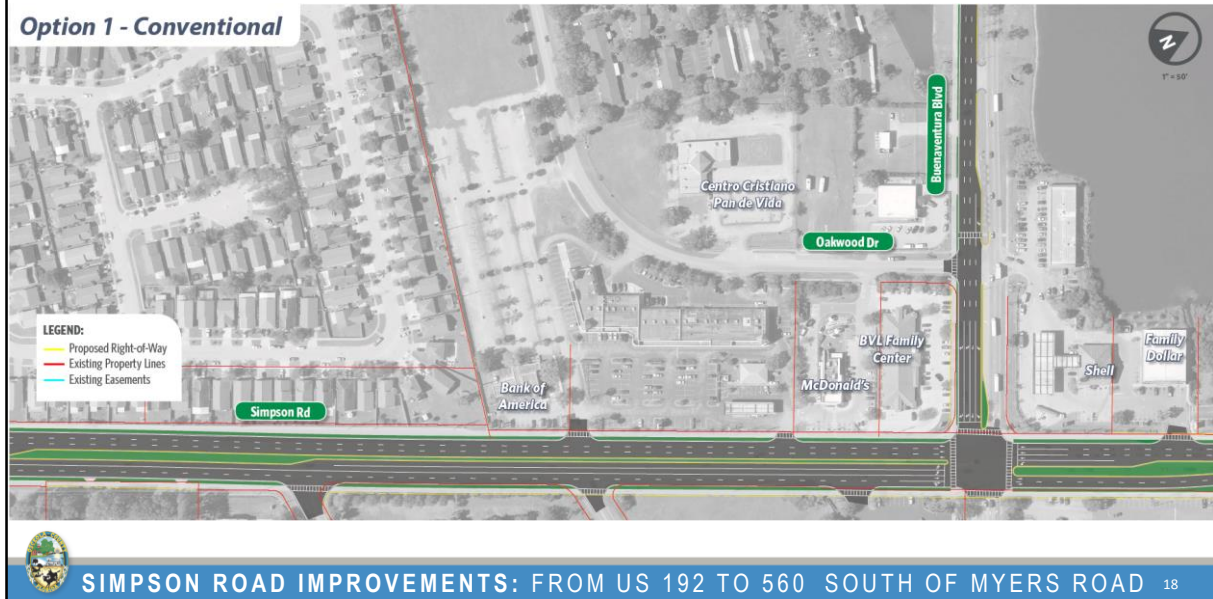
Narration - The Preferred Intersection Option at Fortune Road adds a Quadrant (Quad) Road in the northeast quadrant of this intersection. This allows the left turns from southbound Simpson Road to access Fortune Road eastbound at a new signal removing this left turn movement from the main intersection.

The westbound Fortune Road to northbound Simpson Road right turn would also make this movement using the Quad Road. This allows a longer turning cycle (time) to make the Fortune Road eastbound to Simpson Road northbound movement, reducing the need for three lanes in the Option 1 configuration to two lanes in the Preferred Option.

Access to businesses in the northeast quadrant will use the Quad Road and turn right at Fortune Road with the eastbound Fortune Road access to these commercial properties making a U-turn at a signalized intersection.

Buenaventura Blvd. Intersection

Option 1 - Conventional

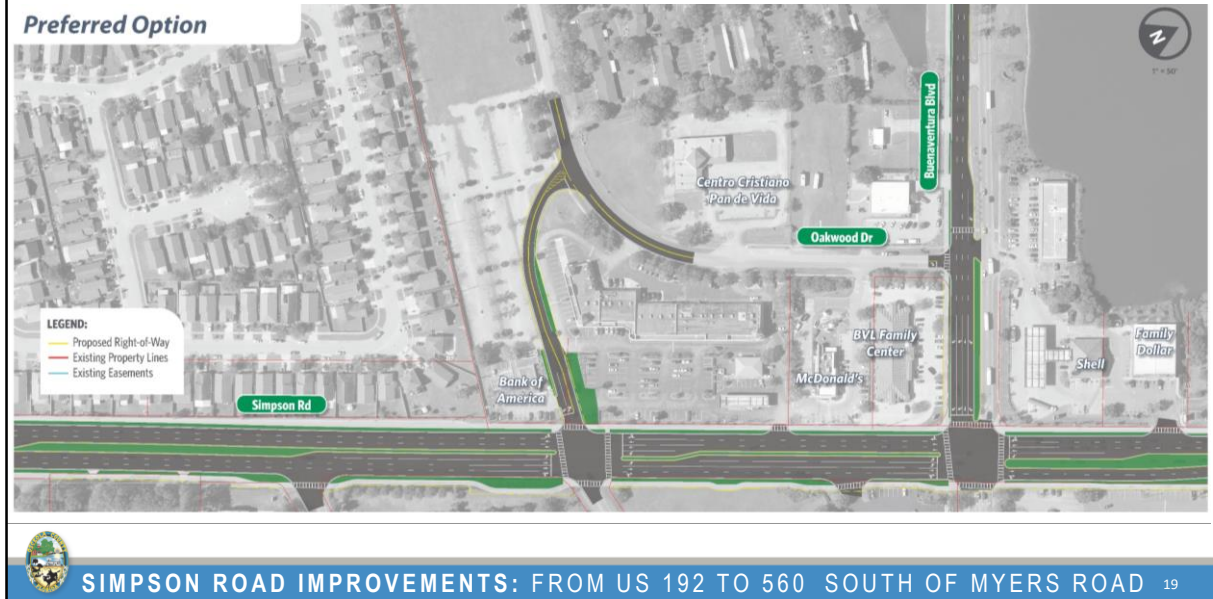


Narration - The major intersection improvements proposed at the Buenaventura Boulevard intersection also included two Options for public review and comment. The two options are similar at the Buenaventura intersection with the number of through lanes and turn lanes.

The Option 1 Conventional Intersection typical section includes a raised median that will not allow left turns into the businesses on the west side from northbound Simpson Road.

The Option 1 Conventional Intersection allows access to the businesses in the southwest quadrant by either a U-turn at the Buenaventura Boulevard intersection or with a left turn from Buenaventura Boulevard to Oakwood Drive just west of the Simpson Road/Buenaventura Blvd intersection.

PREFERRED Buenaventura Blvd. Intersection



Narration - The Preferred Option at the Buenaventura Boulevard intersection is also a Quad Road concept, proposing to use the access drive between the Bank of America and the Buenaventura Lakes Center as a new road with a signalized intersection at Simpson Road.

This new road would connect Simpson Road to Oakwood Drive. This will allow a new access to these businesses and remove the need for any U-turn at the Buenaventura intersection or the left turn to Oakwood Drive from Buenaventura Blvd. The left turn from Oakwood to Buenaventura would no longer be allowed and only a right turn from Oakwood Drive to Buenaventura would be allowed.

Exhibit boards of all intersection options are provided tonight to review. In addition, a traffic operations simulation of the Year 2035 traffic projections for the No-Build Alternative and both intersection options at Fortune Road and Buenaventura Boulevard is available for review tonight.

EVALUATION FACTORS



 NATURAL ENVIRONMENT

 TRAFFIC

 PHYSICAL RESOURCES

 RIGHT OF WAY

 CULTURAL RESOURCES

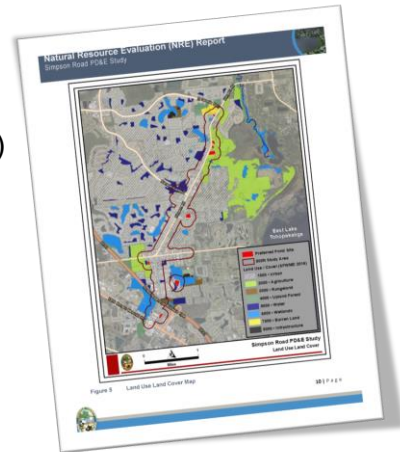
 COST



Narration - The evaluation factors include: natural, physical, cultural, roadway/traffic, right of way and cost.

NATURAL & SOCIAL ENVIRONMENT

- Wetland Effects
 - 4.0 acres
- Floodplain Effects
 - 0.87 acres
- Threatened & Endangered Species (high/medium/low)
 - May effect but not likely to adversely affect
 - 3 species (Eastern Indigo Snake, Wood Stork, Crested Caracara)
 - No effect
 - 6 species (Sand Skink, Blue-tailed Mole Skink, Everglades Snail Kite, Florida Scrub Jay, Red Cockaded Woodpecker, Florida Grasshopper Sparrow)
- Social & Economic
 - Consistent with Local Plans



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 21

Narration – The preferred alternative effects on the Natural Environment includes:

Four (4) acres of wetland effects and under 1 acre of floodplain effects.

A Natural Resource Evaluation was performed, and determined that the preferred alternative may affect, but is not likely to adversely affect the Eastern indigo snake, Wood stork and Crested caracara. No affects are expected to other wildlife or habitat with the preferred alternative.

Social and economic category includes a review for consistency with local transportation plans and improvements, identifies potential relocations, and estimates the right-of-way needed. The preferred alternative is consistent with local plans at Osceola County and MetroPlan Orlando.

PHYSICAL RESOURCES

- Contamination Sites
 - 41 low risk sites
 - 11 medium risk sites
- Air Quality Evaluation
 - Focus on Monoxide (CO) concentration
 - Recommended Alternative is not predicted to exceed National Ambient Air Quality Standards
- Noise Sensitive Receivers (sites)
 - No-Build Alternative
 - Recommended Alternative
 - Substantial increase of traffic noise will not occur



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 22

Narration - A contamination screening evaluation was performed to identify locations where contamination may be present. Of the 52 sites evaluated, the preferred alternative may impact 41 low risk sites, and 11 medium risk sites. A Level II Impact to Construction Assessments (ICAs) may be required of the medium risk sites to evaluate the presence of contamination. Final design plans will be reviewed to evaluate potential project effects and the need for Level II ICAs.

The preferred alternative is not predicted to exceed National Ambient Air Quality Standards.

A noise impact analysis was conducted in accordance with Sections 9-112 and 9-113 of the Osceola County Noise Ordinance, Title 23, Code of Federal Regulations, Section 772: Procedures for Abatement of Highway Traffic Noise and Construction; Part Two Chapter 18 of the FDOT Project Development and Environment Manual, and Chapter 335.17 Florida Statutes. This assessment also adhered to current Federal Highway Administration traffic noise analysis guidelines.

With substantial noise increase defined as “an increase in noise levels of 15dB(A) or more in the design year (2045) over the existing noise level (measured or predicted) as a direct result of the transportation improvement in question.” A substantial increase typically occurs in areas where traffic noise is a minor component of the existing noise environment but would become a major component after the project is constructed. The preferred alternative of this project follows the existing alignment. The results of the noise analysis confirms that a substantial increase of traffic noise will not occur.

CULTURAL RESOURCES

- Historic Resources
 - No impacts
- Archaeological Sites
 - No impacted sites
- Recreational Areas
 - No involvement



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 23

Narration - The purpose of the cultural and historic resources survey is to identify historic resources and archaeological sites eligible to be registered with the NRHP, the National Register of Historic Places. Architectural survey identified four (4) potential historic resources. Based on lack of significant historic associations and architectural distinction, all four resources are considered ineligible for the NRHP. The preferred alternative will have no effect on cultural resources listed or eligible for listing in the NRHP. Section 4(f) refers a portion of the U.S. Department of Transportation Act of 1966 which requires the consideration of parks, recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. The preferred alternative has no involvement with Section 4(f) lands.

TRAFFIC OPERATIONS



- Total Travel Time
 - Preferred alternative results in a 70% reduction of travel time in 2045.
- Average Speed
 - Preferred alternative results in travel speeds more than twice as fast on average in 2045.

Traffic Operations Metric	Network Total Hours of Travel		Northbound Average Travel Speed		Southbound Average Travel Speed	
	No Build	Preferred	No Build	Preferred	No Build	Preferred
AM Peak Hour	7,131 hrs	1,936 hrs	16.3 mph	19.7 mph	5.2 mph	12.9 mph
PM Peak Hour	5,524 hrs	1,640 hrs	12.6 mph	19.1 mph	6.9 mph	15.0 mph

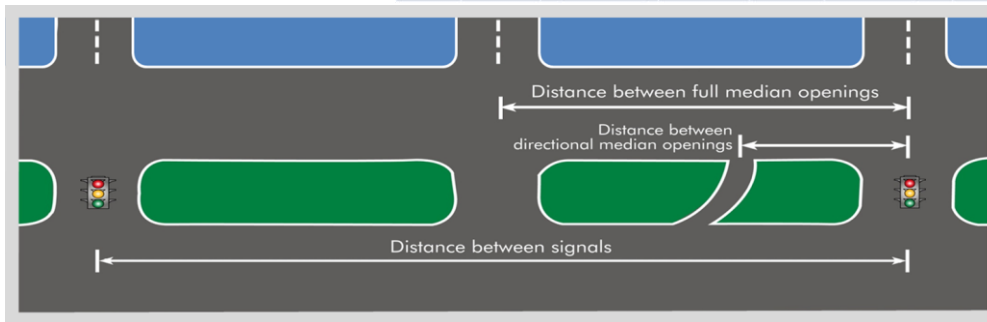


Narration - Traffic operations describe how well the alternative meets the need for improved mobility along the corridor. The preferred alternative provides specific benefits at each intersection, collectively leading to significantly reduced delay for drivers along both Simpson Road and the intersecting roadways such as Fortune Road and Buenaventura Boulevard.

TRAFFIC ACCESS MANAGEMENT

- Traffic signals and median openings set to be consistent with FDOT Access Management Class 5

Access Class	Median	Median Opening Spacing Standard(ft)		Signal Spacing Standard (ft)	Connection Spacing	
		Full	Directional		Posted Speed > 45 MPH	Posted Speed ≤ 45 MPH
5	Restrictive	2640 (Posted Speed > 45 MPH) ----- 1320 (Posted Speed ≤ 45 MPH)	-	-	2640 (Posted Speed > 45 MPH) ----- 1320 (Posted Speed ≤ 45 MPH)	



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 25

Narration - Access Management is a systematic approach to determine the locations of driveway connections, median openings, and traffic signals to improve safety and traffic flow by reducing vehicle conflict points. A full median opening allows for left and right turns in all directions. A directional median allows left turns from the main roadway into driveways and u-turn maneuvers. Section 335.199 of Florida Statutes requires a Public Hearing whenever access management changes are proposed. These include the modification, addition, or closure of existing median openings, intersections, or interchanges. No driveway access points will be closed. This Public Hearing also serves to satisfy this requirement.

The preferred alternative establishes signal spacing and median openings consistent with a FDOT access management class 5.

RIGHT OF WAY

- Right of Way Impacts
 - 29.9 acres roadway and stormwater
- Land Use Effects
 - Includes frontage clips along the roadways and open lands for pond sites
 - 6 Residential Parcels
 - 23 Business Parcels
 - 5 Institutional Use Parcels
 - No Community Use Parcels
 - 5 Unimproved Parcels
- Relocations
 - One business



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 26

Narration - One of the consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate no relocation of any families and one business. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act. If you have any question concerning the right of way acquisition process, there are representatives available tonight to answer your questions.

If you are required to make any type of move as a result of an Osceola County project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted during the final design phase of the project by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the County's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

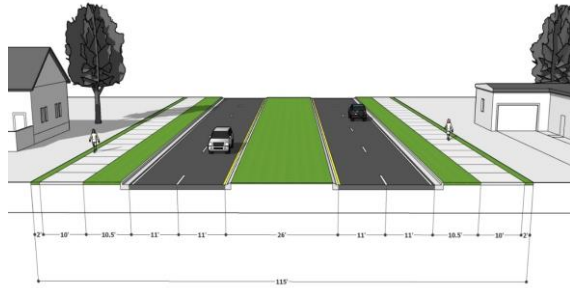
A special word of caution – if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized. The relocation specialists who can assist with your questions are Sally Myers and Mary Dorman. They will be happy to answer your questions and furnish you with copies of relocation assistance brochures. Sally and Mary, please stand so that anyone who is involved in relocation on this project will know that they need to see you regarding their property. The preferred alternative would require approximately 29.9 acres of right-of-way acquisition and one business relocation.

PREFERRED ALTERNATIVE COST MATRIX



Preferred Alternative Estimated Costs

- No Build: \$0
- Phase 3: \$37,300,000+/-
- Phase 4: \$37,200,000+/-
- Phase 2: \$26,600,000+/-

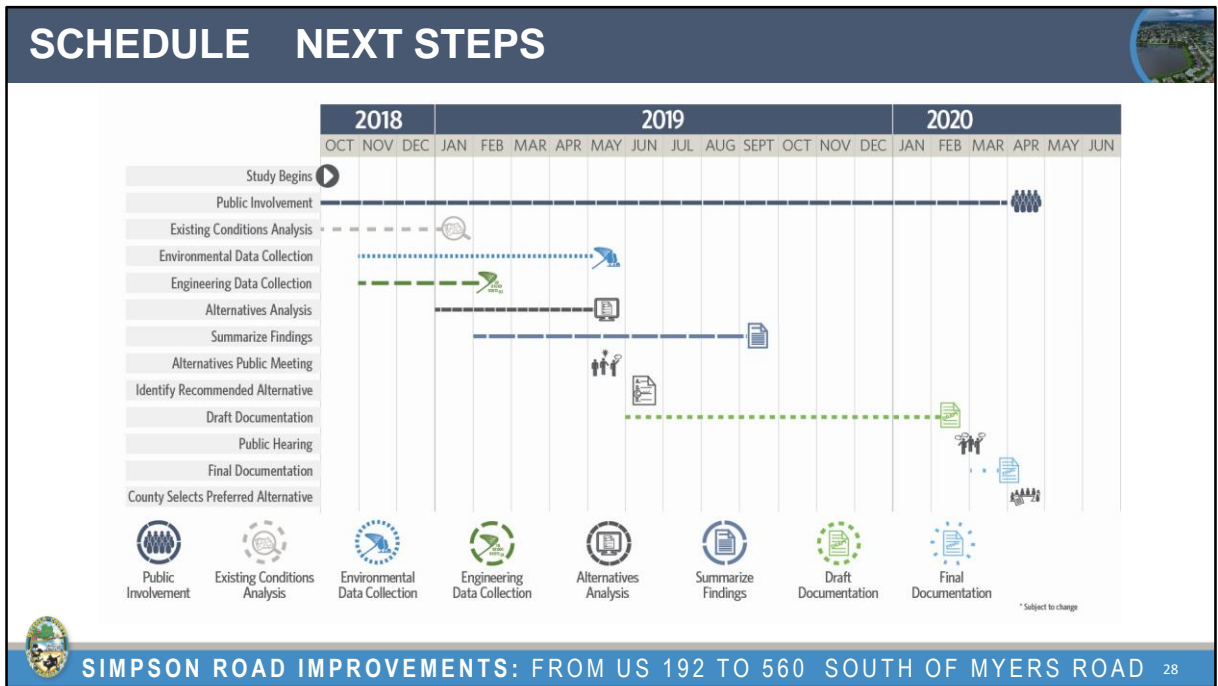


TOTAL PROGRAM COSTS: \$101,100,000+/-



Narration - This project summary shows the estimated project costs by potential construction phase with a **total program costs** for the Simpson Road project of approximately 101 million dollars. These costs include construction, design and right of way costs.

SCHEDULE NEXT STEPS



Narration - The remaining steps in the Simpson Road Improvements PD&E Study include incorporating your input from this hearing into our decision-making process and finalize the project documentation.

The Osceola County Board of County Commissioners will determine the preferred Build or No-build alternative and the PD&E study will be completed by summer 2020.

OPPORTUNITIES TO COMMENT



- Public Comment (Fill out and return a Speaker's Card)
- Speak individually to the Court Reporter
- Submit a Comment Form
 - Return at the sign-in table
 - Mail by **March 9, 2020** to be included with public hearing meeting summary:

Joshua DeVries
1 Courthouse Square, Suite 3100
Kissimmee, Florida 34741
or email Joshua.DeVries@Osceola.org

- Submit comments online: www.improvesimpsonroad.com



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 29

Narration - The next step of this PD&E Study is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made and the Final PD&E documents will be sent to Osceola County which has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with applicable state and federal rules and regulations.

If you are holding a speaker card, please give it to a member of the project team. If you have not received a speaker card, and wish to speak, please raise your hand so you can receive a card to fill out. Written statements may also be submitted in lieu of, or in addition to, oral statements. All written material received at this public hearing and at the Osceola County Administration Building located at 1 Courthouse Square, Kissimmee, Florida 34741 with attention to Joshua DeVries, postmarked no later than March 9, 2020, will become a part of the public record for this hearing. All written comments should be addressed to Joshua DeVries. Comments may also be e-mailed to Joshua.DeVries@Osceola.org, or submitted online through the project website at www.improvesimpsonroad.com.

This concludes our presentation. We will now offer you the opportunity to make a public statement. Anyone desiring to make a statement or present written views regarding the location, conceptual design, or social, economic, and environmental effects of the improvements will now have an opportunity to do so.

PROJECT CONTACTS



Joshua DeVries, AICP

Director of Planning / Sr. Planner
Department of Transportation and
Transit

Osceola County Government
1 Courthouse Square, Suite 3100
Kissimmee, FL 34741
Joshua.DeVries@Osceola.org

Howard Newman, PE

Project Manager
Engineer of Record

HDR
315 E. Robinson Street, Suite 400
Orlando, FL 32801
Howard.Newman@hdrinc.com

www.improvesimpsonroad.com



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 30

Narration - Additional information about the project, including this presentation, meeting materials, and study documents are available on the project website. You may also contact the study team directly by e-mail.



SIMPSON ROAD PD&E STUDY

Public Hearing - Intermission



FORMAL COMMENT PERIOD



- Speakers will be called in order of received cards
- Please state your name and address
- Please limit individual comments to 3 minutes



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 32

We will now begin the formal comment period. We will call upon those who have turned in speaker's card in the order they were received. When you come forward, please state your name and address. If you represent an organization, municipality or other public body, please provide that information as well. We ask that you limit your input to three minutes. Please come to the microphone so the court reporter will be able to get a complete record of your comments.

We will announce the speaker and indicate who is speaking next so they may come closer to the microphone to wait until their turn.

Read the name of each speaker's card in the order it was received. Start timer as each person begins their comment at the microphone

After the last speaker's card is called, continue with the following statement:

Does anyone else desire to speak? If so, state your name and address, and complete a speaker's card after you've given your statement for the public record.

Are there any further comments?

CLOSING

Individual Discussion &
Questions at Boards
Comment Forms

- Return at sign-in table
- Complete and mail

www.improvesimpsonroad.com



SIMPSON ROAD IMPROVEMENTS: FROM US 192 TO 560 SOUTH OF MYERS ROAD 33

If there are no further comments, we will now close the formal portion of the Simpson Road PD&E Study public hearing.

If you have any questions or comments, please contact a member of the project team.

You can submit a comment form with your questions, which you can either: return to the sign-in table, mail, or send electronically on our website, www.improvesimpsonroad.com.