

PUBLIC INVOLVEMENT PLAN

**NEW CANADA ROAD
LAKELAND, TN
PIN # 107036.00**

for

**City of Lakeland
10001 U.S. Highway 70
Lakeland, TN 38002**

**Prepared By:
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**Date:
June 18, 2009**

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1.0 INTRODUCTION

The City of Lakeland, Tennessee has proposed to realign Canada Road from State Route (SR) 1 (U.S. Highway 70) to Interstate 40 (I-40) to improve regional and local mobility on this major north-south corridor. This public involvement plan was prepared in accordance with the Tennessee Department of Transportation (TDOT) Public Involvement Plan for a Level 3 Category Project. The Level 3 plan is prepared due to the identification of the project as an Environmental Assessment (EA) level of NEPA study by the Federal Highway Administration (FHWA).

This plan describes the current and future public involvement efforts for the project. The goals of the public involvement process are to:

- Involve the public in the design and alignment of the new roadway;
- Keep the decision making process open and clear for the public to have equal access and opportunity for input;
- Keep the public involved in the NEPA process and involved in possible solutions to issues that may arise; and,
- Work with members of the community directly affected by the project and understand their special needs for consideration in the project.

2.0 PROJECT OVERVIEW

2.1 Project Description

The primary purpose of this project is to improve the major road connection between SR-1 and I-40 for enhanced regional and local transportation mobility. The proposed project is located in northeast Shelby County in the City of Lakeland and within the Memphis Metropolitan Area. The project location is shown on Figure 1 included in Appendix A. The proposed project involves providing a 4-lane divided roadway through the corridor. The typical section would provide two (2) 11' min. traffic lanes in each direction. Provisions will be made for bicyclists according to TDOT policy. The typical section would include a 14' minimum width raised landscaped median, curb/gutter and a 10' bicycle/pedestrian path on both sides of the road. The minimum right-of-way (ROW) width for the 4-lane roadway with raised median section and 10' bicycle/pedestrian path would be 108'.

The proposed alignment and typical street section will be developed following the Context Sensitive Solution (CSS) process. The proposed project will evaluate the impacts of widening the existing route along the current alignment versus realigning portions of the route or utilizing a new alignment that ties to the existing alignment at the north and south project termini. The possibility exists that the majority of the route could be new alignment requiring new ROW.

2.2 Project Status

This project was initiated at the request of the City of Lakeland, Tennessee. Lakeland, the Memphis/Shelby County Metropolitan Planning Organization (MPO), and Shelby County Government have collaborated throughout the development process to ensure that the transportation needs envisioned by the local community are coordinated. This Canada Road project from SR-1 to I-40 has been on the MPO Long Range Transportation Plan since 1980 and has been included in the MPO Transportation Improvement Program (TIP). The Context Sensitive Solution (CSS) process will be followed during this project to further ensure that the local community's needs are incorporated into the project and will follow the provisions of the National Environmental Policy Act (NEPA) and the Tennessee Department of Transportation (TDOT) Guidelines. The CSS process is discussed further in section 4.0. The City of Lakeland has a TDOT approved contract to fund this project with 80% Surface Transportation Program (STP) funds and the City has selected the consultant for environmental/design.

Currently, plans to improve the I-40/Canada Road Interchange and to improve the Canada Road/SR-1 intersection are under development by the TDOT and the Federal Highway Administration. Canada Road from I-40 south to SR-15 (U.S. Highway 64) was recently improved to a 4 lane divided roadway to alleviate traffic congestion on this portion of the road.

3.0 EARLY COORDINATION

3.1 Initial Early Coordination

Initial coordination for the project began as early August 1992 when the Lakeland Municipal Planning Commission met to discuss a new alignment of Canada Road. An article concerning the project and meeting was included in the August 1992 edition of the Garner Lake Homeowners Association Newsletter, and the public was encouraged to attend the meeting and/or fill out a questionnaire to support one of three alternatives that included widening existing Canada Rd. and two which realigned Canada Road to the west of the existing alignment.

The Planning Commission made a recommendation to the Board of Commissioners on a new alignment of Canada Road west of the current alignment. The Board of Commissioners supported the selected alignment and made a recommendation to the Shelby County Municipal Planning Organization that the route be shown on future planning maps. New right-of-way was designated by the City of Lakeland in areas currently comprising the Woodbridge and Plantation Hills subdivisions, along a possible western alignment.

3.2 Section 106 Early Coordination

As part of the NEPA process, early coordination will be conducted with Indian tribes to comply with Section 106 of the National Historic Preservation Act. Section 106 requires consultation with Indian tribes to identify tribal lands that may hold religious or cultural significance.

Early coordination will also be conducted with other federal, state, and local agencies to involve them in the NEPA process, and provide the opportunity to identify specific concerns that may need further investigation during the NEPA process.

4.0 CONTEXT SENSITIVE SOLUTIONS PROCESS

Early in the project, the City of Lakeland committed to a Context Sensitive Solutions (CSS) process to involve the public in the decision making process related to the new alignment for Canada Road. An advisory team of community stakeholders representing private property owners, homeowner's association representatives, and members from various City of Lakeland Boards were selected, and a resource team of government agency representatives was identified to participate in the process. A project management team consisting of City of Lakeland personnel and their consultants was identified to plan and facilitate the CSS process.

4.1 Project Notice to Nearby Residents

Prior to the first advisory team meeting, a project notification letter was mailed to all residents within 300 feet of the identified project corridor. The letter introduced the CSS process, and informed residents that public workshops will be held in the future, which would be advertised in the local media and on the project website (www.newcanadaroad.com). A copy of the letter is included in Appendix B.

4.2 First Advisory Team Meeting (December 11, 2009)

The first meeting of the Canada Road Advisory Team was held on December 11, 2009. The meeting served to introduce all members of the advisory team, resource team, and the project management team, and introduce the advisory team to the concepts and goals of the CSS process.

4.3 Second Advisory Team Meeting (January 22, 2009)

During the second Advisory Team Meeting, several presentations were given to help stakeholders understand the importance of certain community assets to assist the team in design of the new road alignment. City staff members of the Natural Resources Board of the City of Lakeland presented reports and findings from natural resources studies previously conducted by the City. An additional

presentation on the history of the International Harvester Park was given, and the Growth Management Director of the Planning Department presented the City of Lakeland's planning policies and regulations. Fisher & Arnold, Inc. the design engineer presented typical design parameters likely to impact the New Canada Road alignment.

4.4 First Public Workshop (February 19, 2009)

The first of three scheduled public workshops was conducted on February 19, 2009. A flyer announcing the meeting was distributed to the public by mail, posted in public places, on the City of Lakeland QNET weekly e-mail newsletter, in the newspaper, and on the City of Lakeland website (www.lakelandtn.gov).

The goal of the workshop was for the advisory team to gather public input for consideration during the CSS process. A questions & comment sheet was provided, and comments were compiled for submittal to the advisory team. Maps were also made available to the public to sketch their desired road alignments.

4.5 Third Advisory Team Meeting (April 7, 2009)

The results of the comments received at the public workshop were presented to the advisory team during the April 7, 2009, meeting. Nineteen different alignments were sketched by the public and provided to the advisory team. Trends were developed that consisted of four primary alternatives. From these alternatives, three were selected for further discussion based on impacts to commercial and residential properties. One alternative reflected improvements to the existing alignment.

4.6 Fourth Advisory Team Meeting (May 19, 2009)

A brief overview of the NEPA process was presented to the advisory team. This presentation explained the NEPA process and studies required after selection of a preferred alternative by the CSS process. Fisher & Arnold presented property impact data from each of the three alternatives assuming a 108-foot typical section. Additional typical sections were presented to the advisory team for consideration.

4.7 Fifth Advisory Team Meeting (June 30, 2009)

The agenda for the Fifth Advisory Team Meeting is to further refine the alternatives and prepare for the Second Public Workshop.

4.8 Second Public Workshop (July 28, 2009)

During the second Public Workshop, two alternatives will be presented to the public for comment.

4.9 Sixth Advisory Team Meeting (September 8, 2009)

The agenda for the Sixth Advisory Team Meeting is to select the final alternative based on input gathered at the Second Public Workshop.

4.10 Third Public Workshop (September 29, 2009)

The final alternative will be presented to the public at the Third Public Workshop. This meeting is also planned to be the required NEPA public meeting, and the meeting agenda and notifications will be in accordance with FHWA guidelines.

5.0 OUTREACH METHODS

5.1 Web-Site

A web-site (www.newcanadaroad.com) has been developed to keep the public up-to-date on the progress of the New Canada Road project. A link to this web-site is available on the City of Lakeland (www.lakelandtn.gov) home page. Meeting minutes from the CSS process are available for download from the web-site as well as the schedule of future meetings and comments garnered from public meetings. The advisory team is presented along with their contact information, and a frequently asked questions page presents many of the concerns expressed by the community. Findings and technical studies from the NEPA process will be posted to the web-site for public review.

5.2 Public Meeting

In accordance with FHWA guidelines, a Public Meeting will be conducted at the beginning of the coordination and technical studies phase of the project. The NEPA Public Meeting is scheduled to occur along with the final CSS Public Meeting on September 29, 2009. At this meeting, the CSS preferred alternative will be presented to the public, and public comments will be obtained for consideration during the NEPA process.

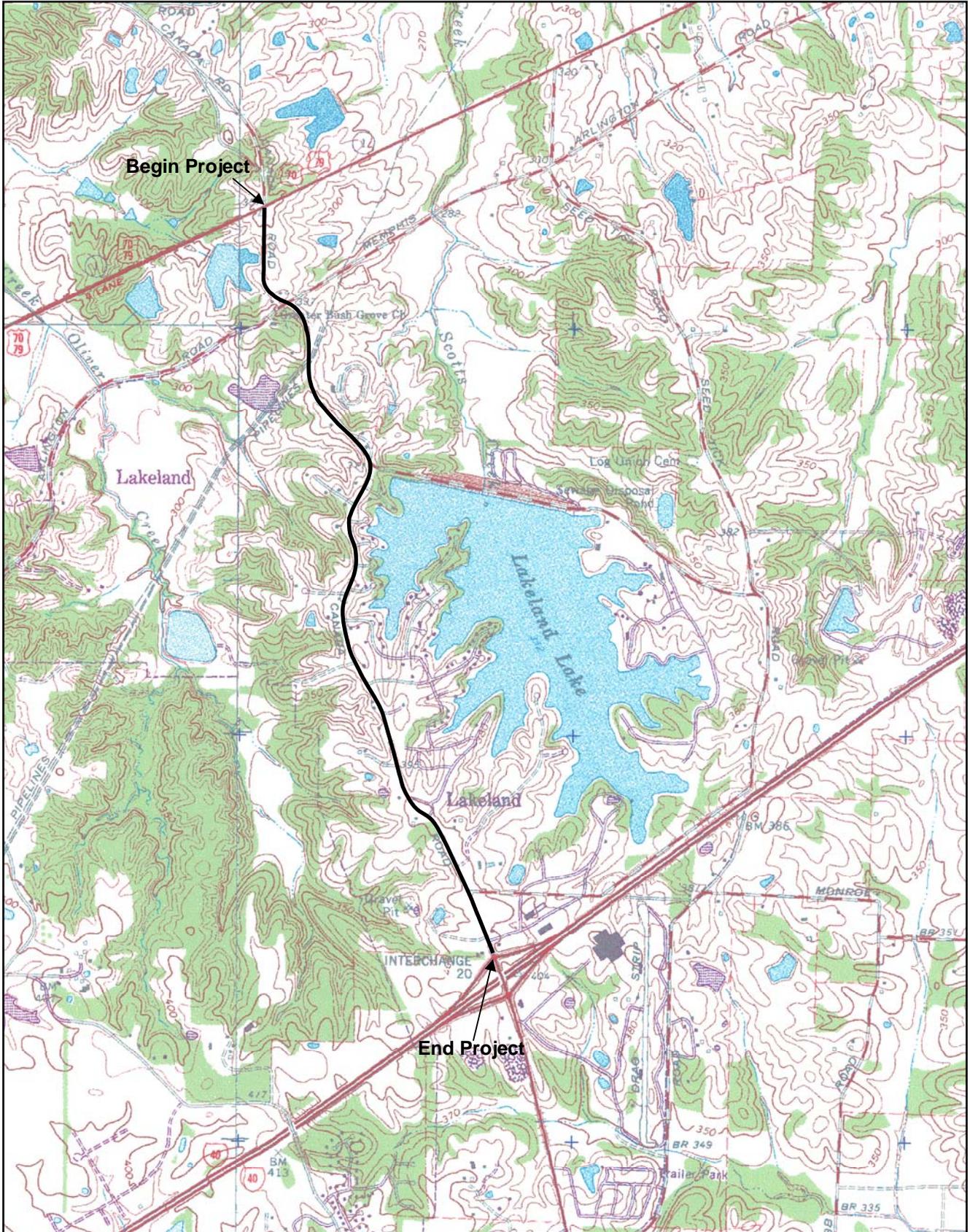
5.3 Public Hearing

After coordination, alternatives analysis, and technical studies, the Environmental Assessment document will be prepared and posted for public review. A public hearing will be conducted in accordance with FHWA guidelines to gather public comments from all interested parties for inclusion in the public record. Input from the public hearing will be used by TDOT to approve the new alignment.

6.0 REEVALUATION AND REVISION

Throughout the project, this plan will be reviewed and revised in order to insure the public involvement process is effective. If the methods and measures included in the plan are determined to be inadequate, the plan will be revised as necessary.

APPENDIX A
PROJECT LOCATION MAP



— Existing Canada Road

**PROJECT LOCATION MAP
CANADA ROAD
LAKELAND, TENNESSEE**



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DATE: 1999
 DRAWN BY: SS

SOURCE: ON FILE AT F&A
 (DELORME)
 SCALE: 1:25,000

JOB NO. D7008-1

FIGURE

APPENDIX B
COMMUNITY ANNOUNCEMENT LETTER



City of Lakeland

December 2, 2008

**RE: NEW CANADA ROAD
CONTEXT SENSITIVE SOLUTIONS PROCESS**

Dear Resident,

We are pleased to announce the commencement of an exciting project for the City of Lakeland. New Canada Road has been planned for the City since the early 1990's, and funds for the design and construction of the road were recently approved in the Shelby County Metropolitan Planning Organization Plan and authorized by the Tennessee Department of Transportation (TDOT).

This will be an 80 percent grant, with the City contributing 20 percent. Grant funding is from TDOT's Surface Transportation Program which is part of the current Federal Highway Transportation Act. The City of Lakeland will provide the remaining funds utilizing general fund monies to match federal monies. The anticipated project cost for New Canada Road is nearly \$10,000,000 of which the City of Lakeland will provide a local match of \$2,000,000.

The City of Lakeland has proposed to develop the design of New Canada Road utilizing an interactive process called Context Sensitive Solutions (CSS). As part of this process, various stakeholders have been selected by the Board of Commissioners to work with our project designers to participate in the alignment and design of the project. The CSS process will take place over the next nine months with regularly scheduled meetings.

We value and welcome your participation as a citizen of this community in the upcoming Public Workshops. Dates and times will be advertised in the local media and on our website (www.newcanadaroad.com) which will be launched on January 2, 2009.

We look forward to your input as we endeavor to deliver a road for our community that both serves the traffic needs and is citizen-friendly.

Thank you.

Sincerely,

Phillip Stuckert, P.E.
City Engineer
City of Lakeland