



# NORTH LAKE TRAIL PHASE 3 ENVIRONMENTAL TECHNICAL MEMORANDUM



**NORTH LAKE**  
TRAIL

FPID # 441626-1  
**April 2019**

Florida Department of Transportation  
District Five  
719 South Woodland Boulevard  
DeLand, FL 32720-6834

**CONTENTS**

Memorandum Purpose .....2

Introduction .....2

Summary of Environmental Impacts .....2

    Wetlands .....3

    Floodplain Encroachment.....3

    Wildlife & Habitat .....3

    Right of Way .....4

    Historic and/or Archaeological Resources .....4

    Contamination .....4

    Public Engagement .....4

Conclusion .....4

### MEMORANDUM PURPOSE

The purpose of this technical memorandum is to discuss the key environmental considerations of the North Lake Trail Phase 3 Corridor to prepare for a future Project Development & Environment (PD&E) study phase.

### INTRODUCTION

The Florida Department of Transportation (FDOT) District Five is conducting a Corridor Planning Study to assess alternative alignments for a multi-use trail from C.R. 450/Bulldog Lane in the City of Umatilla to S.R. 40. The corridor is anticipated to follow S.R. 19, though potential alternative paths will also be evaluated. The 19-mile study area includes Eastern Marion County and Northern Lake County.

There are three alternatives proposed for this trail on S.R. 19. An existing ten foot sidewalk is present on the east side of S.R. 19 from C.R. 450 to Collins Street. All three build alternatives begin at the intersection of Collins Street and S.R. 19 in the City of Umatilla, incorporating the existing facilities into the trail design.

Alternative A begins at Collins Street, and travels north on the eastern side of SR 19. Alternative A crosses to the western side of S.R. 19 at Beach Street and continues north. Upon reaching W Altoona Road, a dirt road parallel to the west SR 19, the path then continues north along the western side of W Altoona Road. The path then crosses Lake Daisy Drive, crossing over to the east side of W Altoona Road and when reaching S.R. 19, turns north on the western side of the road. The path continues on the western side of S.R. 19 until terminating at S.R. 40.

Alternative B follows a similar path as Alternative A, until reaching C.R. 445. At C.R. 445, the trail crosses from the west side of S.R. 19 to the east, and follows C.R. 445 on the north/west side of the road. The trail crosses Alexander Springs Creek and continues until reaching C.R. 445A. Once at C.R. 445A, the path crosses to the southern/eastern side of C.R. 445A, continuing north until reaching S.R. 40.

Alternative C also begins at Collins Street, following the Alternative A alignment until reaching C.R. 445A. Upon reaching C.R. 445A, the trail alternative then proceeds to follow C.R. 445A until reaching the intersection it shares with S.R. 40. The path of the trail would ultimately end at the intersection of C.R. 445A and S.R. 40.

The North Lake Trail Phase 3 Corridor Planning Study Technical Memorandum evaluated the potential environmental impacts of each corridor alternative. Actual impacts will not be determined until alignments are refined during the PD&E and Design Phase. Alignments can be designed to avoid and minimize impacts.

### SUMMARY OF ENVIRONMENTAL IMPACTS

The *North Lake Trail Phase 3 Corridor Planning Study Technical Memorandum* evaluated the potential environmental impacts of each corridor alternative. Actual impacts will not be determined until alignments are refined during the PD&E and Design Phases. The corridor-level

# NORTH LAKE TRAIL PHASE 3 - FPID # 441626-1

## CORRIDOR PLANNING STUDY - ENVIRONMENTAL TECHNICAL MEMORANDUM

discussion presented here is intended to compare the potential environmental impacts of the corridor alternatives. This memorandum does not preclude the FDOT class of action determination nor further environmental evaluations.

The project is not anticipated to involve the following resources:

- local traffic patterns, property access, community cohesiveness, planned community growth, or land use patterns;
- air, noise, or water; and
- navigation.

The following sections provide a brief discussion of the potential environmental impacts for the proposed build alternatives. For more information on the resources present in the study area, please reference the *North Lake Trail Phase 3 Existing Conditions Report*.

### WETLANDS

The exact amount of wetland impacts is unknown at this corridor planning stage. The expected permit type varies based on which alternative is selected.

Alternatives A and C cross approximately 0.3 and 0.5 acres of wetlands, respectively, per the National Wetland Inventory (NWI) database and therefore would likely fall under Nationwide Permit (NWP) 14 (< 0.5 acre) issued by the U.S. Army Corps of Engineers (USACE). Wetland delineation will be necessary and pre-construction notification will be required if actual impacts are greater than 0.1 acre.

Alternative B crosses approximately 1.4 acres of wetlands per the NWI database and thus exceeds the criteria for NWP 14. If impacts cannot be minimized to 0.5 acre or less during design, then a General Permit (SAJ 92) may be applicable. The project is expected to go through the PD&E process and be able to meet the criteria for a NWP or General Permit. If a USACE permit is required, FDOT will need to consider if additional evaluation or a higher class of action is appropriate. Though not expected, use of a Standard Permit would trigger a higher class of action.

### FLOODPLAIN ENCROACHMENT

Floodplains are present; however, this is a trail project which falls into the category of facilitating open space use.

### WILDLIFE & HABITAT

Threatened and endangered species protected under Section 7 of the Endangered Species Act of 1973 may be present in the study area (see the *North Lake Trail Phase 3 Existing Conditions Report* for a list of potentially occurring species). The level of analysis required to recommend a determination has not been conducted at this corridor planning level. However, it is anticipated that the project will have a determination of “May Affect, Not Likely to Adversely Affect” or “No Effect” for all potentially present protected species. Note that a “May Affect, Not Likely to Adversely Affect” determination requires a concurrence letter from U.S. Fish and Wildlife Service.

### RIGHT OF WAY

Potential right of way acquisition, if any, would be limited to government-owned parcels and one private parcel which is part of CSX abandoned railroad. The government-owned parcels include Federal forest land, city-owned land, and county-owned land. The parcel impacts would not result in relocations or displacements. Coordination with USFS regarding an easement through the Ocala National Forest will be needed to determine the required NEPA documentation. If FHWA approval is required, then section 4(f) will need to be considered.

### HISTORIC AND/OR ARCHAEOLOGICAL RESOURCES

The proposed trail crosses two National Register of Historic Places-eligible resources. An “adverse effect” determination is not anticipated at this time; however, consultation with the Florida Division of Historic Resources will be required. If a federal permit is needed, then the project must comply with Section 106 of the National Historic Preservation Act.

### CONTAMINATION

Potentially contaminated sites in the corridor vicinity were reviewed and mapped. No direct impacts to contaminated sites will result from the project.

### PUBLIC ENGAGEMENT

A large portion of the study area is located within the Ocala National Forest (USFS), which may result in a higher class of action for the study. If a higher class of action is required for this study, it may result in the need to host a public hearing in accordance with Part 1, Chapter 11 of the PD&E Manual.

### CONCLUSION

The North Lake Trail Phase 3 Corridor is not anticipated to have significant impacts; however, there are potential impacts associated with wetlands and the Ocala National Forest which could trigger a higher class of action. Wetland impact avoidance and minimization should also be considered as the design is developed in order to meet the criteria for use of a NWP or a General Permit. Coordination with USFS regarding an easement through the Ocala National Forest will be needed to determine the required NEPA documentation.

