

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM**

1. GENERAL INFORMATION

County:	Lake County						
Project Name:	Wekiva Trail Segments 1 and 2 PD&E Study						
Project Limits:	From Tremain Street in Mount Dora to Hojin Street in Sorrento						
Project Numbers:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">NA</td> <td style="width: 33%; text-align: center;">430975-1-22-01</td> <td style="width: 33%; text-align: center;">886-128-A</td> </tr> <tr> <td style="text-align: center;">ETDM</td> <td style="text-align: center;">Financial Management</td> <td style="text-align: center;">Federal Aid</td> </tr> </table>	NA	430975-1-22-01	886-128-A	ETDM	Financial Management	Federal Aid
NA	430975-1-22-01	886-128-A					
ETDM	Financial Management	Federal Aid					

2. PROJECT PURPOSE AND NEED

- a. Purpose and Need: *Refer to page 4*
- b. Proposed Improvements: *Refer to page 5*
- c. Project Planning Consistency: *Refer to page 5*

CURRENTLY ADOPTED CFP-LRTP	COMMENTS
Yes	The proposed Wekiva Trail from Tremain Street in Mount Dora to Hojin Street in Sorrento is consistent with the Lake-Sumter Metropolitan Planning Organization (MPO) Transportation 2040 Long Range Transportation Plan (LRTP, page 51), the 2020/21-2034/35 List of Priority Projects (ROW Priority Numbers 1 and 2) and with the Lake-Sumter MPO 2015/16-2019/20 Transportation Improvement Program (TIP, page 6-2).

Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP	TIP/STIP Fiscal Year	Comments
PE (Final Design)	Y	Y	\$1,060,000	2016	Segments 1 and 2 can be found by searching Item Number 430975 of the "Current STIP" and are listed as ROW Priority Numbers 1 and 2 in the MPO 2020/21-2034/35 List of Priority Projects. PE (Final Design) is included in FY 2016 of FDOT's 2016-2021 Tentative Five Year Work Program and the MPO's 2015/16-2019/20 TIP (page 6-2). See Attachment A for copies of the relevant STIP, TIP, and LRTP pages.
R/W	N	N	\$0	N/A	ROW is not currently funded in FDOT's Tentative Five Year Work Program or the MPO TIP; however, the MPO 2020/21-2034/35 List of Priority Projects identifies a "request for new ROW funding" in FY 2016/17 for Segments 1 and 2. See Attachment A for a copy of the relevant TIP page.
Construction	N	N	\$0	N/A	Construction is not currently funded in FDOT's Tentative Five-Year Work Program or the MPO TIP.

3. CLASS OF ACTION

- | | |
|---|---|
| <p>a. Class of Action:</p> <p><input checked="" type="checkbox"/> Type 2 Categorical Exclusion (Minor)</p> | <p>b. Other Actions:</p> <p><input type="checkbox"/> Section 4(f) Evaluation</p> <p><input checked="" type="checkbox"/> Section 106 Consultation</p> <p><input type="checkbox"/> Endangered Species Biological Assessment</p> |
|---|---|

WEKIVA TRAIL SEGMENTS 1 AND 2 - PD&E STUDY
TYPE 2 CATEGORICAL EXCLUSION

c. Public Involvement:

1. A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
2. A public hearing was held on (insert date) and a transcript is included. Approval of this determination constitutes location and design concept acceptance for this project.
- An opportunity for a public hearing was afforded and a certification of opportunity is included. Approval of this determination constitutes acceptance of the location and design concepts for this project.
3. A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
- An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.

d. Cooperating Agency: USACE USCG FWS EPA NMFS NONE

4. REVIEWERS' SIGNATURES

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

[Signature] 12, 9, 2016
 FDOT Project Manager Date

[Signature] 12, 9, 2016
 FDOT Environmental Administrator or Designee Date

5. FHWA CONCURRENCE

[Signature] 12, 13, 2016
 for: Division Administrator or Designee Date

6. IMPACT EVALUATION

Topical Categories	Impact Determination*				Basis for Decision*
	Sig	Not Sig	None	No Inv	
A. SOCIAL & ECONOMIC					
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to Page 6
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Page 6
3. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Page 6
5. Nondiscrimination Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Page 6
6. Controversy Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Page 6
7. Scenic Highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
8. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A
B. CULTURAL					
1. Section 4(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Page 7
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to Page 8
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Page 9
4. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Page 9

Information provided on 12/13/16 CATEX-2 by Catherine Owen
 Estimated total project cost = \$13,584,973
 Seg 1: \$7,895,682
 Seg 2: \$5,689,291

C. NATURAL					
1. Wetlands	[]	[]	[]	[X]	N/A
2. Aquatic Preserves	[]	[]	[]	[X]	N/A
3. Water Quality	[]	[]	[X]	[]	Refer to Page 10
4. Outstanding FL Waters	[]	[]	[]	[X]	N/A
5. Wild and Scenic Rivers	[]	[]	[]	[X]	N/A
6. Floodplains	[]	[]	[X]	[]	Refer to Page 10
7. Coastal Zone Consistency	[]	[]	[]	[X]	N/A
8. Coastal Barrier Resources	[]	[]	[]	[X]	N/A
9. Wildlife and Habitat	[]	[X]	[]	[]	Refer to Page 10
10. Essential Fish Habitat	[]	[]	[]	[X]	NA
D. PHYSICAL					
1. Noise	[]	[]	[]	[X]	N/A
2. Air Quality	[]	[]	[]	[X]	N/A
3. Construction	[]	[X]	[]	[]	Refer to Page 11
4. Contamination	[]	[X]	[]	[]	Refer to Page 11
5. Aesthetic Effects	[]	[X]	[]	[]	Refer to Page 12
6. Bicycles and Pedestrians	[]	[X]	[]	[]	Refer to Page 12
7. Utilities and Railroads	[]	[X]	[]	[]	Refer to Page 13
8. Navigation	[]	[]	[]	[X]	N/A
a. [X]	FHWA has determined that the project is EXEMPT from a USCG Permit in accordance with 23 CFR 650, Subpart H.				
b. []	Coordination with the USCG is necessary.				
*Impact Determination: Sig = Significant; Not Sig = Not significant; None = Issue present, no impact; No Inv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).					

- E. PERMITS REQUIRED**
1. St. Johns River Water Management District (SJRWMD) – Environmental Resource Permit (ERP)
 2. U.S. Environmental Protection Agency (USEPA) – National Pollutant Discharge Elimination System (NPDES) General Permit

7. COMMITMENTS AND RECOMMENDATIONS

Refer to Page 13

2.A PURPOSE AND NEED STATEMENT

Project Location

The design and construction of the Wekiva Trail is divided into four segments. Segment 1 is from Tremain Street in Mount Dora to State Road (SR) 46 in Sorrento, a distance of approximately 5.5 miles. Segment 2 is from SR 46 in Sorrento to Hojin Street in Sorrento, a distance of approximately 3.0 miles. Segment 3 is from Hojin Street in Sorrento to the Wekiva River, a distance of approximately 6.5 miles. The Wekiva Trail also includes a fourth segment which is called the Neighborhood Lakes Trail and will connect the Wekiva Trail starting at SR 46 to the future West Orange Trail in Kelly Park, a distance of approximately 6.3 miles.

The limits of this Project Development & Environment (PD&E) Study include Segment 1 and Segment 2. Segment 3 is currently scheduled for design and construction as part of the Wekiva Parkway. Segment 4 is funded for design and construction as a separate project. The Project Location Map is shown in **Figure 1-1** in **Attachment B**.

Project Need

The Wekiva Trail is a planned 15-mile, paved multi-use trail that will provide residents, hikers, cyclists, and nature enthusiasts with a regional connection between Lake, Seminole, and Orange counties. The proposed Wekiva Trail ultimately provides a gateway to the shops, restaurants, and cultural destinations of the City of Mount Dora and communities of Mount Plymouth and Sorrento. The Wekiva Trail will connect existing regional neighborhoods to thousands of acres of preservation land and natural areas, such as Rock Springs Run, Wekiwa Springs State Park, and Kelly Park.

The proposed Wekiva Trail will provide a critical connection between the Lake County Trails Network and the Seminole-Wekiva, West Orange, Coast to Coast Connector, Heart of Florida Loop, and Florida Scenic trails. To the west, Lake County plans to extend the Tav-Dora Trail from the City of Clermont to the Tremain Street Trailhead in Mount Dora. To the east, the proposed Wekiva Trail will connect with Seminole County's Seminole-Wekiva Trail just east of the Wekiva River. To the south, Orange County plans to extend the West Orange Trail north of its current terminus in Apopka to the Orange/Lake County line with a connection through Kelly Park. This trail network will also provide alternative transportation routes for east Lake County and connect neighborhoods to schools, parks, and retail destinations.

The socio-economic demand is demonstrated by the inclusion of the Wekiva Trail as a regional trail in the planning documents of Lake County, Lake-Sumter Metropolitan Planning Organization (LSMPO), Orange County, and the City of Mount Dora. The proposed Wekiva Trail is consistent with the LSMPO 2040 Long Range Transportation Plan (LRTP) Cost Feasible Plan. Table 5 (Cost Feasible Plan Projects) on page 58 of the LRTP references bicycle and pedestrian improvements to be determined by the Lake County Trails Master Plan. The Wekiva Trail is included in the total cost for these improvements. The Wekiva Trail is also shown on Map 5 (Bicycle and Pedestrian Needs Plan) on page 47 of the LRTP.

2.B PROPOSED IMPROVEMENTS

Within Segment 1 and Segment 2 (the limits of this project), Wekiva Trail is a new trail proposed to occupy a new alignment. Alternative corridors were developed and evaluated for Segment 1 and Segment 2. Within the limits of Segment 1, the recommended alternative is referred to as alternative trail corridor (ATC) 1-1 and proposes to construct a shared-use path utilizing the existing railroad right-of-way and bridges.

Within the limits of Segment 2, the recommended alternative is referred to as ATC 2-2B. Beginning at SR 46, ATC 2-2B would follow the railroad grade east, which would avoid utility pole conflicts. Approximately 1,400 feet west of County Road (CR) 437, ATC 2-2B would turn north for approximately 300 feet until it reached a north-south platted County road right-of-way located at the western terminus of Strawberry Avenue. This County right-of-way is shown as 5th Street on County maps. At 5th Street, ATC 2-2B would continue north for 400 feet until it reached an east-west platted County road right-of-way. Turning east, ATC 2-2B would follow the platted roadway right-of-way to CR 437. At CR 437, ATC 2-2B would turn north and follow CR 437 on the west side until it reached Wallick Road. At Wallick Road, ATC 2-2B would turn east and utilize the existing concrete trail located on the north side and adjacent to Wallick Road. ATC 2-2B would continue east, utilizing the concrete trail along Wallick Road, until it connected to the future trailhead at East Lake Park.

East of the future trailhead located at East Lake Park, ATC 2-2B would continue to utilize the existing concrete trail along Wallick Road until it reached the end of Wallick Road. Past the end of Wallick Road, ATC 2-2B would continue east along the southern boundary of a large undeveloped parcel until it reached the property owned by the City of Eustis Water Treatment Plant. ATC 2-2B would then turn south and be located adjacent to but just west of the City of Eustis property and continue south until it reached the east-west section of Niles Street. When ATC 2-2B has reached the east-west section of Niles Street, it would be located adjacent to the south side of Niles Street and continue east until it reached the north-south section of Niles Street. Crossing the road, ATC 2-2B would continue east along the north side of Atlantic Avenue until it reached Red Tail Boulevard. At Red Tail Boulevard, the trail would bend toward SR 46 and then continue east adjacent to the north side of SR 46 until it reached Hojin Street and the end of Segment 2.

The engineering evaluations conducted for this project are documented in the Preliminary Engineering Report (PER). The environmental evaluations conducted for this project are documented in the supporting technical documents listed in Section 7 of the PER.

2.C PROJECT PLANNING CONSISTENCY

The proposed Wekiva Trail from Tremain Street in Mount Dora to Hojin Street in Sorrento is consistent with the LSMPO Transportation 2040 LRTP (LRTP, page 51), the 2020/21-2034/35 List of Priority Projects (ROW Priority Numbers 1 and 2), and with the LSMPO 2015/16-2019/20

Transportation Improvement Program (TIP, page 6-2). Copies of the current planning documents are included in **Attachment A**.

6.0 IMPACT EVALUATION

6.A SOCIAL AND ECONOMIC

6.A.1 Land Use Changes

This project will not impact land uses except the conversion of the existing railroad and roadway right-of-way to a non-motorized transportation facility.

6.A.2 Community Cohesion

Construction of a shared-use path is anticipated to improve community cohesion within the City of Mount Dora and eastern Lake County by providing additional bicycle and pedestrian mobility.

6.A.4 Community Services

Community facilities within walking and bicycling distance of the project include schools, government buildings and services and churches. Schools located in the vicinity of this project include Sorrento Elementary School and Montessori Nest and Children's House. Government buildings and services located in the vicinity of this project include the Sorrento Post Office and Mount Dora City Hall. Churches located within the vicinity of the project include New Hope Missionary Baptist Church, Southeastern Conference of Seventh-Day Adventists, Liberty Lighthouse Church of God, and First Baptist Church of Mount Dora. The project will have beneficial results for the community service facilities by supporting them with additional bicycle and pedestrian connectivity.

6.A.5 Nondiscrimination Considerations

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

6.A.6 Controversy Potential

Two public meetings were held for this project. Each meeting focused on the individual segments of this project but provided overall information regarding the entire Wekiva Trail project.

Segment 1 – Public Meeting (March 17, 2016)

The public meeting for Segment 1 from Tremain Street to SR 46 was held on March, 17, 2016, at the Mount Dora Community Building located at 520 North Baker Street in Mount Dora. The meeting provided attendees with an overview of the Wekiva Trail, the alternatives considered for Segment 1, and information regarding the recommended alternative. The meeting began with an informal open house at 5:30 p.m. followed by a brief presentation at 6:15 p.m. The meeting concluded at 7:30 p.m. Notifications to the meeting included direct mailing of newsletters, a newspaper advertisement, press releases, notifications on the website and Facebook page, and an advertisement in the Florida Administrative Weekly. Detail regarding the meeting, including the comments received, is included in the Public Information Meeting Summary Report. No substantial opposition to the construction of the Wekiva Trail was documented.

Segment 2 – Public Meeting (December 1, 2015)

The public meeting for Segment 2 from SR 46 to Hojin Street was held on December 1, 2015, at the Easter Seals Camp Challenge conference room located at 31600 Camp Challenge Road in Sorrento. The meeting provided attendees with an overview of the Wekiva Trail, the alternatives considered for Segment 2, and information regarding the recommended alternative. The meeting began with an informal open house at 5:30 p.m. followed by a brief presentation at 6:15 p.m. The meeting concluded at 7:30 p.m. Notifications to the meeting included direct mailing of newsletters, a newspaper advertisement, press releases, notifications on the website and Facebook page, and an advertisement in the Florida Administrative Weekly. Detail regarding the meeting, including the comments received, is included in the Public Information Meeting Summary Report. No substantial opposition to the construction of the Wekiva Trail was documented.

6.B CULTURAL

6.B.1 Section 4(f)

Within the project limits, the project was reviewed for publicly-owned parks, recreation areas, wildlife and waterfowl refuges, and public and private historical sites for Section 4(f) involvement. No publicly-owned parks, recreation areas, or wildlife and waterfowl refuges will be affected by this project.

Three historic resources that are eligible for listing on the NRHP are located within the project limits. These historic resources include the historic Seaboard Coast Line Railroad between Tremain Street and US 441 (8LA2957), the Tremain Street Railroad Bridge (8LA4384), and the US 441 Railroad Bridge (8LA4481).

Based on consultation with the State Historic Preservation Officer (SHPO), the modifications to the Seaboard Coast Line Railroad necessary to convert the existing railroad to a paved shared-use trail will result in an adverse effect to the Seaboard Coast Line Railroad (8LA2957) but will result in no adverse effect to the Tremain Street Railroad Bridge (8LA4284) and the US 441 Railroad Bridge

(8LA4481). Use of historic transportation resources where consultation with the SHPO results in the determination of no adverse effect are exempt from Section 4(f) per 23CFR774.13(a) as discussed in *FHWA Section 4(f) Policy Paper, Part II – Questions and Answers Regarding Section 4(f) Applicability and Compliance, Question 8A* (FHWA 2012).

Further, Section 11502 of the Fixing America's Surface Transportation (FAST) Act exempts the use of historic railroad lines or elements, exclusive of certain bridges and tunnels, from Section 4(f) as discussed in *Section 4(f) Guidance and Legislation Documents* (FHWA, 2016).

As a result, FHWA concurred with the Section 4(f) Determination of Applicability (DOA) on October 26, 2016. A copy of this letter is included in **Attachment C**.

The proposed project will not use property from any resources protected by Section 4(f). Therefore, FHWA has determined that the Section 4(f) does not apply to the proposed project.

6.B.2 Historic Sites / Districts

The *Cultural Resource Assessment Survey (CRAS) of a portion of the Lake Wekiva Trail Project Development and Environment (PD&E) Study* was prepared in November of 2012. The objective of this survey was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The historic resources reconnaissance survey focused on the segment located west of US 441 into Mount Dora. Background research, aerial analysis, and the reconnaissance field survey resulted in the identification of a previously unrecorded segment of the Seaboard Coast Line Railroad (8LA2957) within the APE of Segment A, which was considered eligible for inclusion in the National Register, and the Railroad Bridge over Tremain Street (8LA4384), which was considered a contributing resource to the Seaboard Coast Line Railroad (8LA2957). A previously recorded segment of the railroad (8LA2957) was also identified within Segment A, east of US 441, and Segment B. This portion of the railroad, from US 441 to the Wekiva River, was determined ineligible by the State Historic Preservation Officer (SHPO) in 2008 as part of the *CRAS of the Wekiva Parkway*. On February 13, 2013, the SHPO concurred with the findings in the 2012 CRAS report. A copy of this concurrence letter from the SHPO is included in **Attachment C**.

In November of 2015, the *Cultural Resource Assessment Survey (CRAS) Addendum for the Wekiva Trail Segment 2 (Alternative 2B) Project, Lake County, Florida* was prepared. This technical memorandum served as an addendum to the original *CRAS of a portion of the Lake Wekiva Trail Project Development and Environment (PD&E) Study*. One additional resource, Seaboard Coast Line Railroad Bridge over US 441 (8LA4481), was recorded as a result of the CRAS Addendum. The Seaboard Coast Line Railroad Bridge over US 441 (8LA4481) is considered eligible for inclusion in the National Register, individually and as a contributing element to the Seaboard Coast Line Railroad

(8LA2957). The SHPO concurred with the findings of this addendum on December 9, 2015. A copy of this concurrence letter from the SHPO is included in **Attachment C**.

A Cultural Resources Section 106 Effects Consultation Case Study Report For: Lake Wekiva Trail Project Development and Environment Study was prepared in April 2016. This Case Study Report determined that the proposed improvements would result in an adverse effect to the Seaboard Coast Line Railroad (8LA2957). The findings of this report were approved by FHWA on May 31, 2016 and concurred with by the SHPO on June 21, 2016. A copy of the approval/concurrence letter is included in **Attachment C**.

In addition, the Advisory Council on Historic Preservation was provided the above documentation as required. A copy of their review letter dated October 14, 2016 is included in **Attachment C**.

Throughout the Section 106 process, consultation with the agencies and affected parties has taken place, including three Cultural Resources Committee (CRC) meetings. Representatives of FDOT, FHWA and SHPO, as well as local preservation interests, served on the CRC. During these meetings, the significant resources, alternatives, and potential effects were discussed. Avoiding and minimizing the adverse effects to the historic bridges was accomplished through these meetings, and mitigation measures were also addressed. This culminated in development of a Memorandum of Agreement (MOA) to memorialize mitigation measures that have been developed during the course of the Section 106 process.

The final Section 106 MOA between SHPO, FHWA, and FDOT dated December 8, 2016 is included in **Attachment C**. Stipulations of this MOA are detailed in the Commitments and Recommendations (Section 7.0).

6.B.3 Archaeological Sites

The CRAS conducted for this project including field testing (shovel tests) within the corridor. No archaeological sites or occurrences exist within the project APE.

6.B.4 Recreation Areas

The proposed project would ultimately connect a number of community and regional recreational areas to each other. The additional connectivity would constitute a benefit to the individual recreational resources and improve recreational opportunities in east Lake County.

6.C NATURAL

6.C.3 Water Quality

The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by St. Johns River Water Management District in Chapter 40C-4, F.A.C. Therefore, no further mitigation for water quality impacts will be required.

6.C.6 Floodplains

There are no impacts to floodplains as a result of this project. Although this project involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and, as a result, this project does not encroach upon the base floodplain.

6.C.9 Wildlife and Habitat

A Wildlife and Habitat Report (WHR) dated August 2015 documented potential impacts to endangered species and their critical habitats for the Wekiva Trail. The WHR was a combined document which included Segments 1 and 2 of the Wekiva Trail and also Segment 4 of the Wekiva Trail. Segment 4 of the Wekiva Trail is known as the Neighborhood Lakes Trail and connects the Wekiva Trail to the future West Orange Trail at Kelley Park in Orange County. USFWS reviewed and concurred with the findings of this report. A concurrence letter from USFWS dated August 28, 2015 is included in **Attachment C**.

While the USFWS concurrence letter includes effect determinations for species for the entire project, Segments 1 and 2 are proposed to be located in areas that have no potential for wetland impacts with land-uses and habitat determined to have a low potential occurrence for listed species. Table 1 summarizes the effect determinations for federally listed species within Segments 1 and 2.

Table 1
Summary of Effect Determinations on Federally Listed Species Segments 1 and 2

Species	Federal Listing Status	Effect Determination	Comment
Wood Stork, Everglades Snail Kite	Endangered	No effect	No habitat occurs in project area
Florida Scrub Jay, Sand Skink, Blue-tailed Mole Skink	Threatened	No effect	No habitat occurs in project area
Lake Wales Ridge Plants	Endangered/ Threatened	No effect	No habitat occurs in project area
Gopher Tortoise	Federal Candidate Species	--	No burrows were identified within project area. Updated surveys will be required prior to construction, and any resident tortoises relocated offsite.
Eastern Indigo Snake	Threatened	May affect, not likely to adversely affect	Standard Protection Measures during construction; less than 25 acres of potential habitat within project area.

6.D PHYSICAL

6.D.3 Construction

Construction activities will produce temporary air, noise, water quality, traffic flow, and visual impacts on the residences, businesses, and motorists within the immediate vicinity of the project. All construction impacts will be minimized or controlled by adherence to measures set forth in the FDOT's Standard Specification for Road and Bridge Construction.

6.D.4 Contamination

Segment 1 of the Wekiva Trail was evaluated for contamination with two separate Contamination Screening Evaluation Reports. West of US 441, the evaluation of contamination was documented in *Level 1 Assessment – Contamination Screening Evaluation Report* (Geotechnical and Environmental Consultants, 2012). East of US 441, the evaluation of contamination was documented in *Level 1 Assessment – Contamination Screening Evaluation Report* (Geotechnical and Environmental Consultants, 2010). Copies of these reports are located in the project files.

As a result of the contamination screening evaluation activities, 30 sites have been assigned a Low, Medium, or High Contamination Risk Potential Rating (CRPR). Nine sites were assigned a Medium rating and three sites were assigned a High rating.

Environmental concerns may also be associated with the historic railroad corridor. Railroad ties were typically coated with inorganic and/or petroleum based preservatives and would likely require special disposal provisions.

Environmental concerns have also been documented with the Tremain Street Bridge and the US 441 Bridge. Based on testing performed by FDOT, the existing bridge coating system contains lead based paint. The final design phase will require screening and testing to determine if there are any other hazardous materials present, such as asbestos.

During the period from 1962 to 1980, the Florida Department of Agriculture and Consumer Services conducted widespread applications of ethylene dibromide (EDB), which is an agricultural pesticide, to control nematodes in citrus groves. FDEP records have identified an area just west of US 441 within the study area as being within a 1,000-foot buffer zone of the documented EDB contamination. The buffer zone depicts potential groundwater contamination migration.

Segment 2 of the Wekiva Trail was evaluated for contamination. The evaluation of contamination was documented in *Level 1 Assessment – Contamination Screening Evaluation Report* (Geotechnical and Environmental Consultants, 2010). A copy of this report is located in the project files.

As a result of the contamination screening evaluation activities, six sites within Segment 2 have been assigned a Low, Medium, or High CRPR. Five sites were assigned a Medium rating and one site was assigned a Low rating. No sites were assigned a High rating. For sites assigned a Medium or High rating, further review will be conducted as part of the design phase.

This proposed project contains no known significant contamination. A Level 2 Contamination Impact Assessment is recommended to be conducted during the design phase.

6.D.5 Aesthetic Effects

This project is not a roadway project and, therefore, Florida Statute 334.044(25) F.S. 1997 and 336.045 (1) F.S. 1997 does not apply. However, potential involvement with the existing historic railroad bridges will be coordinated with a project advisory group in consultation with the SHPO as part of the design phase.

6.D.6 Bicycles and Pedestrians

The Wekiva Trail is a planned 15-mile, paved multi-use trail that will provide residents, hikers, cyclists, and nature enthusiasts with a regional connection between Lake, Seminole, and Orange counties. The proposed Wekiva Trail will provide a critical bicycle and pedestrian connection between the Lake County Trails Network and the Seminole-Wekiva, West Orange, Coast to Coast Connector, Heart of Florida Loop, and Florida Scenic trails. To the west, Lake County plans to extend the Tav-Dora Trail from the City of Clermont to the Tremain Street Trailhead in Mount Dora. To the east, the proposed Wekiva Trail will connect with Seminole County's Seminole-Wekiva Trail just east of the Wekiva River. To the south, Orange County plans to extend the West Orange Trail north of its current terminus in Apopka to the Orange/Lake County line with a connection through Kelly Park. This trail network will also provide alternative transportation routes for east Lake County and connect neighborhoods to schools, parks, and retail destinations. Construction of the Wekiva Trail will benefit bicycles and pedestrians.

6.D.7 Utilities and Railroads

Segment 1 of the Wekiva Trail is proposed to occupy right-of-way of an active railroad. The proposed right-of-way is currently owned by CSX and operated by Florida Central Railroad (FCR). Right-of-way acquisition will require abandonment or rail banking of the railroad prior to property acquisition.

Segment 1 was reviewed for potential utility impacts. This review was documented in a Technical Memorandum - *Lake Wekiva Trail PD&E Studies / Task 2.7 – Utilities and Railroads* (Booth, Ern,

Straughan & Hiott, 2016). Because the planned corridor is currently owned and operated as an active railroad, potential utility impacts are limited to utility crossings of the corridor. No existing utilities are located within the proposed right-of-way.

Within Segment 2, the Wekiva Trail is a new trail proposed to occupy a new alignment. Approximately 2,000 feet of the recommended alignment follows the existing active railroad that is currently owned by CSX and operated by FCR. Right-of-way acquisition will require abandonment or rail banking prior to acquisition.

Segment 2 was reviewed for potential utility impacts. This review was documented in a Technical Memorandum - *Lake Wekiva Trail PD&E Studies / Task 2.7 – Utilities and Railroads* (Booth, Ern, Straughan & Hiott, 2016). While the portions of existing right-of-way are currently owned and operated as an active railroad, utilities are limited to utility crossings of the corridor. Much of the corridor utilizes new alignment with existing co-located utilities and utility crossings. In particular, the City of Eustis owns a 12-inch water main which is located within the Wallick Road right-of-way on the north side of the road. This water main extends east within a 30-foot easement in the general vicinity of the recommended trail alignment between approximate Station 381+50 and Station 400+50. In this area, the recommended alternative ATC 2-2B is proposed to be located adjacent to and on the north side of the water-main easement.

Additionally, ATC 2-2B crosses a Florida Gas and Transmission (FGT) easement in two locations. The first location is at the intersection of Wolf Branch Road and CR 437 at approximate Station 352+50. The second location where Segment 2 crosses an FGT easement is at approximate Station 404+00.

7.0 COMMITMENTS AND RECOMMENDATIONS

The following commitments are included for Segment 1 and Segment 2 of the Wekiva Trail. [All commitments will be entered into the Project Commitment Record (PCR) upon FHWA review and approval (Location Design and Concept Acceptance).]

Historic Sites / Districts

As stipulated in the Section 106 MOA between SHPO, FHWA, and FDOT the following commitments are included:

- I. Design and Construction of the Project
 - A. The project shall be constructed in the existing alignment of the SCLRR. There will be no changes to the project as proposed in the Section 106 Report (April 2016) without consultation with the FHWA and the SHPO, pursuant to Stipulation VIII.D.
 - B. A project Design and Aesthetics Committee will be established to continue consultation with locally interested parties, which may include local preservation staff and any consulting parties with an interest in preservation, FHWA, and the SHPO, to provide

input on the design of interpretive displays, re-use of historic elements, and design of the SCLRR US 441 Bridge and Tremain Street Bridge.

- C. Should there be any substantive alterations to the project design that could result in adverse effects to historic resources not addressed in this Agreement, FDOT shall notify FHWA who will notify the SHPO of these alterations and provide the SHPO with an opportunity to review and comment on the alterations.

II. Documentation of the Seaboard Coast Line Railroad

- A. Prior to the salvage of the engineering elements and modification to the railroad corridor and bridges, the following documentation of the SCLRR (FMSF No. 8LA2957), SCLRR US 441 Bridge (FMSF No. 8LA4481), and Tremain Street Bridge (8LA4384) will be performed in accordance with Level II Historic American Engineering Record (HAER) standards:

1. Drawings – Select drawings of the existing railway and bridge plans, as available, scanned and provided in an acceptable digital format (i.e., jpg files).
2. Photographs – Photographs with large-format negatives of context and views from all sides of the railway, and the two bridges including the bridge approaches, roadway and deck views, and noteworthy features and details including existing railway items found along the railway corridor. All negatives and prints will be processed to meet archival standards.
3. Written Data – Report with narrative description of the railway and bridges, summary of significance, and historical context (primarily derived from the Cultural Resource Assessment Survey – Cultural Resource Assessment Survey of a Portion of the Lake Wekiva Trail Project Development and Environment Study (December 24, 2012) and Cultural Resource Assessment Survey Addendum for the Wekiva Trail Segment 2 (Alternative 2B) Project (November 2, 2015).

- B. FDOT will provide all copies of the documentation completed in accordance with Stipulation II.A for review and distribution. Construction shall not commence until all documentation has been approved by the parties listed below. FDOT will submit the documentation to the parties as follows:

1. An archival copy to the U.S. Department of Interior, National Park Service Southeast Regional Office for review and approval prior to removal of the railway elements, per HAER guidelines; and
2. An electronic digital copy to FHWA; and
3. An archival copy and an electronic digital copy to the SHPO for inclusion in the Florida Archives and the FMSF; and
4. A non-archival copy to the Mount Dora Historic Preservation Board.

III. Salvage and Reuse of Existing Railroad Elements

- A. Representative, significant engineering elements from the SCLRR will be identified and salvaged. These elements may be incorporated into the design interpretive displays, left in place within the trail corridor, or displayed in accordance with paragraph C of this Section. The identification and reuse of these historic elements will be determined in coordination with the project Design and Aesthetics Committee, which includes FHWA and SHPO, per Section I.B of the Stipulations of this document. Construction may begin upon final acceptance of the Design and Aesthetics Committee.
- B. The railroad elements identified for salvage will be removed in a manner that minimizes damage and stored in an area protected from human and natural damage until elements can be reused on the trail project or elsewhere displayed in accordance with paragraph C of this Section. Any restoration of railroad elements identified for salvage shall be completed in accordance with Secretary of the Interior (SOI) standards in consultation with SHPO.
- C. If during construction it is determined that the existing railroad elements identified by the Design and Aesthetics Committee are not salvageable for reuse into the design of the new trail project, selected intact elements will be salvaged for display in a location identified by the Mount Dora Historic Preservation Board and within the vicinity of the trail project.
- D. Any railroad element identified by the Design and Aesthetics Committee to be salvaged shall be coordinated with FCRR prior to removal of rail elements as indicated in an MOA signed by FCRR, Lake County and the City of Mount Dora that was executed on November 30, 2012. If any of the identified elements cannot be salvaged or reused, the Design and Aesthetics Committee will reconvene to determine an alternative mitigation path.

IV. Public Education

Information regarding the SCLRR suitable for inclusion in interpretive displays to be located along a public trail corridor will be developed. This information will provide a historical account of the railroad to educate the public on its history. The educational interpretive displays will be designed to reasonably withstand exposure to prolonged normal local weather conditions. The number and content of the panels will be determined by the Design and Aesthetics Committee.

V. Archaeological Monitoring/Discoveries

FDOT, in consultation with the FHWA and the SHPO, will ensure efforts to avoid, minimize, or mitigate adverse effects to any significant archaeological resources inadvertently discovered during the Project are addressed in accordance with 36 CFR 800.13(b). All records resulting from archaeological discoveries shall be handled in accordance with 36 CFR 79 and shall be submitted to the SHPO.

VI. Maintenance

The proposed trail facility and associated salvaged railroad elements, educational interpretive displays and other mitigative elements shall be maintained by the City of Mount Dora as per the terms of a Maintenance Agreement between the City of Mount Dora and Lake County. If this Maintenance Agreement is not executed by June 1, 2017, this MOA shall be amended in accordance with Stipulation VIII E.

VII. Professional Qualifications

All architectural history work carried out pursuant to this Agreement shall be conducted by, or under the direct supervision of, a person or persons meeting the Secretary of the Interior's Professional Qualifications Standards for Architectural History (48 FR 44738-9); and all archaeological work carried out pursuant to this Agreement shall be conducted by, or under the direct supervision of, a person or persons meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology (48 FR 44738-9).

VIII. Administrative Stipulations

- A. Should any signatory party to this Agreement object in writing to FHWA regarding any action carried out or proposed with respect to the undertaking or implementation of the Agreement, FHWA shall consult with the objecting party to resolve the objection. If after initiating such consultation FHWA determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the Advisory Council on Historic Preservation (ACHP), including FHWA's proposed response to the objection. Within 30 days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:
1. Provide FHWA with written concurrence of the agency's proposed response to the objection, whereupon FHWA will respond to the objection accordingly;
 2. Provide FHWA with recommendations, which the agency will take into account in reaching a final decision regarding its response to the objection; or
 3. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR Part 800, and proceed to refer the objection and comment. FHWA shall take the resulting comment into account in accordance with 36 CFR Part 800 and Section 110 (1) of the NHPA.
- B. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, FHWA will assume the ACHP's concurrence in its proposed response to the objection and will respond to the objection accordingly. Any recommendation or comment provided by the ACHP will be understood to pertain only to the subject of the dispute.
- C. If the terms of this Agreement have not been implemented within 20 years of the effective date of this Agreement as stipulated in Section VIII.E, this Agreement will be considered null and void. In such event, FHWA will so notify the signatories to this Agreement, and if they

choose to continue with the undertaking, the FHWA shall reinstate review of the undertaking in accordance with 36 CFR Part 800.

- D. Any signatory party to this Agreement may request that it be amended, whereupon the signatory parties will consult in accordance with 36 CFR Part 800.6 to consider such an amendment. All parties must signify their acceptance of the proposed changes to the Agreement in writing within 30 days of their receipt. This Agreement shall only be amended by a written instrument executed by all the parties. The amendment will be effective on the date of signature of the last party to sign the amendment. When no consensus can be reached, the Agreement will be terminated.
- E. The effective date of this Agreement will be the date of the last signature. The signatory parties agree this Agreement shall continue in full force until it is amended or terminated, as provided in Stipulations VIII.D and VIII.C, respectively

Wildlife and Habitat

- Prior to construction, all potential gopher tortoise habitat that could be affected by the project will be systematically surveyed according to the current guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). For burrows which cannot be avoided, a permit will be obtained from the FWC for the relocation of gopher tortoises and commensals, and relocation will be performed at a time as close as practicable to the start of the construction activities at the site of the burrows.
- During the construction phase of the project, *Standard Protection Measures for the Eastern Indigo Snake*, which is a document by the USFWS that specifies education of the construction contractor concerning avoidance of the indigo snakes, will be implemented.

Other

- A Level 2 Contamination Impact Assessment will be conducted during the design phase.

ATTACHMENT A

COPIES OF STIP, TIP, AND LRTP



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Federal Aid Management Office James Jobe - Manager

STIP Project Detail and Summaries On-Line Report

Selection Criteria	
Current STIP County/MPO Area:(Select a County) Related Items Shown	Detail Report Financial Project:430975 _

HIGHWAYS							
Item Number: 430975 2		Project Description: LAKE-WEKIVA TRAIL FROM TREMAIN STREET TO SR 46					
District: 05		County: LAKE		Type of Work: BIKE PATH/TRAIL			
		Fiscal Year					
Phase / Responsible Agency		<2016	2016	2017	2018	2019	>2019 All Years
PRELIMINARY ENGINEERING / MANAGED BY LAKE COUNTY							
Fund Code:		TALT - TRANSPORTATION ALTS- ANY AREA	755,000				755,000
		Item: 430975 2 Totals	755,000				755,000
Item Number: 430975 3		Project Description: LAKE-WEKIVA TRAIL FROM SR 46 TO HOJIN STREET					
District: 05		County: LAKE		Type of Work: BIKE PATH/TRAIL			
		Fiscal Year					
Phase / Responsible Agency		<2016	2016	2017	2018	2019	>2019 All Years
PRELIMINARY ENGINEERING / MANAGED BY LAKE COUNTY							
Fund Code:		ACTN - ADVANCE CONSTRUCTION TALN	300,000				300,000
		TALT - TRANSPORTATION ALTS- ANY AREA	5,000				5,000
		Phase: PRELIMINARY ENGINEERING Totals	305,000				305,000
		Item: 430975 3 Totals	305,000				305,000
Item Number: 430975 5		Project Description: LAKE-WEKIVA TRAIL FROM CR 435 TRAILHEADS TO SR 46					
District: 05		County: LAKE		Type of Work: BIKE PATH/TRAIL			
		Fiscal Year					
Phase / Responsible Agency		<2016	2016	2017	2018	2019	>2019 All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code:		SA - STP, ANY AREA			316,332		316,332
		TALT - TRANSPORTATION ALTS- ANY AREA		2,206,797	10,820		2,217,617
		Phase: CONSTRUCTION Totals		2,523,129	10,820		2,533,949
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:		TALL - TRANSPORTATION ALTS- <200K	913,921				913,921
		TALT - TRANSPORTATION ALTS- ANY AREA	11,079				11,079
		Phase: PRELIMINARY ENGINEERING Totals	925,000				925,000
		Item: 430975 5 Totals	925,000	2,523,129	10,820		3,458,949
		Project Totals	1,985,000	2,523,129	10,820		4,518,949
		Totals	1,985,000	2,523,129	10,820		4,518,949
MISCELLANEOUS							
Item Number: 430975 1		Project Description: LAKE WEKIVA TRAIL FROM TREMAIN STREET TO WEKIVA RIVER					
District: 05		County: LAKE		Type of Work: BIKE PATH/TRAIL			

Phase / Responsible Agency	Fiscal Year						All Years
	<2016	2016	2017	2018	2019	>2019	
P D & E / MANAGED BY LAKE COUNTY BOARD OF COUNTY COM							
Fund Code: EB - EQUITY BONUS	97,000						97,000
SA - STP, ANY AREA		5,000					5,000
SE - STP, ENHANCEMENT	500,000						500,000
SE - STP, ENHANCEMENT	6,232	3,952					10,184
Phase: P D & E Totals	603,232	8,952					612,184
Item: 430975 1 Totals	603,232	8,952					612,184
Project Totals	603,232	8,952					612,184
MISCELLANEOUS Totals	603,232	8,952					612,184
Grand Total	603,232	1,993,952		2,523,129	10,820		5,131,133

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
 (James Jobe: james.jobe@dot.state.fl.us or call 850-414-4448 )

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Florida Department of Transportation
Consistent, Predictable, Repeatable

4309752

LAKE-WEKIVA TRAIL

Non-SIS



Project Description:

Work Summary: BIKE PATH/TRAIL **From:** FROM TREMAIN STREET

To: TO CR 46

Lead Agency: Managed by FDOT **Length:** .000

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
PE	TALT	505,000	0	0	0	0	505,000
Total		505,000	0	0	0	0	505,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 505,000
LRTP: pg.58

TABLE 3 - MPO AREA ALTERNATIVE TRANSPORTATION STRATEGIES

Program	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
REGIONAL TRAILS PROGRAM					
COMPLETE STREETS AND SIDEWALKS PROGRAM					
SAFE SCHOOLS EMPHASIS PROGRAM					
TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS PROGRAM					
INTELLIGENT TRANSPORTATION SYSTEMS PROGRAM					
SIDEWALK PROGRAM					

Boxed Funds - Prioritized Annually in the MPOs List of Priority Projects

TABLE 4 - MPO AREA TRANSIT (FEDERAL FUNDS)

Facility	Project	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
LAKE~SUMTER TRANSIT DEVELOPMENT PLAN						

Adopted Lake~Sumter TDP

TABLE 5 - LAKE COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDED

Facility	Project	Total Needs Cost Estimate	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
LAKE COUNTY	LOCAL PROJECTS	\$ 282.90					
LAKE COUNTY BRIDGES	LOCAL PROJECTS	\$ 6.00					

Local / Developer Funded

TOTAL (COST ESTIMATE) \$ 288.90

TABLE 6 - SUMTER COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDED

Facility	Project	Total Needs Cost Estimate	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
SUMTER COUNTY	LOCAL PROJECTS	\$ 113.70					
SUMTER COUNTY BRIDGES	LOCAL PROJECTS	\$ 5.00					

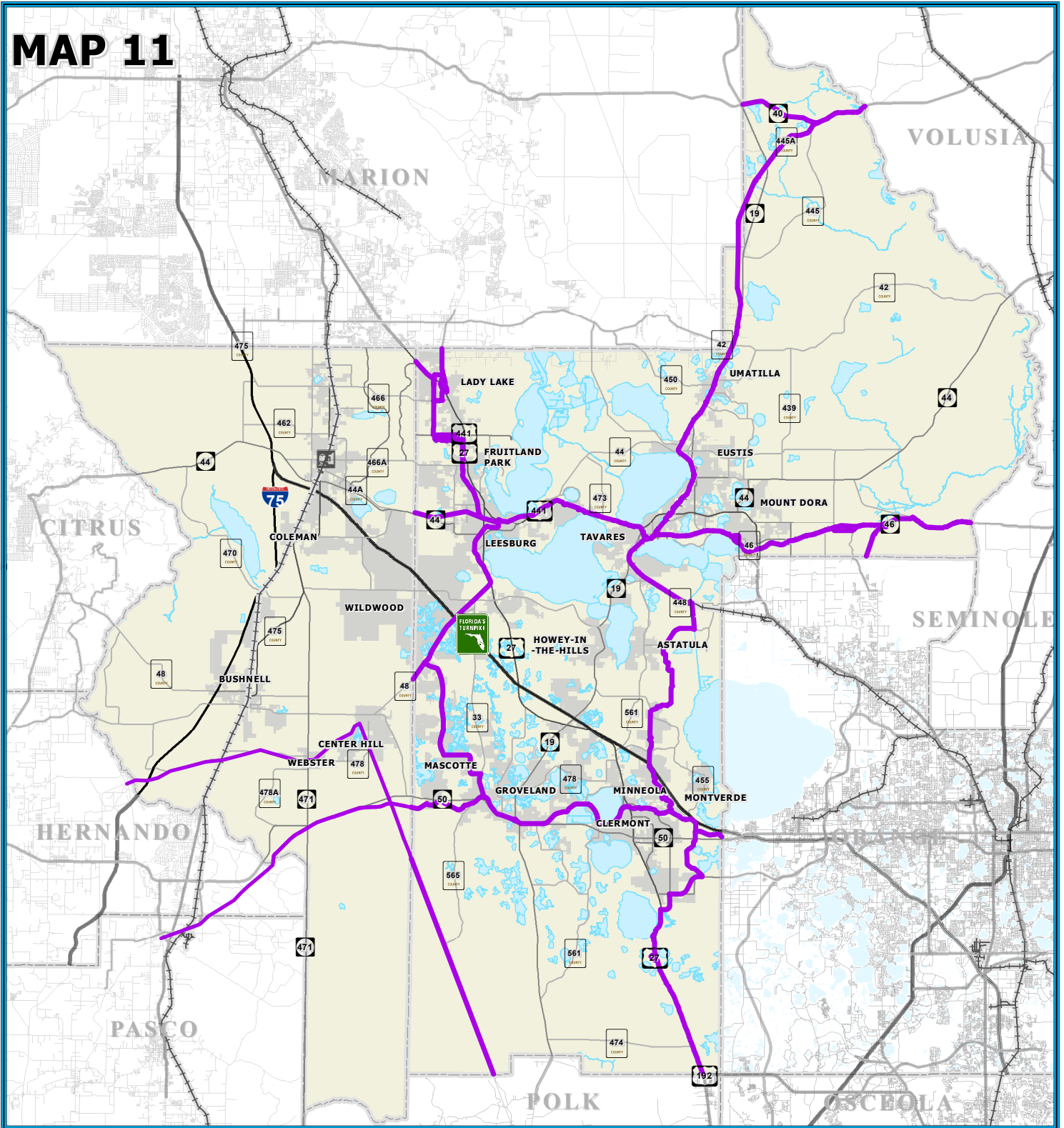
Local / Developer Funded

TOTAL (COST ESTIMATE) \$ 118.70

REGIONAL MULTIUSE TRAILS NETWORK



MAP 11



LEGEND: County Road

State Road

US Highway

Interstate

Turnpike

Water Body

County Delineation

Amtrak Station
-Bus Service Only

Active Railroad

Regional Trail Network

MAP COMPOSITION:
SEPTEMBER, 2015



**RIGHT OF WAY PROJECTS
TABLE 3**

RANK	FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/LOCATION	PROJECT DESCRIPTION	FUNDED PHASE	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE
1	4309752	WEKIVA TRAIL SEGMENT 1	TREMAIN STREET	CR 437	MD, LC	MIXED USE TRAIL	PE	2015/16	ROW 2016/17	\$5 M
2	4309753	WEKIVA TRAIL SEGMENT 2	CR 437	RED TAIL BLVD	LC	MIXED USE TRAIL	PE	2015/16	ROW 2016/17	\$1 M
3	4270561	SR 50/ SOUTH LAKE TRAIL, PHASE 3B & 3C	CR 565 (VILLA CITY RD)	SILVER EAGLE RD	FDOT	REALIGNMENT	PD&E PE	2014/15	ROW 2015/16	\$4.4 M
4	4301321	SR 35 (US 301)	C-470 (W)	SR 44	FDOT	WIDEN TO 4 LANES	PD&E PE	2013/14 2016/17	ROW 2018/19	TBD
5	4354761	CR 514 INTERCHANGE	@ I-75		FDOT	NEW INTERCHANGE	PD&E PE	2015/16 2016/17	ROW	TBD
6	2383191	SR 19	CR 561	CR 48	FDOT	WIDEN TO 4 LANES	PD&E PE	2011/12 2013/14	ROW	TBD
7	4355411	CITRUS GROVE ROAD (PHASE 1)	GRASSY LAKE RD	N HANCOCK RD	LC	WIDEN TO 4 LANES	PE	2014/15	ROW	\$10 M
8	4355411	CITRUS GROVE ROAD (PHASE 2)	US 27	GRASSY LAKE RD	LC	WIDEN TO 4 LANES	PE	2014/15	ROW	\$10.2 M
9	4302531	CR 466A (PHASE 3)	CUTOFF ROAD	SUNNY COURT	LC	WIDEN TO 4 LANES	PE	2010/11	ROW	\$4 M
10	-	HARTWOOD MARSH RD	SR 25 (US 27)	HANCOCK RD	LC	WIDEN TO 4 LANES	PE	2013/14	ROW	\$2 M
11	-	SOUTH LAKE TRAIL, PHASE 4	VILLA CITY ROAD	VAN FLEET TRAIL	MAS, LC	MIXED USE TRAIL	PE	2014/15	ROW	
12	4349121	C-470	SR 93 (I-75)	SR 91 (FL TPK)	FDOT	WIDEN TO 4 LANES	PD&E PE	2014/15 2019/20	ROW	TBD
13	-	SR 91 (FL TPK)	ORANGE CO LINE	SR 25 (US 27) (N)	FTE	WIDEN TO 8 LANES	PE	-	ROW	TBD
14	-	SR 91 (FL TPK)	CR 470	SR 25 (US 27) (N)	FTE	WIDEN TO 8 LANES	PE	-	ROW	TBD
15	-	SR 91 (FL TPK)	SR 35 (US 301)	CR 470	FTE	WIDEN TO 8 LANES	PE	-	ROW	TBD

PROJECTS FUNDED THROUGH CONSTRUCTION/COMPLETION IN FUTURE YEARS
TABLE 1

FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/LOCATION	PROJECT DESCRIPTION	FUNDED PHASE	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE
2426263	SR 93 (I-75)	CR 470	SR 91 (FL TPK) / SR 44	FDOT	WIDEN TO 6 LANES	DSB	2015/16		\$58.8 M
4336731	TAV-LEE TRAIL EXT	WOOTON PARK	N OF SINCLAIR AVE/RUBY ST	TAV	MIXED USE TRAIL	CST	2016/17	ADVANCE TO 2015/16	\$660 K
2382756	SR 429 WEKIVA PARKWAY SEG 4B	ORANGE CO LINE	W OF OLD MCDONALD RD	N/A	BELTWAY / NEW ROAD CONSTR	CST	2014		\$3.285 M
2382754	SR 46 REALIGNMENT	E OF ROUND LAKE RD	ORANGE COUNTY LINE	N/A	REALIGNMENT	CST	2014		\$3 M
2382753	SR 46/WEKIVA PARKWAY SEG 3A	EAST OF POND ROAD	EAST OF ROUND LAKE RD	N/A	ADD LANES AND RECONSTRUCT	CST	2017		\$13.6 M
2382752	SR 46/US 441 WEKIVA PKWY SEG 3B	WEST OF US 441	EAST OF POND RD	N/A	ADD LANES AND RECONSTRUCT	CST	2017		\$50 M
2382757	SR 429/46 WEKIVA PKWY SEG 6	W OF OLD MCDONALD RD	E OF WEKIVA RIVER RD	N/A	BELTWAY / NEW ROAD CONSTR	CST	2017		\$244 M
2382758	CR 46A REALIGNMENT W.P. SEG 5	SR 46	N OF ARUNDEL WAY	N/A	NEW ROAD CONSTR	CST	2017		\$14 M
4309754	WEKIVA TRAIL SEGMENT 3	RED TAIL BLVD	WEKIVA RIVER	LC	MIXED USE TRAIL	CST	2016/17		
4299441	C-475	C-470	CR 542	SC	M&R, ADD PAVED SHOULDERS, REPLACE BRIDGE	CST	2016/17		\$3.263 M
2404182	SR 48	E OF SR 93 (I-75) RAMPS	CR 475 (MAIN ST)	FDOT	WIDEN TO 4 LANES	CST	2015/16	ADVANCE TO 2015/16	\$10.1 M
4296061	CR 455 / CR 561			LC		CST	2013/14		\$315 K
2383192	SR 19 LITTLE LAKE HARRIS BRIDGE			FDOT	REPLACE BRIDGE	CST	2016/17		\$47 M
4325271	SR 19	CR 450 (W) -OCALA ST/BULLDOG LN		LC	INTERSECTION IMPROVEMENT	CST	-		\$315 K
N/A	C-468	SR 91 (FL TPK)	CR 505	SC	WIDEN TO 4 LANES	CST	2013/14		DEVELOPER FUNDED
N/A	C-462	US 301	C-466A	SC	WIDEN 2 TO 3 LANES	CST	2013/14		DEVELOPER FUNDED
N/A	SR 91(FL TPK)	AT C-468		SC	NEW 1/2 INTERCHANGE				DEVELOPER FUNDED
2383955	SR 500/US 441	LAKE ELLA RD	AVENIDA CENTRAL	FDOT	WIDEN TO 6 LANES	CST	2014/15		\$32 M
4309755	WEKIVA TRAIL SEGMENT 4 NEIGHBORHOOD LAKES	SR 46	LAKE/ORANGE COUNTY LINE	LC	MIXED USE TRAIL	CST	2017/18		\$2.3 M
434701-1	C-476	HERNANDO COUNTY LINE	US 301	SC	AUDIBLE & REFLECTIVE PAVEMENT MARKINGS	CST	2015/15		\$310 K
4302532	CR 466A (PHASE 1)	SUNNY COURT	SR 25/500 (US 27/441)	LC	WIDEN TO 4 LANES	CST	2014/15		\$5.1 M
4347001	C-48	CITRUS COUNTY LINE	CR 616	SC	5' PAVED SHOULDERS, SIGNAGE, FEST	CST	2014/15		\$3 M
4284431	C-466W	CR 209	US 301	SC	WIDEN 2 TO 3 LANES	CST	2014/15		\$1.6 M
4061101	SR 93 (I-75)	AT SR 91 (FL TPK)		FDOT/TP	INTERCHANGE IMP	DSB	2017/18		
2384221	SR 25 (US 27)	N OF BOGGY MARSH RD	N OF LAKE LOUISA RD	FDOT	WIDEN TO 6 LANES	CST	2015/16		\$39 M
4369351	HIGHLAND STREET SIDEWALK SAFETY PROJECT	HIGHLAND STREET		MD	SIDEWALK	CST	2018/19		\$1.1M
4336701	C-673	SR 93 (I-75)	0.8 MILES W OF SR 35 (US 301)	SC,BUSH	WIDEN LANES AND PAVE SHOULDERS	CST	2016/16		\$2.032 M
4344221	PICCIOLA ROAD	DOGWOOD RD	1200 FT SOUTH OF TWIN PALMS	LC	SAFETY PROJECT	CST	2016/17		\$256 K
4363651	INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN DEVELOPMENT			SC	DEVELOP ITS ARCHITECTURE AND	STUDY	2015/16		\$100 K
4368521	TAVARES SEAPLANE BASE			TAV	MASTER PLAN	STUDY	2014/15		\$75 K
4354931	WEST STREET	SR 48	CR 476	BUSH	RESURFACING	CST	2017/18		\$197 K
4354951	BATTLEFIELD PKW	CR 476	SR 48	BUSH	RESURFACING	CST	2017/18		\$197 K
4354961	SR 48 (EAST BELT AVE)	MAIN ST	US 301	BUSH	RESURFACING	CST	2017/18	ADVANCE TO 2015/16	\$127 K

ATTACHMENT B

FIGURES

ATTACHMENT C

AGENCY CORRESPONDENCE AND FINDINGS



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JIM BOXOLD
SECRETARY

October 13, 2016

Mr. James Christian, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Attention: Mr. Joseph Sullivan, Environmental Specialist

RE: Request for Section 4(f) Determination of Applicability
Wekiva Trail Project Development and Environment (PD&E) Study, Lake County
Financial Management # 430975-1-28-01

Dear Mr. Christian,

Please find enclosed a Section 4(f) Determination of Applicability for the Wekiva Trail PD&E Study. On behalf of the Lake-Sumter Metropolitan Planning Organization, the FDOT in consultation with the Federal Highway Administration (FHWA) has been conducting a PD&E Study to identify viable alternatives for construction of the Wekiva Trail in Lake County. For the portion of the trail between Tremain Street and US 441 (City of Mount Dora), the recommended alternative proposes to utilize the historic Seaboard Coast Line Railroad corridor, which is a National Register of Historic Places (NRHP) eligible resource. The railroad corridor is an active railroad owned by CSX Railroad and operated under lease to Florida Central Railroad. In support of this PD&E Study, an assessment of potential impacts to Section 4(f) resources within the project study area was evaluated.

Through consultation with FHWA and the State Historic Preservation Officer (SHPO), it was determined that the modifications to the Seaboard Coast Line Railroad corridor necessary to convert the existing railroad to a paved shared use trail would result in an adverse effect to the *Seaboard Coast Line Railroad (8LA2957)*. As such, a Draft Section 106 Memorandum of Agreement (MOA) has been developed in consultation with FHWA and SHPO, which includes stipulations for minimization and mitigation (e.g., salvage and reuse of existing railroad elements, public education). Through the MOA development with FHWA and SHPO, it was determined that the Wekiva Trail project would have an overall benefit to the historic resources along the project corridor.

Mr. Christian
October 13, 2016
Page 2

It was also determined that the modifications to the Seaboard Coast Line Railroad corridor necessary to convert the existing railroad to a paved shared use trail would result in no adverse effect to both the *Tremain Street Railroad Bridge (8LA4284)* and the *US 441 Railroad Bridge (8LA4481)*. **Use of historic transportation resources where consultation with the SHPO results in the determination of no adverse effect are exempt from Section 4(f) per 23CFR774.13(a) as discussed in FHWA Section 4(f) Policy Paper, Part II – Questions and Answers Regarding Section 4(f) Applicability and Compliance, Question 8A (FHWA July 2012).**

Throughout this study, Joe Sullivan and Roy Jackson (FDOT State Environmental Management Office) have provided guidance regarding the Section 106 and 4(f) processes. In addition, Roy Jackson has discussed with both Cathy Kendall and Joe Sullivan the appropriate documentation for / potential applicability of Section 4(f), including recent relevant legislation: **Section 11502 of the Fixing America's Surface Transportation (FAST) Act exempts the use of historic railroad lines and elements, exclusive of stations and certain bridges and tunnels, from Section 4(f) regardless of whether they are listed / eligible for listing on the NRHP as discussed in Section 4(f) Guidance and Legislation Documents (FHWA March 30, 2016).** Thus, although (based on the Section 106 adverse effects determination) the Seaboard Coast Line Railroad was identified as a potential Section 4(f) resource, Section 4(f) should not apply based on this FAST Act exemption.

In conclusion, based on the information presented in this letter and the attached documentation, Section 4(f) should not apply to the project. At this time, we respectfully request your concurrence with these findings.

Thank you for your continued assistance with this project. If you have any questions or need additional information, please contact me at (386) 943-5411 or Catherine Owen at (386) 943-5383.

Sincerely,



For William G. Walsh
Environmental Manager
FDOT, District Five

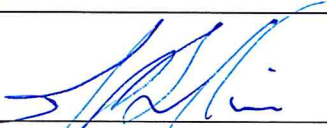
Cc: Roy Jackson, FDOT SEMO
Chris Rizzolo, P.E., FDOT D5

Mr. Christian
October 13, 2016
Page 3

The FHWA finds the attached DOA report complete and sufficient and X approves /
___ does not approve the enclosed findings.

FHWA Comments:

Based on our understanding and current guidance on Section 11502 of the FAST act, we agree.



For: James Christian
Division Administrator
Florida Division

10-26-16
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

ANANTH PRASAD, P.E.
SECRETARY

January 7, 2013

Mr. David Hawk, Acting Administrator
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attention: Ms. Cathy Kendall

Re: Cultural Resource Assessment Survey of a Portion of the Lake Wekiva Trail Project
Development and Environment Study, Lake County, Florida
FPID: 430975-1-28-01

Dear Ms. Kendall:

Please find enclosed the Cultural Resource Assessment Survey (CRAS) Technical Memorandum for the Lake Wekiva Trail Project Development and Environment (PD&E) Study in Lake County. In anticipation of future federal funding, this assessment was designed and implemented to comply with Section 106 of the *NHPA of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective January 2001); Chapter 267, *Florida Statutes*, Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. The objective of this survey was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

Enclosed you will find the following documents:

- Two copies of the Technical Memorandum: one for the State Historic Preservation Office (SHPO) and one for your files,
- One CD containing photographs for the SHPO,
- One set of original (unbound) Florida Master Site File (FMSF) forms for the SHPO, and
- A completed Survey Log (unbound) for the SHPO.

RECEIVED

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2013 FEB - 1 P 1:37

The Wekiva Trail is a proposed multi-use trail facility in the area of the Wekiva Parkway that will link three existing trails in Orange (West Orange Trail), Lake (Tav-Dora Trail), and Seminole (Seminole Wekiva Trail) counties. Prior to the initiation of this study, the Florida Department of Transportation (FDOT), District Five coordinated with the Florida Division of Historical Resources (FDHR)/SHPO regarding the scope of work and the APE. During this coordination, FDOT noted that much of the proposed Wekiva Trail follows an abandoned railroad corridor, was the subject of a feasibility study, or is within or in proximity to the proposed Wekiva Parkway APE. Based on this, FDOT and SHPO determined that the scope of work would include a limited reconnaissance survey of portions of the proposed trail that were not included in the previously conducted Lake Wekiva Feasibility Study or the Wekiva Parkway CRAS. The SHPO and FDOT also agreed that the APE would be confined to the railroad corridor or the width of the proposed trail in areas where no railroad existed.

No archaeological resources were identified during this survey. Background research, aerial analysis, and the field reconnaissance survey resulted in the identification of a previously unrecorded segment of the Seaboard Coast Line Railroad (8LA2957), which is considered eligible for inclusion in the National Register, and the Railroad Bridge over Tremain Street (8LA4384), which is considered a contributing resource to the Seaboard Coast Line Railroad (8LA2957).

Please process the attached report and accompanying documentation to the SHPO for their concurrence. The second copy of the report is for your files. If you have any questions regarding the subject project, or if I may be of assistance, please contact me at 386-943-5411.

Sincerely,



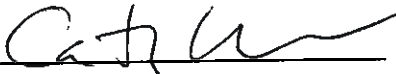
William G. Walsh
Environmental Administrator/Project Manager
FDOT, District Five

Enclosure

The FHWA finds the attached Cultural Resources Assessment Survey Technical Memorandum complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

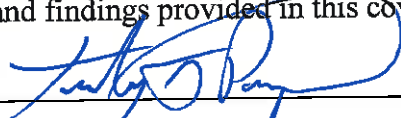
for /s/ 

1/31/13

Date

David Hawk
Acting Division Administrator
Florida Division
Federal Highway Administration

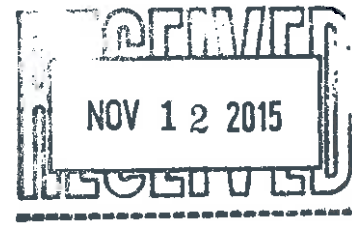
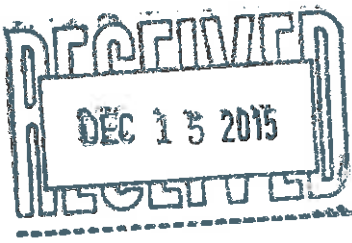
The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Survey Technical Memorandum complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2013-356.



2/13/13

Date

Robert F. Bendus
State Historic Preservation Officer
Florida Division of Historical Resources



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Blvd.
DeLand, FL 32720

**JIM BOXOLD
SECRETARY**

November 10, 2015

Mr. James Christian, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2015 DEC 3 P 2:00

Attention: Mr. Joseph Sullivan

RE: Cultural Resource Assessment Survey Addendum for the Wekiva Trail Segment 2
(Alternative 2B) Project, Lake County, Florida
Financial Management # 430975-1

Dear Mr. Christian,

Please find enclosed an unbound copy of the Cultural Resource Assessment Survey (CRAS) Addendum for the Wekiva Trail Segment 2 (Alternative 2B) Project in Lake County, Florida, an unbound Survey Log Sheet, unbound Florida Master Site File (FMSF) forms, and a CD containing photographs and electronic versions of these documents. This project is federally funded and was conducted in accordance with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties* and Chapter 267, F.S.

In November of 2012, the *CRAS of a portion of the Lake Wekiva Trail PD&E Study* was prepared by Janus Research, in association with Inwood Consulting, Inc. and the FDOT, District Five. Since this time, the project limits have been updated, and this addendum is needed in order to identify any additional cultural resources within the updated project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4. It should be noted that one historic resource located outside of the segments addressed in this memorandum, the Seaboard Coast Line Railroad Bridge, was also documented as part of this CRAS addendum. This resource was located within the previous study area of the *CRAS of a portion of the Lake Wekiva Trail PD&E Study, Lake County, Florida*. As this resource is now historic and requires documentation, it is included within this CRAS Addendum.

The current alternative project limits are from 214 feet east of Vine Street in downtown Sorrento to the northeast corner of Wolf Branch Road/Wallick Road and CR 437/Plymouth Sorrento Road and from the northeast corner of Wallick Road and Hilldale Avenue to Hojin Street. The intent

of the study is to conduct the necessary analysis of environmental impacts associated with the construction of a 12 to 14-foot-wide paved multi-use regional trail.

The CRAS Addendum resulted in the identification of five historic resources, two of which are previously recorded (Seaboard Coast Line Railroad Grade [8LA2957] and SR 46 [8LA3584]) and three of which are newly recorded (31815 CR 437 [8LA4478], 31925 CR 437 [8LA4479], and Seaboard Coast Line Railroad Bridge over US 441 [8LA4481]). Only one resource is considered eligible for inclusion in the National Register: Seaboard Coast Line Railroad Bridge over US 441 (8LA4481). The four remaining resources are considered ineligible for listing in the National Register. The Seaboard Coast Line Railroad Grade (8LA2957) and SR 46 (8LA3584) no longer maintain sufficient integrity to be considered eligible for the National Register. The two newly recorded buildings located at 31815 CR 437 (8LA4478) and 31925 CR 437 (8LA4479) are simple Masonry Vernacular structures with no significant architectural elements or historic associations; they are also considered National Register–ineligible.

A total of 24 shovel tests were excavated within the archaeological APE. All shovel tests were negative for cultural material. Portions within the archaeological APE that the background research identified as having a high and moderate archaeological site potential were in areas in which soils were disturbed due to roadway construction, tree planting, and a gas pipeline. No archaeological sites were identified during the survey.

At this time, we respectfully request your concurrence with the findings within this document. Should you concur, please indicate such in the signature box below and forward this letter along with the accompanying documentation to the Florida SHPO, for review and comment. If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,



For William G. Walsh
Environmental Manager
FDOT, District Five

The FHWA finds the attached report complete and sufficient and X approves / ___ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

/s/ [Signature]
For: James Christian
Division Administrator
Florida Division
Federal Highway Administration

11-24-15
Date

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ ___ does not concur with the findings and recommendations contained in this cover letter.

___ does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ [Signature]
For: Robert Bendus
Florida State Historic Preservation Officer

12/9/15
Date

2015-5852
DHR No.



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Blvd.
DeLand, FL 32720

**JIM BOXOLD
SECRETARY**

May 4, 2016

Mr. James Christian, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312



Attention: Mr. Joseph Sullivan, Environmental Specialist

RE: Cultural Resources Section 106 Consultation Case Study Report
Lake Wekiva Trail PD&E Study, Lake County
Financial Management # 430975-1

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2016 JUN -9 A 9:40

Dear Mr. Christian,

Please find enclosed an unbound copy of the Cultural Resources Section 106 Consultation Case Study Report Lake Wekiva Trail PD&E Study, Lake County, and a CD containing an electronic version of this document. This project is federally funded and was conducted in accordance with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties* and Chapter 267, F.S.

The current document contains the evaluation of the proposed improvements and a determination regarding the significant resources that will be affected according to criteria established in Section 106 of the National Historic Preservation Act of 1966. This Section 106 Evaluation and Determination of Effects documents the potential effects the proposed improvements may have on the National Register-eligible Seaboard Coast Line Railroad (8LA2957), Tremain Street Bridge (8LA4384), and Seaboard Coast Line Railroad Bridge over US 441 (8LA4481). At this time, due to the proposed improvements, it appears that there will be an adverse effect to the Seaboard Coast Line Railroad (8LA2957), and no adverse effect to the Tremain Street Bridge (8LA4384), and Seaboard Coast Line Railroad Bridge over US 441 (8LA4481).

Mr. Christian
May 4, 2016
Page 2

Throughout the Section 106 process, consultation with the agencies and affected parties has taken place in the form of Cultural Resources Committee (CRC) meetings. During the course of three meetings, which were held on January 27, 2015, October 5, 2015, and January 19, 2015, the significant resources, alternatives, and potential effects were discussed. Avoiding and minimizing the adverse effects to the historic bridges was accomplished through these meetings, and mitigation measures were also addressed. A Memorandum of Agreement (MOA) will be prepared to memorialize mitigation measures that have been developed during the course of the Section 106 process.

At this time, we respectfully request your concurrence with the findings within this document. Should you concur, please indicate such in the signature box below and forward this letter along with the accompanying documentation to the Florida SHPO, for review and comment. If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,

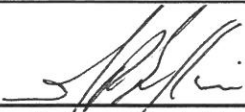


FW
William G. Walsh
Environmental Manager
FDOT, District Five

The FHWA finds the attached report complete and sufficient and approves / does not approve the above findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the findings contained in this cover letter and in the comment block below.

FHWA Comments:

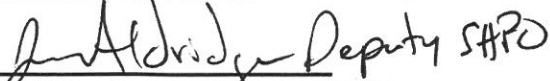
/s/ 
For: James Christian
Division Administrator
Florida Division
Federal Highway Administration

5/31/16
Date

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings contained in this cover letter and the enclosed report.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/  Deputy SHPO
For: Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

6/21/2016
Date

2016-2474
DHR No.



Preserving America's Heritage

October 14, 2016

Mr. Joseph Sullivan
Environmental Specialist
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Ref: *Proposed Lake Wekiva Trail Study*
Lake County, Florida

Dear Mr. Sullivan:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Florida State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Christopher Wilson at 202-517- 0229 or via e-mail at cwilson@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

Reserved for Final Signed MOA



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 04EF1000-2015-1-0061

August 28, 2015

William G. Walsh
District 5 Environmental Manager
Florida Department of Transportation
719 S. Woodland Blvd.
Deland, FL 32720

RE: Wekiva Trail
Project Development & Environment (PD&E) Study
Lake and Orange Counties, Florida
FDOT Work Program Number: 430975-1-28-1

Dear Mr. Walsh:

The U.S. Fish and Wildlife Service (Service) has completed its review of the Wildlife and Habitat Report (WHR) and the species survey reports for the Florida scrub-jay and sand skink for the Wekiva Trail PD&E Study. The Wekiva Trail is proposed to be a 12 to 14 foot-wide paved multi-use trail connecting the City of Mount Dora with the Seminole Wekiva Trail near the Wekiva River. The Service provides the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*).

The Service received a request from the Florida Department of Transportation (FDOT) for informal consultation on August 6, 2015, to review the Wildlife and Technical Memorandum as well as the Wildlife Habitat Report and the species reports for the Wekiva Trail PD&E Study. It is our understanding that the FDOT intends to continue informal consultation for the project's effects on the listed species during its future permitting process. It is also understood that wetland impacts to suitable wood stork foraging areas will be offset through preservation and enhancement of wetlands during the permitting process. The Service has reviewed the documents provided and FDOT's effects determinations for potential impacts to species listed under the Endangered Species Act and provide the following comments.

Eastern Indigo Snake (*Drymarchon corais couperi*)

FDOT made a 'may affect, but not likely to adversely affect' determination for the eastern indigo snake due to the fact that the species was not observed during pedestrian surveys at the proposed project corridor but more than 25 gopher tortoise burrows were observed indicating probable presence. The proposed project will be built at grade and will not restrict movement between habitats. FDOT will implement the *Standard Protection Measures for the Eastern Indigo Snake*

during the construction phase of this project and will scope the gopher tortoise burrows wherever needed. Based on our review of the information provided and FDOT's commitment to implement the *Standard Protection Measures for the Eastern Indigo Snake* the Service concurs with the 'may affect, but not likely to adversely affect' determination for the Eastern indigo snake.

Everglade Snail Kite

The Everglade snail kite range is restricted to the watersheds of the Everglades, lakes Okeechobee and Kissimmee, and the upper St. Johns River. Their diet is highly specific composed almost entirely of apple snails. Based on our review of the information provided and our records for snail kite the Service concurs with FDOT's 'no effect' determination for the Everglade snail kite.

Florida Scrub Jay (*Aphelocoma coerulescens*)

The proposed project area has Florida scrub jays (FLSJ) habitat identified and a direct observation of a FLSJ was made near the Neighborhood Lakes segment in 2013. Species specific surveys done by Inwood Consulting Engineers, Inc in 2014 did not identify or observe any FLSJ within the project area and adjacent to the limits of construction. The Service did an on-site evaluation of the habitat, has reviewed the survey reports and documents provided and concurs with a 'may affect, but not likely to adversely affect' determination for the Florida scrub jay.

Sand skink (*Plestiodon reynoldsi*) and Blue-tailed mole skink (*Plestiodon egregius lividus*)

Sand skinks and blue-tailed mole skinks are endemics to the sandy ridges of central Florida. Their distribution is defined by the soil type and elevation. The Service has reviewed the survey reports and documents provided and concurs with a 'may affect, but not likely to adversely affect' determination for sand skinks.

Wood Stork (*Mycteria americana*)

Impact to suitable foraging habitat for wood storks was evaluated to be less than 0.5 acres. Mitigation for impacts to suitable wood stork foraging areas will be offset through preservation and enhancement of wetlands within the same Core Foraging Area. The Service has reviewed the survey reports and documents provided and concurs with a 'may affect, but not likely to adversely affect' determination for this species.

Fish and Wildlife Coordination Act

The FDOT is statutorily obligated to mitigate all wetland impacts according to the Clean Water Act and the Section 404 permitting process through the Army Corps of Engineers. In addition, the State of Florida also requires the demonstration of avoidance, minimization and mitigation of wetland impacts. Wetland impacts are expected to be minimal and mitigation for impacts to suitable wood stork foraging areas will be offset through preservation and enhancement of wetlands within the same Core Foraging Area.

If you have any questions, please contact Lourdes Mena at (904)731-3119. Thank you for considering the effects of your proposed project on fish and wildlife, and the ecosystems upon which they depend.

Sincerely,

A handwritten signature in blue ink, appearing to read "Herrington", with a stylized flourish at the end.

for Jay B. Herrington
Field Supervisor