ADDENDUM

CULTURAL RESOURCE ASSESSMENT SURVEY
WEKIVA PARKWAY (SR 429)/SR 46 REALIGNMENT
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
ORANGE, LAKE AND SEMINOLE COUNTIES, FLORIDA

Prepared for:

Orlando-Orange County Expressway Authority

and

Florida Department of Transportation, District Five

October 2007
Revised March 2008
(Updated Final Report May 2010)

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October 2007
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EXECUTIVE SUMMARY

The Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study is jointly managed by the Orlando-Orange County Expressway Authority and District Five of the Florida Department of Transportation. The *Wekiva Parkway and Protection Act* established a corridor for the Wekiva Parkway study. The project is composed of several study segments: the Wekiva Parkway, SR 46 Reconstruction and Realignment, CR 46A Realignment, and Wekiva Parkway Access Improvements.

The Wekiva Parkway, a four-lane divided (expandable to six-lane divided) limited access facility, would begin in Orange County at the planned terminus of the John Land Apopka Expressway at US 441 just west of CR 437 and extend to the north/northeast into Lake County, turning east and crossing the Wekiva River into Seminole County and terminating at I-4. The approximate length of the Wekiva Parkway is 20.94 miles, with 8.16 miles in Orange County, 7.37 miles in Lake County and 5.41 miles in Seminole County. The portion of the Wekiva Parkway in Orange County is expected to be tolled.

SR 46 Reconstruction and Realignment would begin at the SR 46/US 441 interchange in Lake County and extend along the existing SR 46 corridor to the east, then turning southeast on a new alignment and entering Orange County with a systems interchange connection at the Wekiva Parkway. It is expected that the SR 46 improvements would provide six-lane divided controlled access along the existing alignment from US 441 to east of Round Lake Road, while the remaining alignment to the southeast is expected to be limited access. The approximate length of the SR 46 Reconstruction and Realignment is 4.79 miles, with 4.01 miles in Lake County and 0.78 mile in Orange County.

CR 46A Realignment, a two-lane rural (expandable to four-lane rural) roadway, would begin on existing CR 46A in east Lake County and extend to the south on a new alignment and tie into existing SR 46 with an access connection to the Wekiva Parkway. The approximate length of the CR 46A realignment is 2.72 miles.

Wekiva Parkway Access Improvements would be required in Lake County between the realignment of CR 46A and the Wekiva River to allow access to the private property along existing SR 46. It is proposed that the Wekiva Parkway would carry all traffic crossing between Seminole and Lake Counties, and provisions for access would be required for several properties in this area of Lake County and Seminole County.

A Cultural Resource Assessment Survey (CRAS) of the viable alternative alignments was performed as part of the PD&E Study. The purpose of the CRAS was to locate, identify, and bound any cultural resources within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the *National Register of Historic Places (NRHP).* The CRAS was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the Chapter 267, Florida Statutes (F.S.). All work was carried out in

conformity with Part 2, Chapter 12 ("Archaeological and Historical Resources") of the FDOT's *Project Development and Environment Manual* (revised January 1999), and the standards contained in the *Cultural Resource Management Standards and Operational Manual* (FDHR 2002).

The initial historical/architectural and archaeological field surveys were conducted by Janus Research and Archaeological Consultants, Inc. (ACI), respectively, between May and July 2006. Background research, including a review of the Florida Master Site File (FMSF) and the *NRHP*, indicated four previously recorded archaeological sites (8LA532, 8SE80, 8SE1723, and 8SE1775) and one historic resource (8OR7946) within the Wekiva Parkway PD&E Study APE. The archaeological field survey found no evidence of the previously recorded archaeological sites. One new site (8LA3353) and one archaeological occurrence were identified and evaluated. Neither was considered potentially eligible for listing in the *NRHP*. The historic resources survey resulted in the identification of the one previously recorded historic resource (8OR7946) and 14 newly recorded historic resources (8OR6197, 8OR6198, 8OR6232, 8SE1953, 8SE1955, 8SE2191-2193, 8LA3409-3414). Of the total 15 identified historic resources, two were considered potentially eligible for listing in the *NRHP* on an individual basis, the Paul Bock House (8OR7946), and 43 Rainey Road (8OR6232). The remaining thirteen historic resources were considered ineligible for listing in the *NRHP*.

Following review of the April 2007 CRAS Report, the SHPO concluded that of the previously and newly recorded archaeological sites and historic resources within the project APE, two historic resources are potentially eligible for listing in the *NRHP*: 8OR7946 (Paul Bock House) and 8OR6232 (43 Rainey Road). The SHPO concurred that 11 resources are ineligible for the *NRHP*, including 8OR6197, 8SE1953, 8SE1955, 8SE2191-2193, and 8LA3409-3414. Additional information was requested for four resources, including 8LA3414 (Seaboard Coast Line Railway), 8OR6198 (2424 Boch Road), 6229 Plymouth-Sorrento Road, and the gravestone of Anthony Frazier. Of the latter two resources, the SHPO requested follow-up consultation when the property at 6229 Plymouth-Sorrento Road becomes accessible for survey, as well as preparation of a FMSF form for the Frazier gravestone.

The requested additional information was submitted to the SHPO in September 2007. As a result, the SHPO concurred that both the historic residence at 2424 Boch Road (8OR6198) and the Frazier gravestone (8OR9251) are ineligible for listing in the *NRHP*. The Seaboard Coast Line Railway (8LA3414) was assessed as potentially eligible, and the historic property at 6229 Plymouth-Sorrento Road was noted as still in need of evaluation.

After extensive assessment of the various viable alternatives, a Preferred Alternative was identified; this alignment and 91 associated proposed pond sites were surveyed by Janus Research and ACI in October and November 2007. One recently added floodplain compensation pond (FP43-CP1), located in the Neighborhood Lakes area, was not field surveyed. This pond has a low potential for archaeological site occurrence and as absence of associated historic resources. Survey of the previously inaccessible historic

property at 6229 Plymouth-Sorrento Road was conducted in February 2008. This Addendum to the April 2007 CRAS contains the methods and results incident to the survey of the preferred alignment and proposed pond sites.

As the result of background research and archaeological field survey, no archaeological sites are located within the preferred alignment. Background research indicated the potential for two previously recorded archaeological sites, 8LA532 and 8SE1723, located within Ponds BW1-E-1 and YL2-S-1-Alt 2, respectively. Field survey yielded negative results. However, one newly discovered lithic scatter type archaeological site, 8LA3585, was discovered within proposed Pond BW1-E-1, approximately 400 m (1300 ft) from 8LA532. Given the common nature of this site, and the low research potential, 8LA3585 was evaluated as not meeting the criteria of eligibility for inclusion in the *NRHP*. Based upon the survey results, no archaeological sites which are listed, determined eligible, or considered potentially eligible for listing in the *NRHP,* are located within the APE for the preferred alternative alignment and proposed pond locations.

The historical/architectural survey resulted in the identification and evaluation of 22 historic resources located within the project APE, including 13 (8LA3410-8LA3414, 8OR6197, 8OR6198, 8OR7946, 8SE2191-8SE2193, 8SE1953, 8SE1955) recorded during the initial CRAS and nine additional resources (8LA3581-8LA3583, 8OR6226-8OR6229, 8OR7943, 8OR9844) recorded as a result of this update for the preferred alternative and proposed pond site locations. The total 22 historic resources include one railway segment, one roadway (SR 46) segment, and 20 residential structures of the Frame Vernacular, Masonry Vernacular, and Mission styles, and which date between ca. 1900 and 1955.

Of the 22 resources within the preferred alternative APE, one resource, the Paul Bock House (8OR7946) located at 2626 Boch Road in Orange County, was determined eligible for listing in the *NRHP* by the SHPO during the initial CRAS. It is considered eligible under Criteria A and C in the areas of Local Exploration/Settlement and Architecture, respectively. This ca. 1900 Frame Vernacular style residence is one of the oldest surviving houses associated with the pioneer settlement of the area and maintains good integrity. In addition, one resource identified during the preferred alignment update, the Strite House (8OR9844) located at 6229 Plymouth-Sorrento Road in Orange County, is considered potentially eligible for inclusion in the *NRHP*. This ca. 1910 vernacular house is considered eligible under Criterion A in the areas of Agriculture and Exploration/Settlement, and under Criterion C in the area of Architecture. The Strite House is one of the oldest remaining buildings in the former Bay Ridge area, and retains a majority of its historic physical integrity.

The 20 remaining historic resources appear ineligible for listing in the *NRHP* at this time. Eleven were determined ineligible by the SHPO as part of the initial CRAS (8LA3410-8LA3413, 8OR6197, 8OR6198, 8SE1953/8LA3584, 8SE1955, 8SE2191-8SE2193). One resource, the former Seaboard Coast Line Railroad Corridor (8LA3414), was considered potentially eligible for listing in the *NRHP* by the SHPO during the initial CRAS; however, after further review of updated information, this resource has now been

determined ineligible for listing in the *NRHP* by the SHPO. Eight of the additional resources recorded as part of this preferred alignment update are considered ineligible following this survey (8LA3581-8LA3583, 8OR7943, 8OR6226-8OR6229). The majority of these resources are buildings that reflect a common design and/or exhibit significant non-historic exterior alterations. In most cases, these modifications obscure the building's original appearance or compromise its historic integrity to the point where the resource no longer conveys its architectural or historical significance. One resource is a roadway that exhibits a common road design and numerous non-historic alterations.

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1.0 INTRODUCTION

1.1 Project Background

In 2004, the Florida Legislature enacted the Wekiva Parkway and Protection Act, Chapter 369, Part III, Florida Statutes (F.S.), in order to address the need for an expressway through the Wekiva River Basin by adopting the recommendations of the Wekiva Basin Area Task Force, the SR 429 Working Group, and the Wekiva River Basin Coordinating Committee. The legislation was the culmination of more than 20 years of discussions and various actions taken to complete the Western Beltway around metropolitan Orlando while protecting the fragile Wekiva River Basin and springshed. At the bill signing ceremony the Governor of Florida stated "This legislation represents unprecedented collaboration among diverse interests to safeguard the springs of the Wekiva and make Central Florida a better place to live and work. The parkway strikes a delicate balance between environmental protection and economic growth, providing relief for motorists and protection for Florida's land and waters."

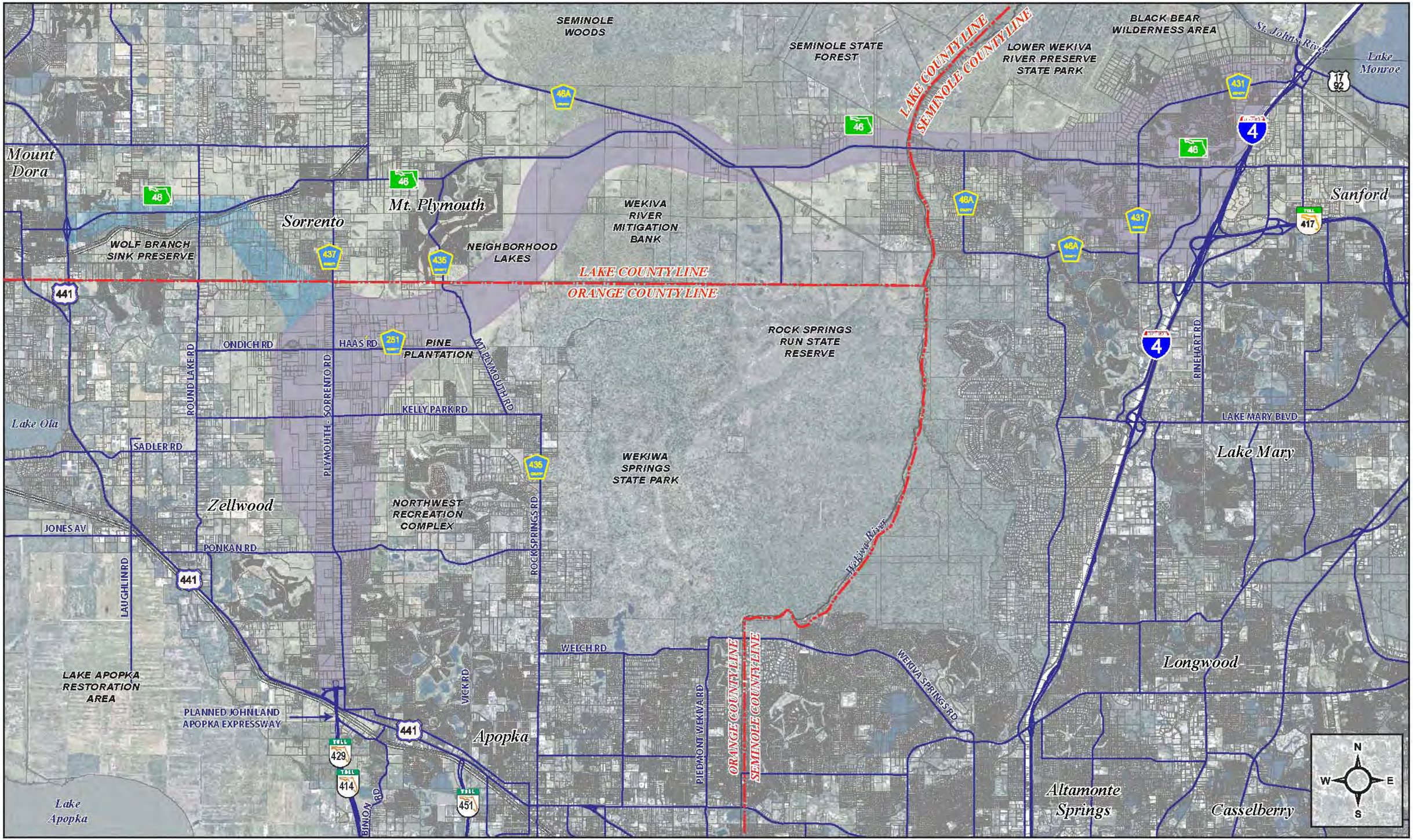
The proposed Wekiva Parkway (SR 429) is one component of a comprehensive plan developed through Executive Orders, subsequent task force and committee findings of diverse stakeholders, and the resultant legislation. The strategic priorities address growth management and a sustainable environment, including master stormwater management, water supply protection, land use strategies, and land acquisition for conservation. The stakeholder's findings and the subsequent legislation recognize the importance of the Wekiva Parkway since it would complete the Western Beltway (SR 429) around the Orlando metropolitan area and provide a safe, high capacity east-west travel facility between Lake County and Seminole County. A partial realignment of SR 46 in Lake County is integrated with the Wekiva Parkway project. The study area developed through the stakeholder's findings, and subsequently recommended in the legislation, is depicted in **Exhibit 1-1**.

1.2 Project Purpose and Need

The purpose of and need for the project were originally documented in the October, 1989 state-level EIS prepared by FDOT for the Northwest Beltway Study, Part B. In November 2002, FDOT again documented the purpose of and need for the northwest portion of the Western Beltway (SR 429) in a presentation to the Wekiva Basin Area Task Force. The updated purpose and need for the project is summarized below:

- **Complete the Western Beltway (SR 429) around metropolitan Orlando**

The Wekiva Parkway will complete the Western Beltway (SR 429) from Interstate 4 (I-4) in Osceola County to I-4 in Seminole County. SR 429 currently terminates at US 441 in Apopka. The Wekiva Parkway will provide a system to system connection for regional mobility between the Eastern Beltway (SR 417), the Western Beltway (SR 429), and I-4.



LEGEND

- Wekiva Parkway Study Area
- SR 46 Realignment Study Area

Exhibit 1-1
Project Study Area

WEKIVA PARKWAY
Project Development and Environment Study

The Wekiva Parkway is designated as a planned addition to Florida's Strategic Intermodal System (SIS). Florida's SIS is an integrated transportation network consisting of statewide and regionally significant transportation facilities, services, modes of transportation and linkages. The SIS was established to focus limited state resources on transportation facilities that are critical to Florida's economy and quality of life.

The regional transportation network in the metropolitan Orlando area currently consists of I-4 (SR 400), Florida's Turnpike, SR 408 (East-West Expressway), SR 528 (Beachline Expressway), SR 417 (Eastern Beltway), and completed portions of the Western Beltway (SR 429), all of which are heavily traveled SIS facilities. The Regional Transportation Network with the current and future heavily congested SIS corridors, based on 2008 Traffic Data by the FDOT Transportation Statistics Office, is shown in **Exhibit 1-2**. Heavy congestion in urban areas is considered bumper to bumper or stop and go traffic movement during peak periods (Level of Service (LOS) "E "or worse). For rural areas, passenger and truck traffic is so heavy during peak periods that changing lanes is very difficult (LOS "D" or worse). The future system includes all cost feasible improvements through 2035. All SIS facilities in the metropolitan Orlando area will be heavily congested by 2035, with the exception of portions of SR 429 (Western Beltway). The segments of SR 429 that are not projected to be heavily congested by 2035 include the recently constructed segment between I-4 in Osceola County and Florida's Turnpike in Orange County and the planned Wekiva Parkway.

Completion of the Western Beltway will allow regional traffic to bypass the most heavily congested segment of I-4 (from south of the Osceola/Orange County line to south of the Seminole/Volusia County line) which travels through the City of Orlando and is the main thoroughfare providing access to Walt Disney World, Sea World, Universal Studios, and other area attractions. In addition to providing relief to regional motorists, the completed Western Beltway will ease congestion on local roadways and provide a needed expressway connection between northwest Orange, eastern Lake, and western Seminole Counties.

- **Provide a higher capacity east-west travel facility in east Lake County and west Seminole County**

Most of the existing roadways within the study area consist primarily of local and collector roads. SR 46 is the only east-west connection between Lake County and Seminole County within the study area. SR 46 is a two-lane rural roadway which was constructed prior to current design standards. The majority of SR 46 through Lake and Seminole Counties consists of two 12-foot travel lanes with varying shoulder widths.
A safer, higher capacity east-west travel facility is needed. Many roads in the study area are currently operating at conditions below LOS "C". However, for SR 46 in east Lake County and west Seminole County, the existing LOS is "F", with annual average daily traffic of 23,700.

These LOS conditions, especially for SR 46, are projected to worsen significantly under the No-Build scenario. Growth in residential population and employment opportunities

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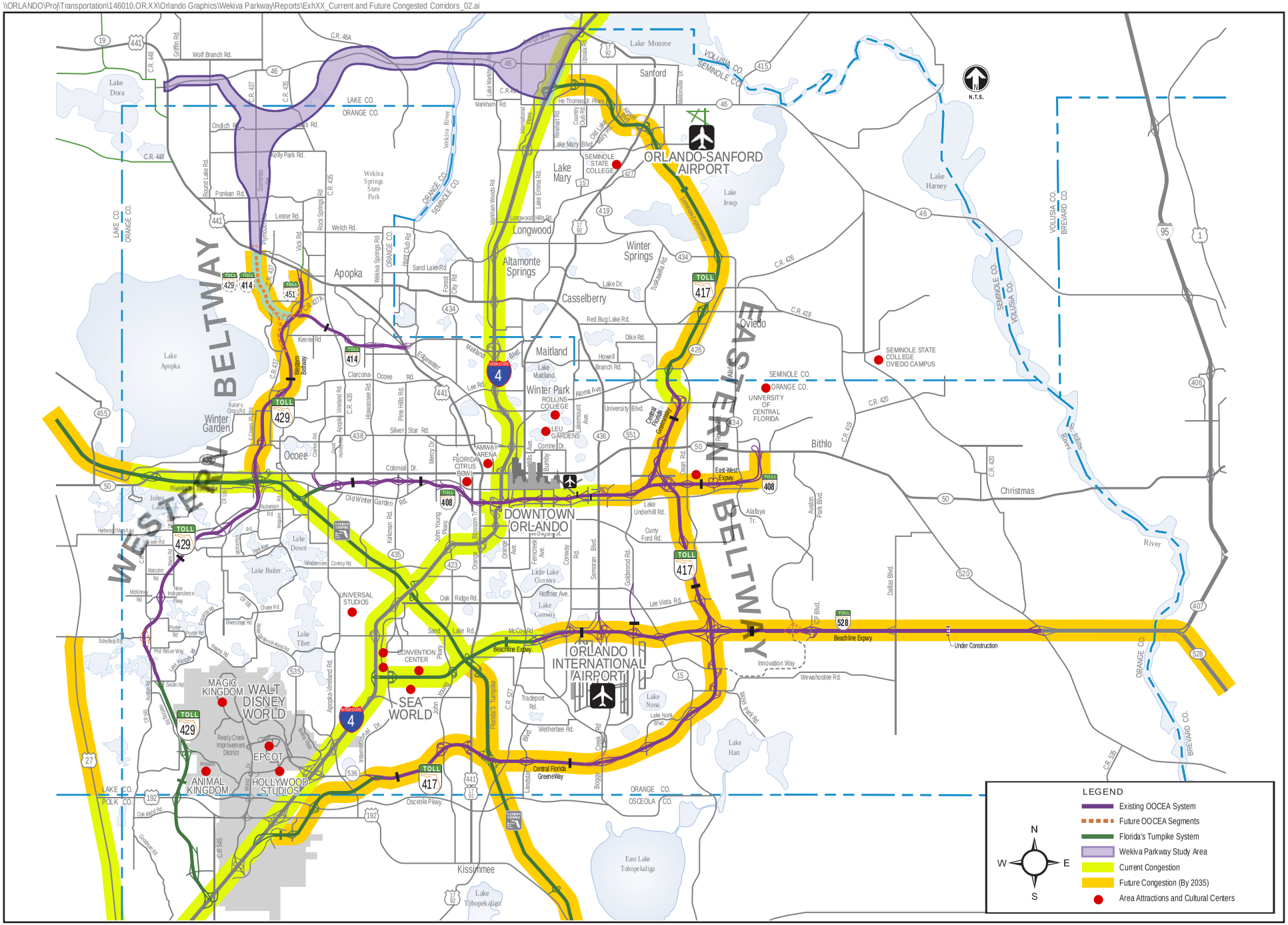


Exhibit 1-2
Regional Transportation Network with Heavily Congested SIS Facilities

has contributed to an increasing travel demand in northwest Orange County, northern Lake County, and western Seminole County. Population and employment projections indicate that travel demand will continue to increase in the area for the foreseeable future. In the 2032 design year for the proposed project, the projected No-Build condition for SR 46 in east Lake County and west Seminole County is a further deteriorated LOS "F", with annual average daily traffic of 37,440. That would be a 58% increase in traffic on a facility that is currently operating at LOS "F".

The proposed project is a needed link between urbanized areas. Modes of transportation within the Wekiva Parkway study area are generally limited to personal vehicles and vehicles for hire. There are currently no public bus service routes within the study area. Much of the study area traverses rural residential and conservation lands; however, the corridor connects the urbanized areas of Apopka in Orange County, Mount Dora in Lake County, and Sanford in Seminole County. The proposed Wekiva Parkway project would meet increased travel demand from population growth in an environmentally sensitive and compatible manner.

- **Improve safety to reduce vehicle crash fatalities**

Many of the study area roadways are two-lane roads that do not meet the current design standards for safety and capacity. That is a major contributing factor in the high crash and fatality rates, especially for SR 46 through Lake and Seminole Counties. According to FDOT Crash Data Reports from 2000 to 2004, there were 27 fatalities resulting from vehicle crashes on the 18.5 mile segment of SR 46 from US 441 near Mount Dora in Lake County to I-4 near Sanford in Seminole County. FDOT data indicates that in 2004 alone there were 10 fatalities and 117 injuries resulting from 95 vehicle crashes on that section of SR 46.

Public awareness of this safety issue has been raised through media attention, such as an *Orlando Sentinel* article on September 28, 2005 which described SR 46 in Lake County as "Central Florida's Deadliest Road". The *Sentinel* stated that, according to their analysis of regional crash data from FDOT and the Florida Highway Patrol, on a per mile basis the section of SR 46 through Lake County is the most dangerous roadway in Central Florida, and the section of SR 46 through Seminole County was described as the region's second most dangerous roadway. While such media reports are not the basis for decision-making, they have heightened public interest in the need for a safer travel facility in east Lake County and west Seminole County.

As traffic volumes grow on these unimproved local roadways, it is reasonable to expect that a similar increase in traffic incidents would continue to occur. The proposed Wekiva Parkway and the widened and realigned sections of SR 46 would be designed and constructed in accordance with all current standards and would be available to those regional motorists desiring to bypass local traffic. A modern facility, coupled with the opportunity for segregation of trip types, would help to reduce the potential for traffic incidents and fatalities when compared to existing conditions.

- **Develop a transportation facility that minimizes impacts to the Wekiva Basin Area resources and that specifically improves wildlife habitat connectivity between conservation lands and reduces vehicle-wildlife conflicts**

The recognition of the importance of the Wekiva River basin, its habitat, wildlife, conservation and recreation values, the associated spring systems, and the connection to the Ocala National Forest elevates the protection of this resource to a primary component of the purpose and need for the Wekiva Parkway. There are numerous publicly held conservation and recreation lands within or in close proximity to the study area, including Rock Springs at Kelly Park, Wekiwa Springs State Park, Rock Springs Run State Reserve, Seminole State Forest, and Lower Wekiva River Preserve State Park. Vast areas of floodplains and wetlands, including the Wekiva Swamp south of SR 46 and the Seminole Swamp north of SR 46, are located west of the Wekiva River. The natural environment includes the Wekiva River Basin ecosystem, springshed, and an expansive wildlife habitat area that connects to the Ocala National Forest.

An additional safety concern in the study area is vehicle-wildlife conflict. Since much of the study area consists of sparsely populated rural residential areas and large tracts of state conservation land, there have historically been many conflicts between vehicles and wildlife on roadways, particularly SR 46 in east Lake County. Over the past 20 years, more than 50 Florida Black Bears, a state-listed threatened species, have been killed by collisions with vehicles on a six mile segment of SR 46 adjacent to the state conservation lands. From 1994 to 2005 on that same section of SR 46, 23 bears were killed by vehicles. Both the proposed Wekiva Parkway and a parallel service road in Lake County East incorporate three long wildlife bridges to enhance wildlife habitat connectivity between state conservation lands, which would greatly reduce the number of vehicle-wildlife conflicts.

1.3 Project Description

In early 2005, the Expressway Authority and FDOT began the Wekiva Parkway (SR 429)/ SR 46 Realignment PD&E Study under joint management. The study addresses the following proposed project components:

- **The Wekiva Parkway**, a four-lane divided (expandable to six-lane divided) limited access toll facility, which would begin in Orange County at the planned terminus of the John Land Apopka Expressway at US 441 just west of CR 437 and extend to the north/northeast into Lake County, turning east and crossing the Wekiva River into Seminole County and terminating at I-4. The approximate length of the Wekiva Parkway is 20.94 miles, with 8.16 miles in Orange County, 7.37 miles in Lake County and 5.41 miles in Seminole County.
- **SR 46 Reconstruction and Realignment,** which would begin at the SR 46/US 441 interchange in Lake County and extend along the existing SR 46 corridor to the east, then turning southeast on a new alignment and entering Orange County with a systems interchange connection at the Wekiva Parkway. It is expected that the SR 46 improvements would provide six-lane divided controlled access along the existing alignment from US 441 to east of Round Lake Road, while the remaining alignment

to the southeast is expected to be limited access. The approximate length of the SR 46 Reconstruction and Realignment is 4.79 miles, with 4.01 miles in Lake County and 0.78 mile in Orange County.

- **CR 46A Realignment**, a two-lane rural (expandable to four-lane rural) roadway, which would begin on existing CR 46A in east Lake County and extend to the south on a new alignment and tie into existing SR 46 with an access connection to the Wekiva Parkway. The approximate length of the CR 46A realignment is 2.72 miles.
- **Wekiva Parkway Access Improvements** would be required between the realignment of CR 46A in Lake County and Orange Boulevard in Seminole County to allow access to the private property along existing SR 46. A two-lane, non-tolled service road would be parallel to the Wekiva Parkway from north of the Wekiva Parkway interchange near Neighborhood Lakes to just east of the Wekiva River in Seminole County. Two-lane, one-way non-tolled frontage roads would be parallel to the Wekiva Parkway from east of the Wekiva River to Orange Boulevard in Seminole County. Those service and frontage roads would provide access to properties while also providing a non-tolled alternative for local trips.

1.4 Analysis of Alignment Alternatives

The following sections provide a brief summary of the process whereby the alignment alternatives for the proposed Wekiva Parkway (SR 429)/SR 46 Realignment project were developed and analyzed.

1.4.1 Initial Alternatives

Before the PD&E Study team developed initial alignment concepts in Orange, Lake, and Seminole Counties, a comprehensive data collection effort was undertaken within and adjacent to the study area. Controlled aerial photography of the corridor was used for base mapping. Along with property parcel lines/numbers, street names, geographic features and other identifiers, the data collected on such items as the locations of community facilities, public lands, known or potential historic sites, wetlands, floodplains, wildlife habitat, potential contamination sites, and others were put on the base map. Avoidance or minimization of impact to these facilities and sensitive areas, as well as homes and businesses, to the greatest extent possible was the primary focus in the development of the alignment alternatives. The initial alternatives were presented at three Public Workshops held in Orange, Lake, and Seminole Counties in November 2005.

1.4.2 Viable Alternatives

After the first Public Workshops and meetings with local and state governmental agencies and other stakeholders on the initial alternatives, the project team began the process of alternatives evaluation and refinement. The concepts and impact assessments developed in the initial alternatives phase of the study served as the basis for identification of potential viable alternatives. The initial alternatives presented at the Public Workshops in November of 2005 were analyzed and evaluated in greater detail,

their impacts were assessed more thoroughly, and they were scrutinized for negative aspects. This resulted in the elimination or modification of some alternatives and the further evaluation of others as potential viable alternatives. The Viable Alternatives were presented at July/August 2006 Public Workshops held in Orange, Lake, and Seminole Counties. Two documents (*Technical Memorandum – Development and Analysis of Initial Alternatives* and *Technical Memorandum – Identification and Evaluation of Viable Alternatives*) were prepared in December 2006 to provide information on the process that was completed during the initial and viable alternatives phases of the PD&E Study.

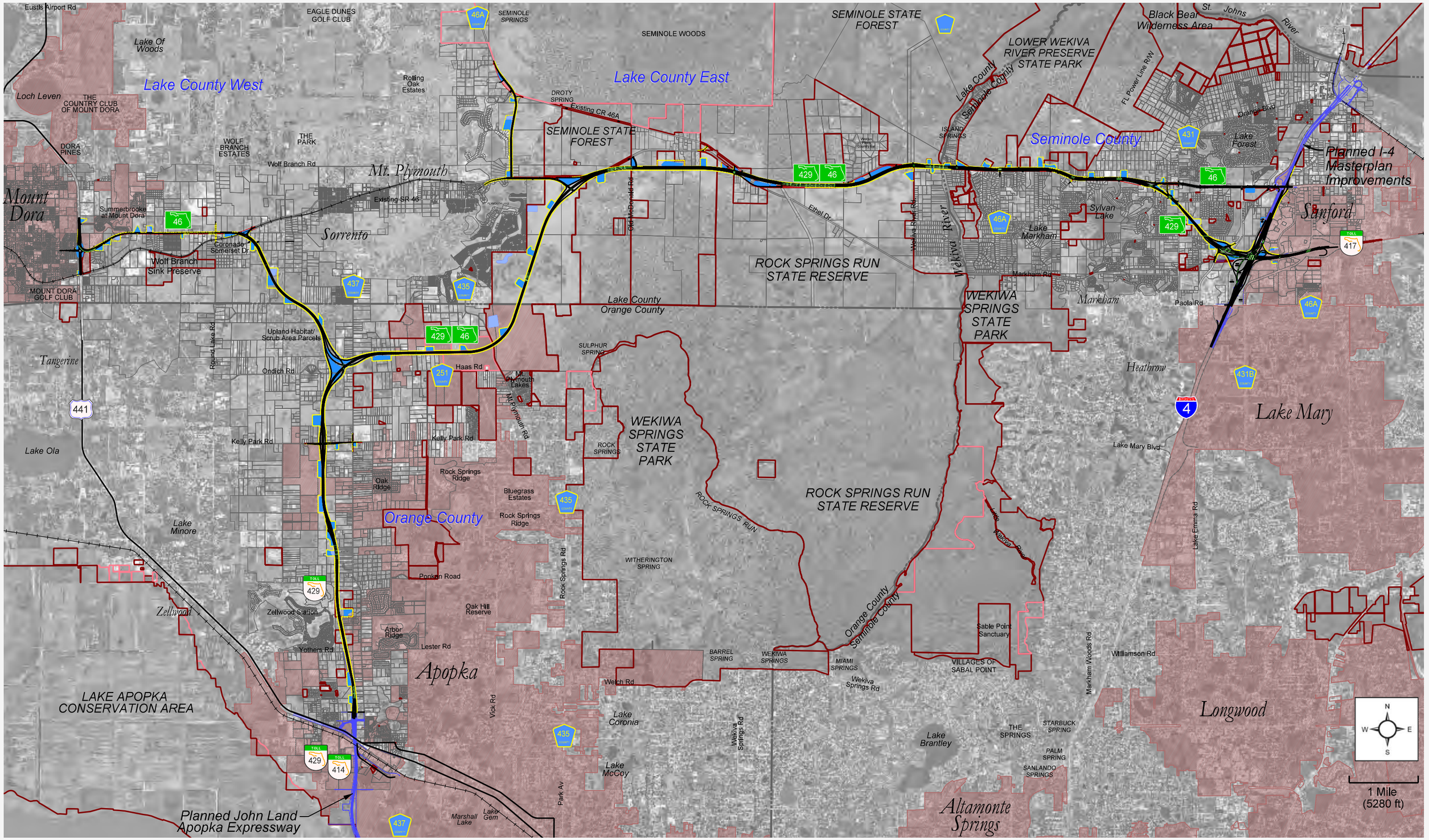
1.4.3 Recommended Preferred Alternative

Based upon comparative assessment of the results of the engineering/environmental analysis and the evaluation of impacts/costs, and after extensive coordination with multiple stakeholders, the Preferred Alternative was identified by the Expressway Authority and FDOT in April 2007. Subsequent coordination with state and local agencies, homeowners associations, and other stakeholders resulted in some refinements to that alternative.

Following the identification of the Preferred Alternative for the overall project, extensive discussions on funding options reached a crucial decision point in early 2009. Due to declining transportation dollars available to FDOT, it was determined that the preliminary estimated cost of the project ($1.8 billion) would not be financially feasible to fund without tolls on the Wekiva Parkway in Lake and Seminole Counties. In response to residents in the east Lake County area who expressed concerns over paying a toll for a local trip, FDOT and the Expressway Authority analyzed options to provide a non-tolled alternative for local trips. After several meetings during mid to late 2009 with area residents, local government officials, the Florida Department of Environmental Protection, and representatives of the environmental stakeholder community, a two-lane, two-way service road concept parallel to the Wekiva Parkway was developed. To minimize impacts, the service road is proposed to be within the previously identified Wekiva Parkway right-of-way. The service road would extend from just north of the Wekiva Parkway interchange near Neighborhood Lakes to just east of the Wekiva River in Seminole County; that concept was presented at a Public Workshop in Lake County on December 17, 2009. Public comments resulting from the workshop were reviewed and incorporated into the preliminary design of the service road and the Wekiva Parkway mainline.

The overall recommended Preferred Alternative, depicted in **Exhibit 1-3**, will be presented at three Public Hearings to be held in Orange, Lake, and Seminole Counties. Coordination with federal, state, and local agencies, the project advisory group, the environmental advisory committee, the public and other stakeholders has been ongoing and will continue throughout the PD&E Study.

Early in the alternatives analysis phase of the PD&E Study, the project study area was divided into four general sub-areas, as described below, to aid in the analysis and understanding of the project segments:



LEGEND

- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING PARCEL LINE
- PROPOSED BRIDGE
- PROPOSED STORMWATER POND
- PROPOSED STORMWATER POND
- PUBLIC LAND
- POTENTIAL PUBLIC LAND ACQUISITION
- MUNICIPAL BOUNDARY

Exhibit 1-3
Overall Layout of Preferred Alternative

WEKIVA PARKWAY
Project Development and Environment Study

- Orange County from the planned John Land Apopka Expressway/US 441 interchange north to the Lake County line;
- Lake County from US 441 to the Orange County line (referred to as Lake County West);
- Lake County from the Orange County line to the Seminole County line (referred to as Lake County East); and
- Seminole County from the Lake County line to I-4.

A final Cultural Resource Assessment Report (February, 2007) was prepared for the recommended Preferred Alternative that was identified prior to 2009. This updated final Addendum to the Cultural Resource Assessment Study (May, 2010) includes the necessary revisions to text and exhibits that resulted from incorporation of the non-tolled service road in Lake County East. The current recommended Preferred Alternative is described below for each of the four general project sub-areas.

Orange County (see **Exhibit 1-4**)

- Wekiva Parkway
  - Kelly Park Road Interchange Alternative
  - Orange County Alternative 1 (east of Plymouth Sorrento Road)
  - Systems Interchange Alternative 1
- SR 46 Realignment
  - Lake County West Alternative 1 (northwest to Lake County line)

Lake County West (see **Exhibit 1-5)**

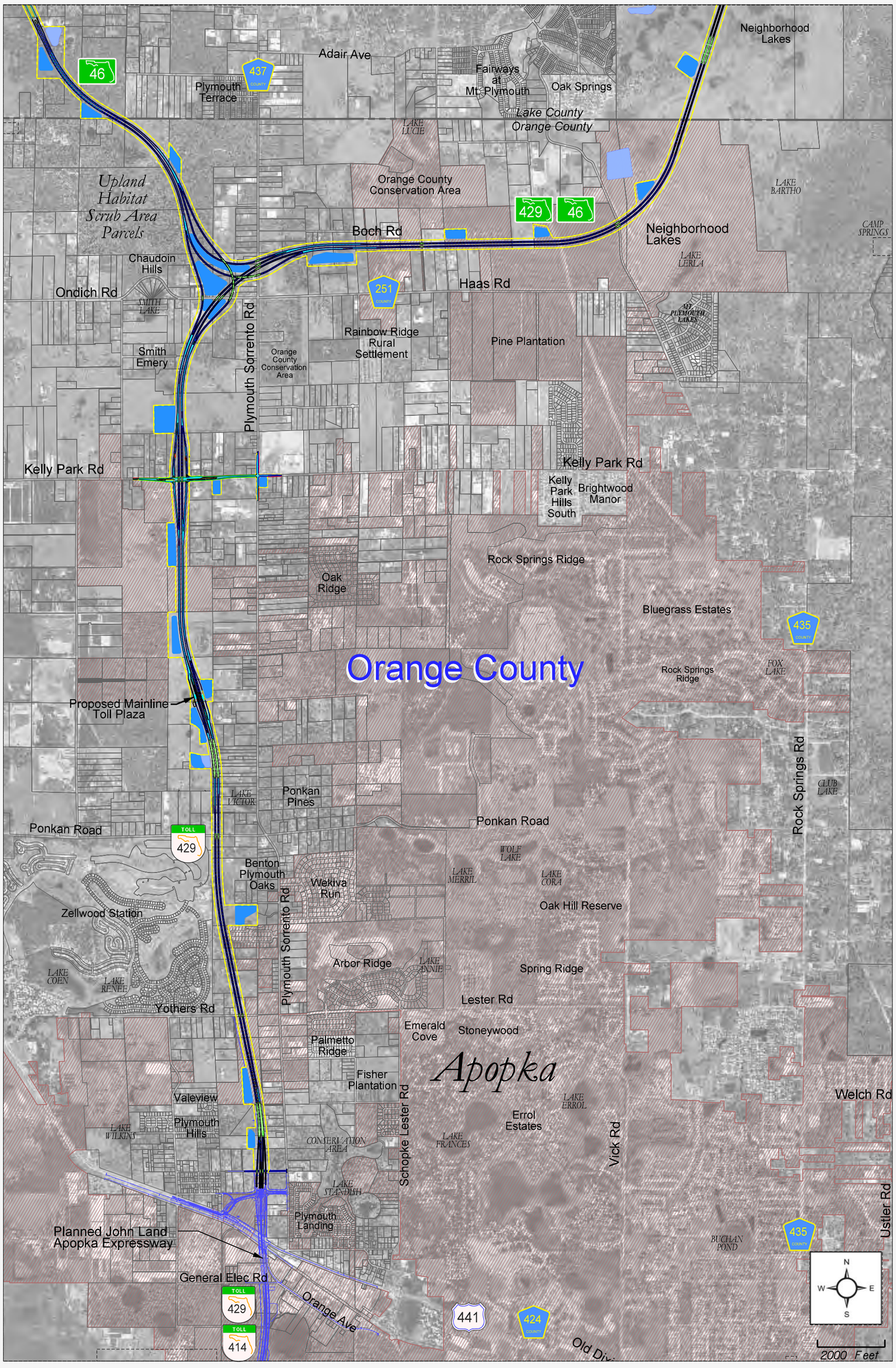
- SR 46 Reconstruction and Realignment
  - US 441/SR 46 Interchange Modification Alternative 2
  - SR 46 North Widening Alternative from US 441 to east of Round Lake Road
  - Lake County West Alternative 1 (southeast to Orange County line)

Lake County East (see **Exhibit 1-6**)

- Wekiva Parkway
  - Neighborhood Lakes Alignment Alternative 1
  - South (Red) Alignment Alternative 2, revised to incorporate the two-way, non-tolled service road within the Wekiva Parkway 300-foot limited-access right-of-way.
- CR 46A Realignment
  - Alternative 1A, with SR 46 widening to the south

Seminole County (see **Exhibit 1-7**)

- Wekiva Parkway



LEGEND

- Stormwater Ponds
- Floodplain Compensation Ponds
- Municipal Boundaries
- Proposed Bridge
- Preferred Alternative R/W
- Existing R/W
- Existing Parcel Line

Exhibit 1-4
Orange County Preferred Alternative

WEKIVA PARKWAY
Project Development and Environment Study

Wolf Branch Rd

Wolf Branch

441

ORANGE LAKE ESTATES

Theopolus Inc

Summerset Farms

Round Lake Rd

Lake Amos

Mount Dora

Renninger's Antiques

Wolf Creek Ridge

Sunrise Hill

Lake County West

Round Lake Elem School

Summerbrooke at Mount Dora

Sand Lake

Round Lake Christian Church

46

Lake Franklin

Veranda Apartments

Wiggins Bros Well Drilling

Sunset Valley Lake

Hacienda Hill

Top of the Hill

CSX RR

Coronado Somerset Dr

Swan Rd

Southernaire Mobile Home Park

Sunset Pond

CSX RR

Wolf Branch Sink Preserve

Cobble Hill Village

Mount Dora Water Treatment Plant

Dorset of Mount Dora

Overlook at Mount Dora

Robie Terrace

Laurel Springs Good Samaritan Care Community

MOUNT DORA GOLF CLUB

Lake County
Orange County

N
W
E
S

1000 Feet

LEGEND

- Stormwater Ponds
- Floodplain Compensation Ponds
- Municipal Boundaries
- Proposed Bridge
- Preferred Alternative R/W
- Existing R/W
- Existing Parcel Line

Exhibit 1-5
Lake County West Preferred Alternative

WEKIVA PARKWAY
Project Development and Environment Study

Lake County East

SEMINOLE STATE FOREST

Seminole Woods

46A

Arundel Wy

DROTY SPRINGS

Existing CR 46A

Heathrow Country Estates

BEAR POND

Hojin St

SEMINOLE STATE FOREST

Begin Two-Way Non-Tolled Service Road

Wildlife Crossing No. 1

Mt. Plymouth

MT. PLYMOUTH LAKE

Old McDonald Rd

Wekiva Parkway

Two-Way Non-Tolled Service Road

Wildlife Crossing No. 2

429

46

Wekiva Pines Country Estates

Wekiva River

End Two-Way Non-Tolled Service Road Begin One-Way Non-Tolled Frontage Roads

Wekiva River Oaks

Estates at Wekiva Park

Wekiva River Rd.

Ethel Dr

Wekiva River Mitigation Bank, LLC

Mt. Plymouth Golf Club

Neighborhood Lakes

Fairways at Mt. Plymouth

Oak Springs

Lake County
Orange County

Lake County
Orange County

ROCK SPRINGS RUN STATE RESERVE

LAKE BARTHO

Wekiva River

N

W

E

S

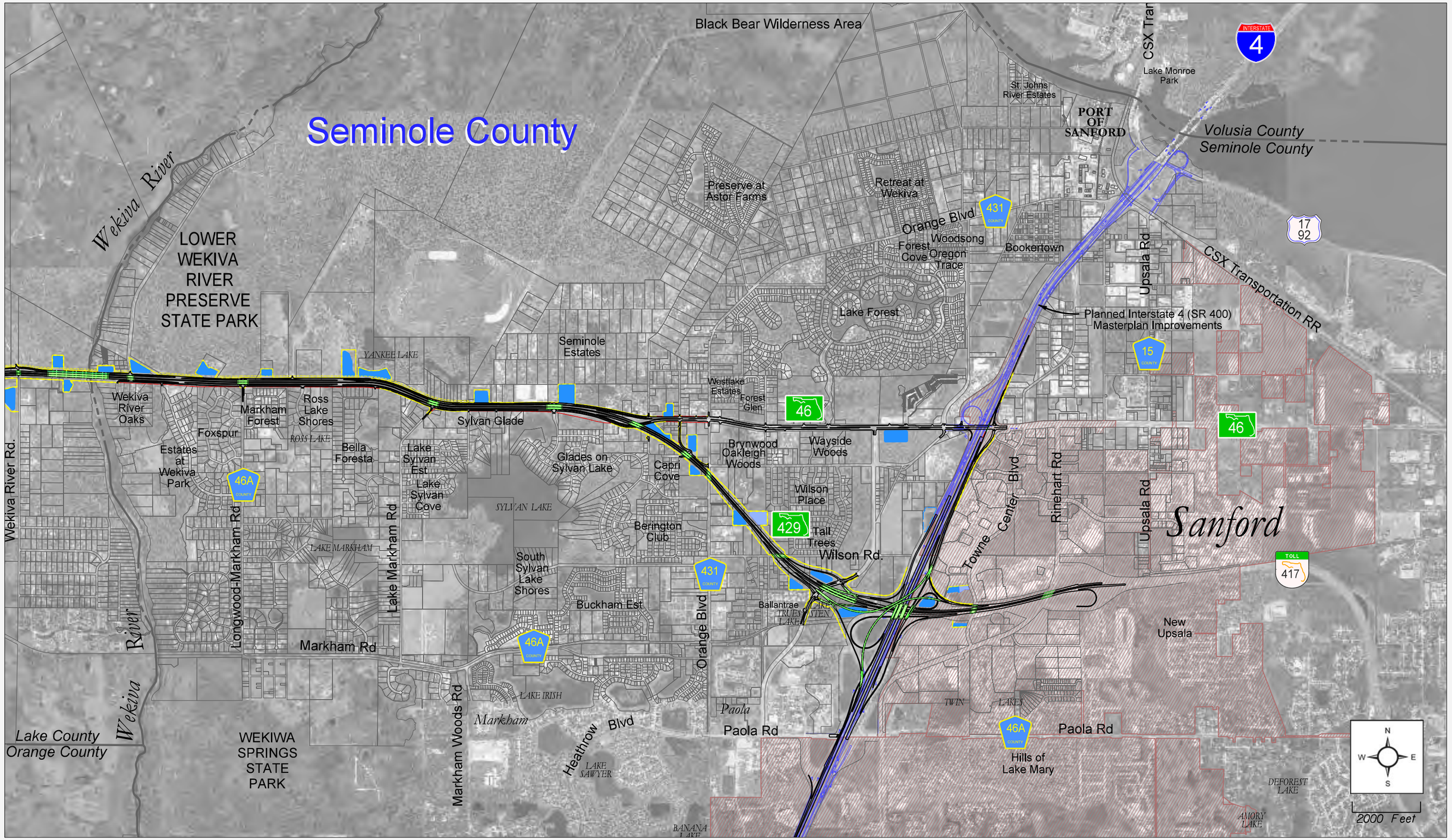
2000 Feet

LEGEND

- Stormwater Ponds
- Floodplain Compensation Ponds
- Municipal Boundaries
- Proposed Bridge
- Preferred Alternative R/W
- Existing R/W
- Existing Parcel Lines

Exhibit 1-6
Lake County East Preferred Alternative

WEKIVA PARKWAY
Project Development and Environment Study



LEGEND

- Stormwater Ponds
- Floodplain Compensation Ponds
- Municipal Boundaries
- Proposed Bridge
- Preferred Alternative R/W
- Existing R/W
- Existing Parcel Lines

Exhibit 1-7
Seminole County Preferred Alternative

WEKIVA PARKWAY
Project Development and Environment Study

  - North Widening Alternative from Wekiva River east to near Orange Avenue
  - SR 417/I-4 Interchange Modification Alternative B
- SR 46 Reconstruction
  - Widen to Six Lanes from Wekiva Parkway to the SR 46/I-4 Interchange

1.5 Purpose of the Cultural Resource Assessment Report

In support of the Wekiva Parkway/SR 46 Realignment PD&E Study, cultural resources, including archaeological sites and historic resources, were investigated within the project study area. The purpose of the cultural resource assessment survey (CRAS) is to locate, identify and bound any precontact and historic period archaeological sites and historic resources located within the project Area of Potential Effect (APE), and to assess their significance in terms of eligibility for listing in the *National Register of Historic Places (NRHP)* according to the criteria set forth in 36 CFR Section 60.4. The historical/ architectural and archaeological field surveys of all viable alternative alignments were conducted between May and July 2006; the preferred alignment and proposed pond sites were surveyed in October and November 2007. One recently added floodplain compensation pond (FP43-CP1), located in the Neighborhood Lakes area, was not field surveyed. This pond has a low potential for archaeological site occurrence and as absence of associated historic resources. Survey of the previously inaccessible historic property at 6229 Plymouth-Sorrento Road was conducted in February 2008. Field surveys were preceded by background research. Such work served to provide an informed set of expectations concerning the kinds of cultural resources which might be anticipated to occur within the project's APE, as well as a basis for evaluating any new sites discovered. The project study corridor wherein this investigation was conducted, as established by the *Wekiva Parkway and Protection Act*, is shown in the previously referenced Exhibit 1-1.

For the archaeological survey, the APE was defined as land within the preferred alternative alignment as well as each proposed pond site. For the historical/architectural survey, project plans showing the alignment of the preferred alternative alignment and pond locations on aerial photography were utilized when determining the APE. The APE determination considered the rural character of the project corridor and types of effects that may be encountered due to a project of this nature. Previous cultural resource assessment studies have shown that the potential visual effects are often the most far-reaching of effects. The APE for historic resources survey in the Wekiva Parkway Corridor was set at 300 feet from the project right-of-way. The APE also includes the preferred pond site locations and parcels immediately adjacent to the pond locations. An APE of this size considered any potential direct or indirect effects that could occur as part of the project improvements (see Figures 4.1-4.9).

This CRAS was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in Chapter 267, *Florida Statutes* (*F.S.*). All work was carried out in conformity with Part 2,

Chapter 12 ("Archaeological and Historical Resources") of the FDOT's *Project Development and Environment Manual* (revised January 1999), and the standards contained in the *Cultural Resource Management Standards and Operational Manual* (FDHR 2002). All necessary permits were obtained prior to archaeological survey of state-owned lands (Appendix B).

A CRAS Report and supporting documentation, including Florida Master Site File (FMSF) forms and a Request for a Determination of Eligibility (DOE) were submitted to the SHPO by the FDOT and the Expressway Authority in April 2007 (Callahan 2007; Appendix A). Following review (DHR Project File Number: 2007-5191), the SHPO concluded that of the one previously recorded historic resource (8OR7946), 14 new historic resources (8OR6197-6198, 8OR6232, 8SE1953, 8SE1955, 8SE2191-2193, and 8LA3409-3414), plus one new archaeological site (8LA3353), two historic resources are potentially eligible for listing in the *NRHP*: 8OR7946 (Paul Bock House) and 8OR6232 (43 Rainey Road). The SHPO concurred that 11 resources are ineligible for the *NRHP*, including 8OR6197, 8SE1953, 8SE1955, 8SE2191-2193, and 8LA3409-3414. Additional information was requested for four resources, including 8LA3414 (former Seaboard Coast Line Railroad Corridor), 8OR6198 (2424 Boch Road), 6229 Plymouth-Sorrento Road, and the gravestone of Anthony Frazier. Of the latter two resources, the SHPO requested follow-up consultation when the property at 6229 Plymouth-Sorrento Road becomes accessible for survey, as well as preparation of a FMSF form for the Frazier gravestone (Gaske 2007a; Appendix A).

The requested additional information for 8LA3414, 8OR6198, and the Frazier gravestone (8OR9251) was submitted to the SHPO in September 2007. In a letter dated October 10, 2007 (Gaske 2007b; Appendix A), the SHPO concurred that both the historic residence at 2424 Boch Road (8OR6198) and the Frazier gravestone (8OR9251) are ineligible for listing in the *NRHP*. The former Seaboard Coast Line Railroad Corridor (8LA3414) was assessed as potentially eligible, and the historic property at 6229 Plymouth-Sorrento Road was noted as still in need of evaluation.

The purpose of this Addendum to the CRAS is to present the methods and results of the archaeological and historical/architectural surveys for the preferred alternative and proposed pond sites conducted for this PD&E Study. The reader is referred to the April 2007 CRAS Report for detailed treatments of the environmental setting (Chapter 2), the cultural/historical contexts (Chapters 3 and 4), research considerations and methods (Chapter 5), and survey results for the viable alternative alignments, including descriptions of the previously and newly recorded archaeological sites (Chapter 6) and historic resources (Chapter 7). This original document also contains FMSF forms, a DOE for the Paul Bock House (8OR7946), and figures showing the locations of shovel tests within the viable alternative alignments, as well as the locations of archaeological sites and historic resources within the project APE. The Addendum contains survey results and supporting documentation for all archaeological sites and historic resources associated with the preferred alternative alignment and proposed pond sites not covered in the initial survey that fall within the preferred alternative APE. FMSF forms are only provided for

resources newly recorded during this update, or that have changed in status since the initial CRAS.

2.0 RESEARCH CONSIDERATIONS AND METHODS

2.1 Background Research and Literature Review

A comprehensive review of archaeological and historical literature, records and other documents and data pertaining to the project APE (all viable alternative alignments) was originally conducted in July 2006. The results of this review are discussed in Chapter 5 of the April 2007 CRAS Report. The GIS data review was updated in October 2007 for the preferred alignment and proposed pond sites. In addition, the results of the CRAS for the viable alternative alignments was reviewed in order to ascertain the known cultural resources associated with the preferred alignment and proposed pond sites, and their temporal/cultural affiliations, site location information, and other relevant data.

The updated search of the FMSF at the Florida Division of Historical Resources (FDHR) in Tallahassee revealed that four archaeological sites are located within or adjacent to the Wekiva Parkway preferred alignment (see Figure 6.1 in 2007 CRAS Report). These sites include two single artifact sites (8LA532 and 8SE80) and two historic period artifact scatters (8SE1723 and 8SE1775). 8LA532 was recorded during the cultural resource assessment survey of a bear crossing facility along SR 46 (Browning 1992); 8SE80 was identified and evaluated during the investigations for the Sanford 201 facilities (Dickinson and Wayne 1985); 8SE1723 was recorded a Florida Natural Gas transmission line survey (Labadia et al. 2000); and 8SE1775 was recorded during a survey of the Wekiva River Parcel for Stoneybrook Joint Venture (Carr et al. 2001). No evidence of these sites was discovered within the initial Wekiva Parkway project APE, as detailed in Chapter 6 of the 2007 CRAS Report. FMSF locational data suggest that 8SE1723 may be associated with Pond YL2-S-1-Alt 2, and 8LA532 may extend into proposed Pond BW1-E-1.

On the basis of regional site location information, precontact period sites within the preferred alignment and proposed ponds were predicted to be located on the better-drained lands along or proximate to the margins of the local rivers, creeks, lakes, and other wetlands. Those areas proximate to water that have somewhat poorly to excessively drained soils were considered to have a high or moderate potential for site occurrence as compared to the poorly drained soils proximate to water. Those areas of excessively drained soils greater than 300 m (984 ft) from a water source, as well as all areas characterized by very poorly drained soil regardless of distance to water (unless occurring on the elevated banks of the river), were considered to have low probability for site occurrence.

Based upon the results of the previous archaeological survey of the viable alternatives, as well as other surveys in the vicinity, an understanding of the known patterns of aboriginal settlement in the general region, and a review of USDA soil survey and USGS quadrangle maps, each of the proposed pond sites was evaluated for its archaeological site potential. All ponds were assigned to one of three site potential categories: high, moderate and low. Given the largely negative results of the 2006 archaeological field

survey, most of the proposed pond sites were generally considered to have a low archaeological site location potential.

2.2 Field Methodology

Archaeological Field Survey: Since all portions of the preferred alignment having a high or moderate potential for archaeological site location, plus a sample of the low probability zones, were thoroughly surveyed during the 2006 fieldwork, no additional archaeological field survey was conducted along the preferred alignment. Systematic subsurface testing focused on the proposed ponds considered to have a high or moderate site potential, and a sample of those with a low site location potential. Field survey efforts included an initial reconnaissance of all proposed pond sites followed by systematic and judgmental subsurface testing. Such testing was consistent with the methods used in the previous survey, as described in Section 5.2 (page 5-9) of the April 2007 CRAS Report.

For the original survey of the viable alternative alignments, permits were obtained prior to the beginning of field survey within state-owned lands. These included an Archaeological Research Permit (No. 0607.04) from the Bureau of Archaeological Research (BAR) for survey within the Rock Springs Run State Reserve, a Research/Collecting Permit (No. 07210613) from the Florida Department of Environmental Protection (DEP), Division of Recreation and Parks for Rock Springs Run State Reserve, and State Forest Use Permit No. 14546 for access into the Seminole State Forest. Requests for new or updated permits were made prior to the archaeological field survey of proposed ponds located within state-owned lands (see Appendix B).

Historical/architectural field survey methods for the preferred alignment and ponds were consistent with those used during the prior investigation, as described in Section 5.2 (page 5-9) of the April 2007 CRAS Report.

2.3 Laboratory Methods and Curation

A description of laboratory methods and curation is contained in Section 5.3 (page 5-10) of the April 2007 CRAS Report.

2.4 Unexpected Discoveries

If human burial sites such as Indian mounds, lost historic and precontact cemeteries, or other unmarked burials or associated artifacts were found, then the provisions and guidelines set forth in Chapter 872.05, F.S. (Florida's Unmarked Burial Law) were to be followed. However, it was not anticipated that such sites would be found during this survey.

3.0 ARCHAEOLOGICAL SURVEY RESULTS

3.1 Overview

Although background research indicated the presence of four previously recorded archaeological sites, 8LA532, 8SE80, 8SE1723, and 8SE1775, within the Wekiva Parkway project APE, initial survey of all viable alternatives, including the preferred alternative alignment, yielded negative results. In addition, 8LA3353, newly recorded during the initial Wekiva Parkway survey, is not located within the preferred alternative APE. Preliminary analysis of the 91 proposed pond locations indicated that two previously recorded archaeological sites, 8LA532 and 8SE1723, might be associated with proposed pond sites BW1-E-1 and YL2-S-1-Alt 2, respectively. As the result of archaeological field survey, one small lithic scatter type site, 8LA3585, was identified within proposed Pond BW1-E-1. It is located approximately 400 m (1300 ft) west/southwest of previously recorded 8LA532, and may be temporally/culturally related. 8LA3585, as contained within the project APE, is not considered eligible for listing in the *NRHP* given the mundane nature of the artifact assemblage and low research value. No evidence of 8SE1723 was found within the project APE. One floodplain compensation pond, FP43-CP1, was added after completion of field survey. Based upon the results of the original survey, as well as the current effort, FP43-CP1 was considered to have a low archaeological site location potential. Thus, no archaeological sites which are listed, determined eligible, or considered potentially eligible for listing in the *NRHP* are associated with the preferred alignment or proposed ponds.

3.2 Preferred Alternative Alignment

Since the initial survey of all the viable alternatives contained all portions of the preferred alternative alignment, no additional archaeological field survey was conducted. Of the total 1027 shovel tests excavated within the viable alternatives, 728 were placed within the preferred alternative. All shovel test locations are depicted in Figures 6.3 through 6.16 (pages 6-4 through 6-17) in the April 2007 CRAS Report. As a result of archaeological survey of all viable alternatives, including the preferred alternative, no evidence of the four previously recorded sites 8LA532, 8SE80, 8SE1723, and 8SE1775, was discovered. The one newly identified site, 8LA3353, is not located within the preferred alternative alignment. Thus, no archaeological sites which are listed, determined eligible, or considered potentially eligible for listing in the *NRHP* are located within the preferred alternative.

3.3 Proposed Pond Sites

The 91 proposed pond site locations (Table 3.1; Figures 4.1-4.9) identified for the Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study were subjected to a preliminary analysis and reconnaissance survey, followed by systematic survey with

Table 3.1. Summary of archaeological survey for proposed pond locations.

Pond	Recorded Sites	*Site Potential	Results of Previous Viable Alternatives Survey	Results of 2007 Ponds Survey
ORANGE COUNTY				
LA1a-0-1		M	2 STs within pond; negative results	3 STs; negative results
LA1Bb-0-1		L	Under development	None; housing development
RS1-0-1		L	Wet	3 STs; negative results; poorly drained
FP1-CP1		L	1 ST within pond; negative results	2 STs; negative results
RS2a-0-1		L	None	3 STs; negative results
RS2b-0-1		M	4 STs within pond; negative results	5 STs; negative results
RS2b-0-2		L	5 STs within pond; negative results	3 STs; negative results
RS3-0-1		L	4 STs within pond; negative results	3 STs; negative results
RS4-0-1		L	None	5 STs; negative results; horse farm
RS-KPa-0-1		L	None	1 ST; negative results
RS-KPb-0-1		L	None	1 ST; negative results
RS5-0-1		L	None	6 STs; negative results
S11-0-1		L	Developed land	2 STs; negative results
S11-0-2		L	Partially developed	None; existing pond
S12-0-1		L	None	3 STs; negative results
S13-0-1		L	3 STs within pond; negative results	None; access denied by property owner
NL1-0-1		L	None	None; access denied by property owner
BP4d-W-1		M	2 STs within pond; negative results	6 STs; negative results
NL2a-0-1		L	2 STs within pond; negative results	4 STs; negative results; pine tree farm
NL2b-0-1		L	2 STs within pond; negative results	5 STs; negative results; pine tree farm
NL3a-0-1		M	2 STs within pond; negative results	6 STs; negative results
FP11-CP1		M	Near source of fresh water. No previous work.	10 STs; negative results
LAKE COUNTY WEST				
BP4c-W-1	AO	M	12 STs within and near pond; AO found	7 STs; negative results
WB441-3-W-1		L	None	2 STs; negative results
WB441-1-W-2		L	None	None; disturbed interchange
WB441-1-W-3		L	None	None; disturbed interchange
WB441-1-W-1		L	None	None; disturbed interchange
WB441-1-W-4		L	None	1 ST; negative results; disturbed interchange
WB441-2-W-1		M	None	5 STs; negative results
WB1-W-1		L	Wet	None; freshwater marsh

Pond	Recorded Sites	*Site Potential	Results of Previous Viable Alternatives Survey	Results of 2007 Ponds Survey
WB-1-W-2		L	Wet	2 STs; negative results; wet
FP9-CP2		L	Wet	None; disturbed
WB2a-W-1		L	2 STs in vicinity; negative results	3 STs; negative results
FP9-CP1		M	2 STs within pond; negative results	2 STs; negative results
WB2b-W-1		M	2 STs in vicinity; negative results	2 STs; negative results
BP1-W-1		L	2 STs within pond; negative results	1 ST; negative results
BP2-W-1		L	4 STs within pond; negative results	3 STs; negative results
BP3-W-1		L	5 STs within pond; negative results	1 ST; negative results
BP4a-W-1		L	2 STs within and adjacent to pond; negative results	2 STs; negative results
FP7-CP1		M	5 STs within pond; negative results.	6 STs; negative results
BP4b-W-1		M	6 STs within pond; negative results	10 STs; negative results
LAKE COUNTY EAST				
NL3b-E-1		M	3 STs within pond; negative results	5 STs; negative results
FP13-CP1		M	Near source of fresh water. No previous work.	5 STs; negative results
NL4-E-1		L	2 STs within pond; negative results	5 STs; negative results
RS6-E-1		L	4 STs within pond; negative results	5 STs; negative results
BP5-E-1		L	5 STs within pond; negative results. Near Bear Lake	3 STs; negative results
RS7b-E-2		L	None	6 STs; negative results
RS7a-E-1		L	4 STs within pond; negative results	4 STs; negative results
BP6-E-1		M	2 STs near pond; negative results. Near Bear Lake	8 STs; negative results
FP44-CP1		M	2 STs near pond; negative results	4 STs; negative results
BP7-E-1		L	3 STs near pond; negative results	3 STs; negative results
SC1-E-1		L	3 STs near pond; negative results	1 ST; negative results
RS8-E-1		L	4 STs within pond; negative results	7 STs; negative results
RS9-E-1		L		6 STs; negative results
RS9-E-2		L	3 STs within pond; negative results	2 STs; negative results
RS9-E-3		L	1 ST within pond; negative results	3 STs; negative results; between existing roads
BW1-E-1	8LA532 is proximate	H	None	25 STs; one positive; new site 8LA3585 recorded.
BW1-E-2		L	11 STs within pond; negative results	0 STs; sufficient testing from previous work
BW2-E-1		L	5 STs within pond; negative results	0 STs; sufficient testing from previous work
BW2-E-2		L	7 STs within pond; negative results	3 STs; negative results
BW2-E-3		L	2 STs near pond; negative results	0 STs; sufficient testing from previous work

Pond	Recorded Sites	*Site Potential	Results of Previous Viable Alternatives Survey	Results of 2007 Ponds Survey
BW2-E-4		L	6 STs within pond; negative results	0 STs; sufficient testing from previous work
WR1-E-1		L	4 STs near pond; negative results	0 STs; sufficient testing from previous work
WR1-E-2		L	5 STs within pond; negative results	0 STs; sufficient testing from previous work
WR1-E-3		L	1 ST within pond; negative results	4 STs; negative results
WR1-E-4		L	12 STs near pond; negative results	1 ST; negative results
WR1-E-5		L	2 STs within pond; negative results	1 ST; negative results
SEMINOLE COUNTY				
WR2-S-1		L	2 STs near pond; negative results	2 STs; negative results
WR2-S-2		M	3 STs near pond; negative results.	2 STs; negative results
YL1-S-1		L	2 STs within pond; negative results	1 ST; negative results
YL1-S-2		M	None	7 STs; negative results
YL2-S-1-Alt 1		L	6 STs within pond; negative results	5 STs; negative results
YL2-S-1-Alt 2	8SE1723 is within pond	H	2 STs within pond; negative results. Apartment complex.	12 STs; negative results
YL3-S-1		L	None	5 STs; negative results
YL4-S-1		L	2 STs within pond; negative results	5 STs; negative results
YL5-S-1 Alt 1		L	2 STs within pond; negative results	1 ST; negative results
YL5-S-1 Alt 2		L	2 STs near pond; negative results	2 STs; negative results
SJ4-S-1		L	None	1 ST; negative results
SJ5-S-1		L	2 STs within pond; negative results	2 STs; negative results
YL6-S-1		L	3 STs within pond; negative results	4 STs; negative results
SJ6-S-1		L	2 STs within or adjacent to pond; negative results	0 STs; (swamp)
SJ1-S-1		L	1 ST within pond; negative results	1 ST; negative results
SJ1-S-2		L	3 STs within pond; negative results	0 STs; no access
SJ2-S-1		L	4 STs within pond; negative results	1 ST; negative results
SJ2-S-2		L	11 STs within pond; negative results	2 STs; negative results
SJ2-S-3		L	2 STs within pond; negative results	1 ST; negative results
SJ3-S-1		L	Wet	0 STs; wet
RP1-S-1		L	5 STs within pond; negative results	0 STs; sufficient testing from previous work
RP1-S-2		L	Existing pond	0 STs; existing pond
RP1-S-3		L	North of existing pond; very disturbed	0 STs; very disturbed
RP1-S-4		L	Existing pond	2 STSs; negative results

* Archaeological potential: L=low; M=moderate; and H=high; Green shading denotes ponds located on state-owned land.

subsurface testing. The updated FMSF database search, and the results of the initial field survey of all viable alternative alignments, indicated that two previously recorded archaeological sites, 8LA532 and 8SE1723, might be associated with proposed pond sites BW1-E-1 and YL2-S-1-Alt 2, respectively. 8LA532, the Bear Crossing 3 Site, is located on state-owned land in Lake County in the northwest quarter of Section 30 in Township 19 South, Range 29 East (USGS Sanford SW, Fla. 1965, PI 1970). This Middle Archaic period artifact scatter (campsite) was recorded by FDOT archaeologist William Browning in 1992. It was not evaluated by the SHPO. 8SE1723, the Locus BA4-01 Site, is located in Seminole County in the southwest quarter of Section 23 in Township 19 South, Range 29 East (USGS Sanford SW, Fla. 1965, PI 1970). This 20th century artifact scatter, located due south of Yankee Lake, was discovered through systematic subsurface testing during the Florida Gas Transmission Line project (Labadia et al. 2000). It was evaluated by the SHPO as ineligible for listing in the *NRHP*. No evidence of this site was discovered during the initial Wekiva Parkway survey (April 2007 CRAS Report, page 6-18 and 6-19). In addition, one archaeological occurrence (AO), discovered during the initial survey, is coterminous with pond BP4c-W-1 in Lake County. This single artifact find (waste flake) is located in the southwest quarter of Section 36 in Township 19 South, Range 27 East, just north of the Lake/Orange County border (USGS Sorrento, Fla. 1960, PR 1980).

Given the results of the initial survey, and an understanding of the regional distribution of precontact and historic period archaeological sites, each proposed pond site was classified as either high, moderate, or low potential for archaeological site occurrence. As a result of this preliminary screening, the two ponds associated with previously recorded sites were considered to have a high site potential, 17 ponds were classified as moderate potential, and 72 ponds were considered to have a low site location potential. The site potential classifications for all proposed ponds are contained in Table 3.1.

Archaeological field survey entailed the excavation of a total 275 shovel tests within 70 of the 91 proposed ponds, including 14 located within state-owned lands (shaded green in Table 3.1). Twenty-one proposed ponds, all classified as having a low archaeological site location potential, were subjected to surface reconnaissance only, with no subsurface testing. Subsurface testing was not conducted for a variety of reasons, including the sufficiency of prior survey work, denial of access, the presence of standing water, or existing development (Table 3.1). Fifty-nine of the 91 proposed ponds were previously surveyed, at least in part, during the initial Wekiva Parkway survey, all with negative results (Table 3.1), with the exception of the finding of a single AO.

Archaeological survey of the proposed ponds resulted in the discovery of one new site, 8LA3585, within proposed Pond BW1-E-1. This small lithic scatter was evaluated as ineligible for listing in the *NRHP*. It is located approximately 400 m (1300 ft) from previously recorded site 8LA532 (Figure 3.1). No evidence of 8SE1723 was found within the project APE, nor were additional cultural materials recovered within Pond BP4c-W-1 which might be associated with the previously identified AO. A description of newly recorded 8LA3585 follows.

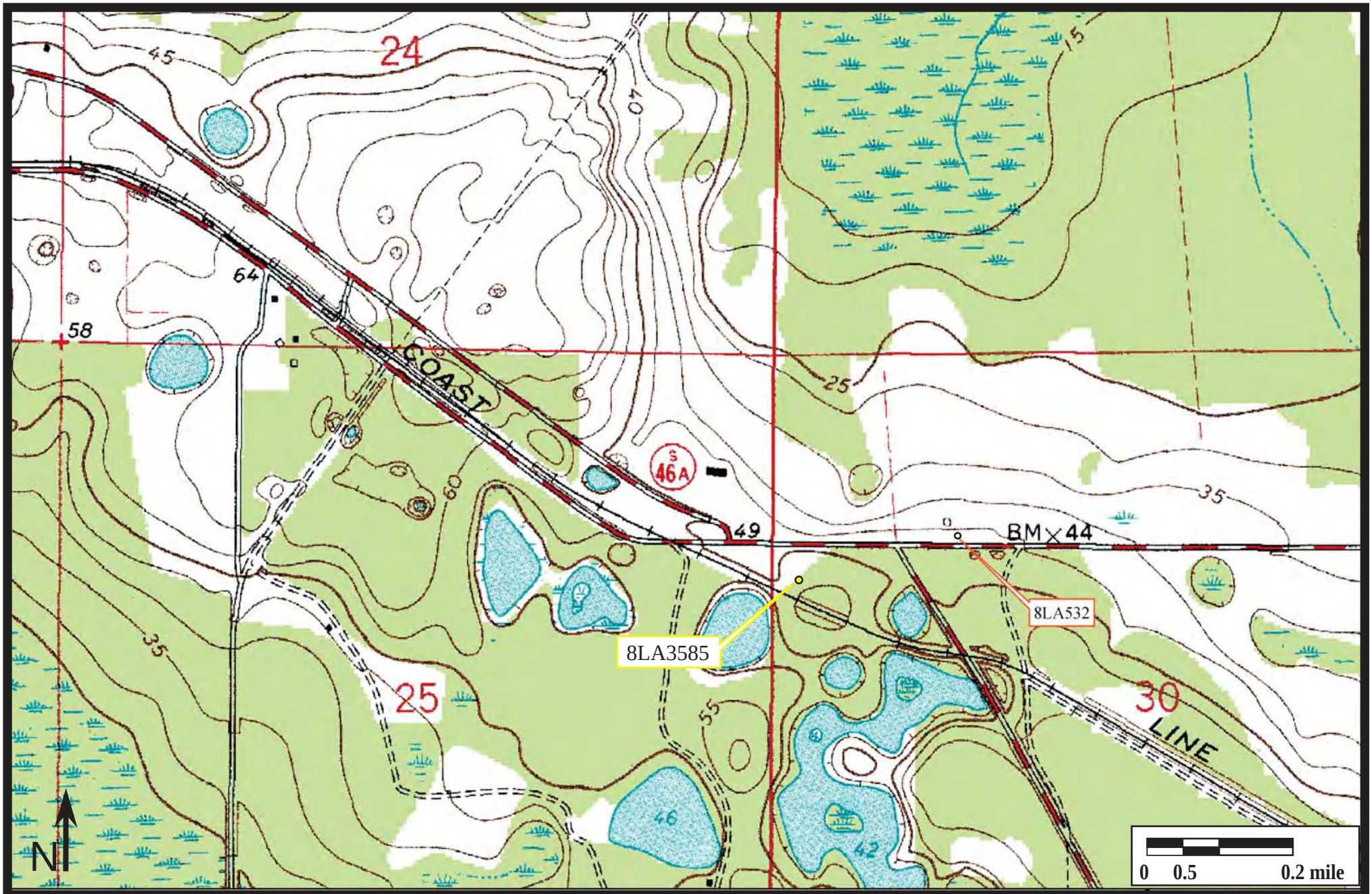


Figure 3.1. Location of newly recorded archaeological site 8LA3585 and previously recorded 8LA532. Township 19 South, Range 28 East, Section 30 (USGS Sanford SW, Fla. 1965, PI 1970).

CRAS
WEKIVA PARKWAY (SR429)/
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PD&E STUDY
Orange, Lake and Seminole Counties

8LA3585, the Rock Springs Run Site, is a lithic scatter located in the northwest quarter of Section 30, Township 19 South, Range 29 East (USGS Sanford SW, Fla. 1965, PI 1970) (Figure 3.1). The site is located within the western part of proposed Pond BW1-E-1 in a wooded area (scrub oak) to the south of SR 46 and north of the historic Atlantic Coast Line railroad bed (Photo 3.1).It is situated on sloping terrain with an elevation of about 15-17 m (50-56 ft) above mean sea level. The local soil type is Tavares sand, a moderately well drained soil of the upland ridges (USDA 1975). General site stratigraphy consists of an upper 30 cm (12 in) of grayish brown sand underlain by light brown sand to a depth of at least 1 m (3.3 ft).

The site was initially discovered as a result of subsurface testing at 25 m (82 ft) intervals, supplemented with limited close interval testing at 12.5 m (41 ft) intervals. Of the total 25 shovel tests excavated within the proposed pond (Figure 3.2), one produced three waste flakes from 30-75 cm (12-30 in) below surface. No subsurface features were observed and surface reconnaissance of the site vicinity yielded negative results. Based on subsurface testing, the Rock Springs Run Site is estimated to extend less than 10 m (33 ft) north/south by 10 m (33 ft) east/west.

Given the temporally non-diagnostic nature of the small artifact assemblage, the period of site use/occupation is unknown. While the location of 8LA3585 provides useful information in terms of prehistoric settlement patterns, the sparse number and common nature of the artifacts, as well as the lack of subsurface features, indicates that with currently available research techniques, the site has a low potential to yield further data. Therefore, the Rock Springs Run Site is not considered potentially eligible for listing in the *NRHP* and no additional investigations are warranted. 8LA3585 is located approximately 400 m (1300 ft) west/southwest of previously recorded site 8LA532.

Photo 3.1. General location of 8LA3585 within proposed Pond BW1-E-1, looking north.

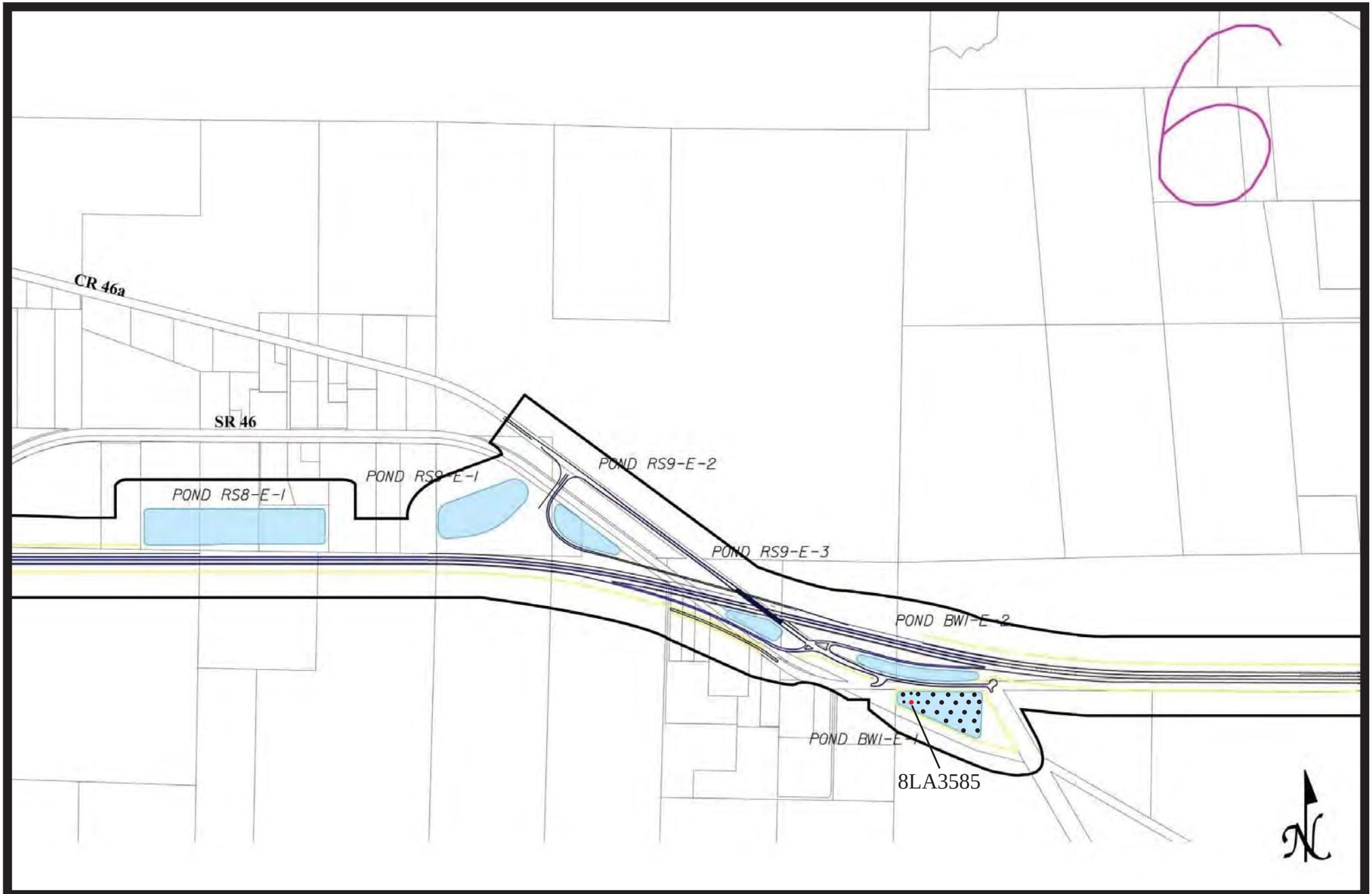

Figure 3.2. Location of shovel tests and newly recorded archaeological site 8LA3585 within proposed Pond BW1-E-1. Township 19 South, Range 28 East, Section 30.

CRAS
WEKIVA PARKWAY (SR429)/
SR 46 REALIGNMENT
PD&E STUDY
Orange, Lake and Seminole Counties

Negative Results: The excavation of 12 shovel tests within proposed Pond YL2-S-1-Alt 2 (Figure 3.3; Photos 3.2 and 3.3) yielded negative results. As a result, there is no evidence for previously recorded site 8SE1723 within the project APE.

Photo 3.2. Looking north towards Yankee Lake from proposed Pond YL2-S-1-Alt 2.

Photo 3.3. General location of 8SE1723 in the vicinity of proposed Pond YL2-S-1-Alt 2.

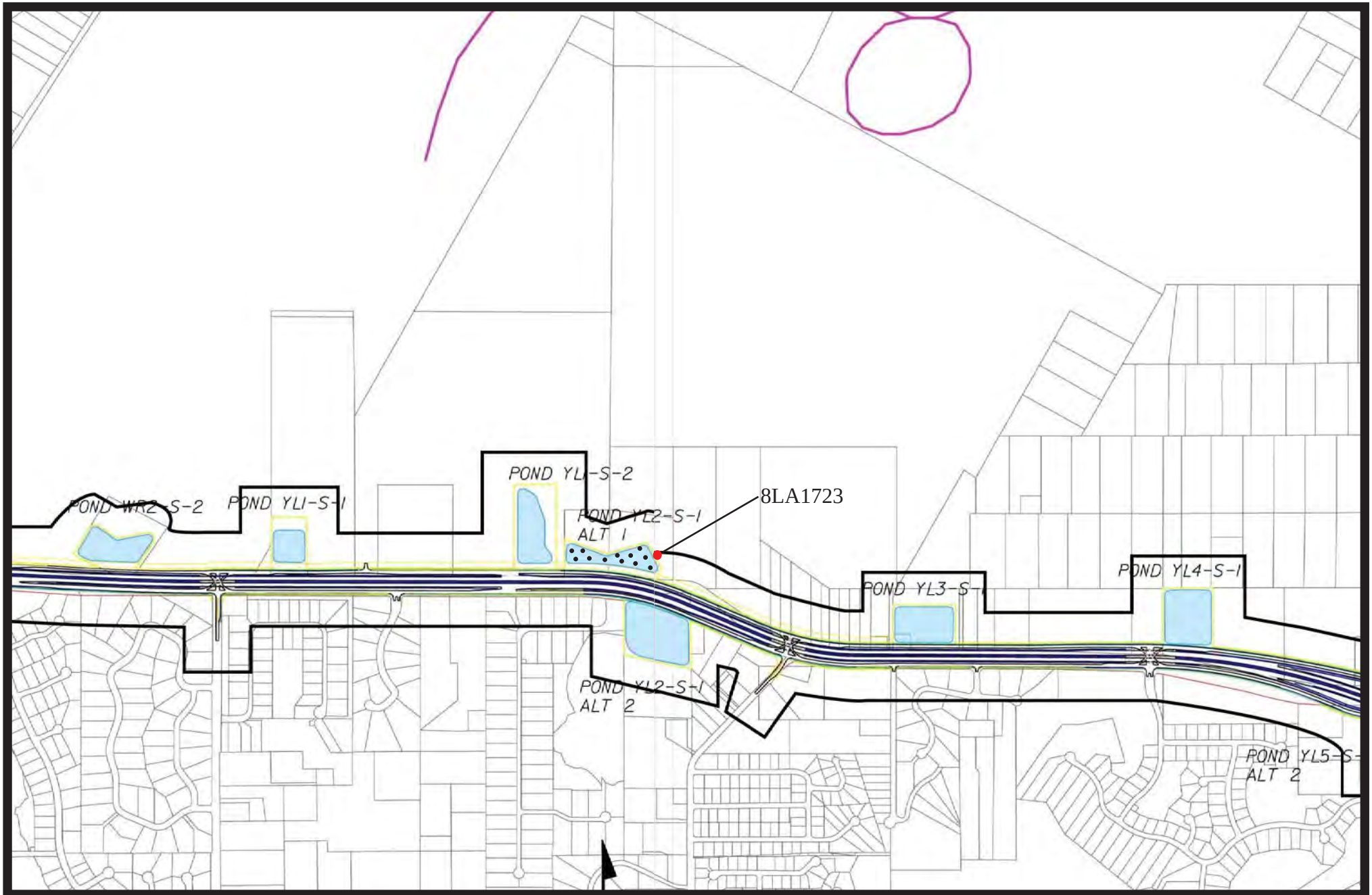

Figure 3.3. Location of shovel tests within proposed Pond YL2-S-1-Alt 1, and approximate location of previously recorded archaeological site 8LA1723. Township 19 South, Range 28 East, Section 30.

CRAS
WEKIVA PARKWAY (SR429)/
SR 46 REALIGNMENT
PD&E STUDY
Orange, Lake and Seminole Counties

In conclusion, on the basis of the survey results, no archaeological sites which are listed, determined eligible, or considered potentially eligible for listing in the *NRHP* are associated with any of the proposed pond sites.

4.0 HISTORICAL/ARCHITECTURAL SURVEY RESULTS

4.1 Overview

The historic resources survey for the Wekiva Parkway preferred alignment resulted in the identification of 22 historic resources located within the project APE. Thirteen of the 22 resources were recorded during the initial *CRAS of the Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study* in April 2007 (8LA3410-8LA3414, 8OR6197, 8OR6198, 8OR7946, 8SE2191-8SE2193, 8SE1953, 8SE1955). This initial survey covered a larger area of multiple viable alternatives that differed slightly from the current preferred alternative. The current historic resources survey is an update to the initial CRAS and documents any resources not covered in the initial survey that now fall within the preferred alternative APE. Nine additional resources were recorded as part of this update (8LA3581-8LA3583, 8OR7943, 8OR6226-8OR6229, 8OR9844).

The entire length of SR 46 from US 41 in Lake County to I-4 in Seminole County was recorded and evaluated in the initial CRAS; however only a Seminole County Site FMSF number (8SE1953) was assigned at that time. As part of this Addendum, a FMSF number was assigned to the Lake County portion of SR 46 (8LA3584). Although there are FMSF numbers assigned for the portions in the different counties, the total count of historic resources remains at 22 resources because SR 46 is considered one resource.

Of the 22 resources within the preferred alternative APE, one was determined eligible for listing in the *NRHP* by the SHPO during the initial CRAS. This resource, the Paul Bock House (8OR7946), is located in Orange County.

One resource identified during the preferred alignment update, the Strite House at 6229 Plymouth-Sorrento Road (8OR9844), is considered potentially eligible for inclusion in the *NRHP* and is located in Orange County. As part of this report, a *NRHP Determination of Eligibility* (DOE) has been prepared and is located in Appendix D. At this, time it appears that no significant historic resources are located in the Seminole or Lake County portions of the APE.

The 20 remaining historic resources appear ineligible for listing in the *NRHP* at this time. Eleven were determined ineligible by the SHPO as part of the initial CRAS (8LA3410-8LA3413, 8OR6197, 8OR6198, 8SE1953/8LA3584, 8SE1955, 8SE2191-8SE2193). One resource, the former Seaboard Coast Line Railroad Corridor (8LA3414), was considered potentially eligible for listing in the *NRHP* by the SHPO during the initial CRAS; however, after further review of updated information, this resource has now been determined ineligible for listing in the *NRHP* by the SHPO (Anderson March 6, 2008; Appendix A). Eight of the additional resources recorded as part of this preferred alignment update are considered ineligible following this survey (8LA3581-8LA3583, 8OR7943, 8OR6226-8OR6229). The majority of these resources are buildings that reflect a common design and/or exhibit significant non-historic exterior alterations. In most cases, these modifications obscure the building's original appearance or compromise its

historic integrity to the point where the resource no longer conveys its architectural or historical significance. One resource is a roadway that exhibits a common road design and numerous non-historic alterations.

This Results section includes tables listing each historic resource identified within the project APE by county (Tables 4.1-4.3); a map with the locations of each historic resource (Figures 4.1-4.9); and a table outlining resources identified within or adjacent to the pond sites in addition to the preferred alternative alignment (Table 4.4).

Narrative descriptions and FMSF forms are only provided for resources newly recorded during this update or that have changed in status since the initial CRAS (8LA3414, 8LA3581-8LA3584, 8OR7943, 8OR6226-8OR6229, 8OR9844). Narratives and FMSF forms for the remaining resources (8LA3410-8LA3413, 8OR6197, 8OR6198, 8OR7946, 8SE1953, 8SE1955, 8SE2191-8SE2193) may be found in the *CRAS of the Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study*, April 2007.

4.2 Preferred Alternative Alignment

Table 4.1. Historic resources identified within the Lake County segment of the project APE.

FMSF NUMBER	SITE NAME/ADDRESS	STYLE	YEAR BUILT	*NRHP* STATUS
8LA3410	2640 SR 46	Frame Vernacular	c.1930	Determined Ineligible by the SHPO
8LA3411	2613 SR 46	Masonry Vernacular	c.1946	Determined Ineligible by the SHPO
8LA3412	28130 SR 46	Frame Vernacular	c.1930	Determined Ineligible by the SHPO
8LA3413	32222 SR 46	Masonry Vernacular	c.1955	Determined Ineligible by the SHPO
8LA3414	Seaboard Coast Line Railroad Corridor	Railroad Corridor	1887	Determined Ineligible by the SHPO
8LA3581	1601 E 1st Avenue	Mission	c.1925	Considered Ineligible
8LA3582	1715 E 1st Avenue	Masonry Vernacular	c.1925	Considered Ineligible
8LA3583	28610 SR 46	Frame Vernacular	c.1925	Considered Ineligible
8LA3584	State Road 46	Roadway	c.1927	Considered Ineligible

Table 4.2. Historic resources identified within the Orange County segment of the project APE.

FMSF NUMBER	SITE NAME/ADDRESS	STYLE	YEAR BUILT	*NRHP* STATUS
8OR6197	3229 Ponkan Road	Frame Vernacular	c.1940	Determined Ineligible by the SHPO
8OR6198	2424 Boch Road	Frame Vernacular	c.1915	Determined Ineligible by the SHPO
8OR6226	3047 Plymouth Oaks Road	Frame Vernacular	c.1955	Considered Ineligible
8OR6227	3590 Kelly Park Road	Frame Vernacular	c.1920	Considered Ineligible
8OR6228	3001 Kelly Park Road	Masonry Vernacular	c.1948	Considered Ineligible
8OR6229	5128 Plymouth-Sorrento Road	Frame Vernacular	c.1945	Considered Ineligible
8OR7943	3135 Kelly Park Road	Frame Vernacular	c.1925	Considered Ineligible
8OR7946	**Paul Bock House/2626 Boch Road**	**Frame Vernacular**	**c.1900**	**Determined Eligible by the SHPO for Listing in the *NRHP* on an Individual Basis**
8OR9844	**Strite House/6229 Plymouth-Sorrento Road**	**Frame Vernacular**	**c. 1919**	**Potentially Eligible for Listing in the *NRHP* on an Individual Basis**

Table 4.3. Historic resources identified within the Seminole County segment of the project APE.

FMSF NUMBER	SITE NAME/ADDRESS	STYLE	YEAR BUILT	*NRHP* STATUS
8SE1953	State Road 46	Roadway	c.1927	Determined Ineligible by the SHPO
8SE1955	6200 SR 46	Frame Vernacular	c.1930	Determined Ineligible by the SHPO
8SE2191	5650 Orange Boulevard	Frame Vernacular	c.1946	Determined Ineligible by the SHPO
8SE2192	6005 Wayside Drive	Frame Vernacular	c.1920	Determined Ineligible by the SHPO
8SE2193	170 S. Orange Avenue	Frame Vernacular	c.1935	Determined Ineligible by the SHPO

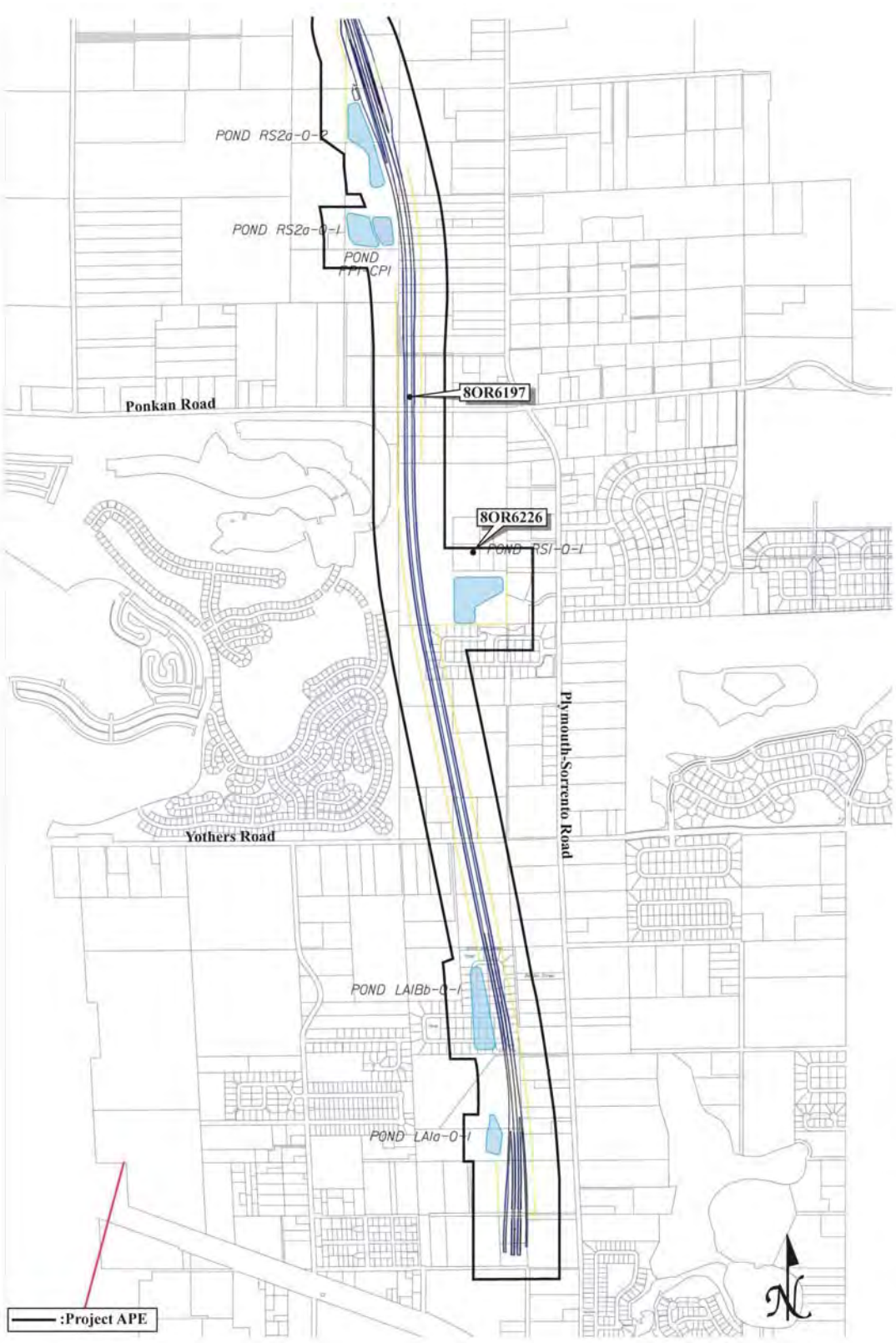

Figure 4.1. Location of identified historic resources within the APE.

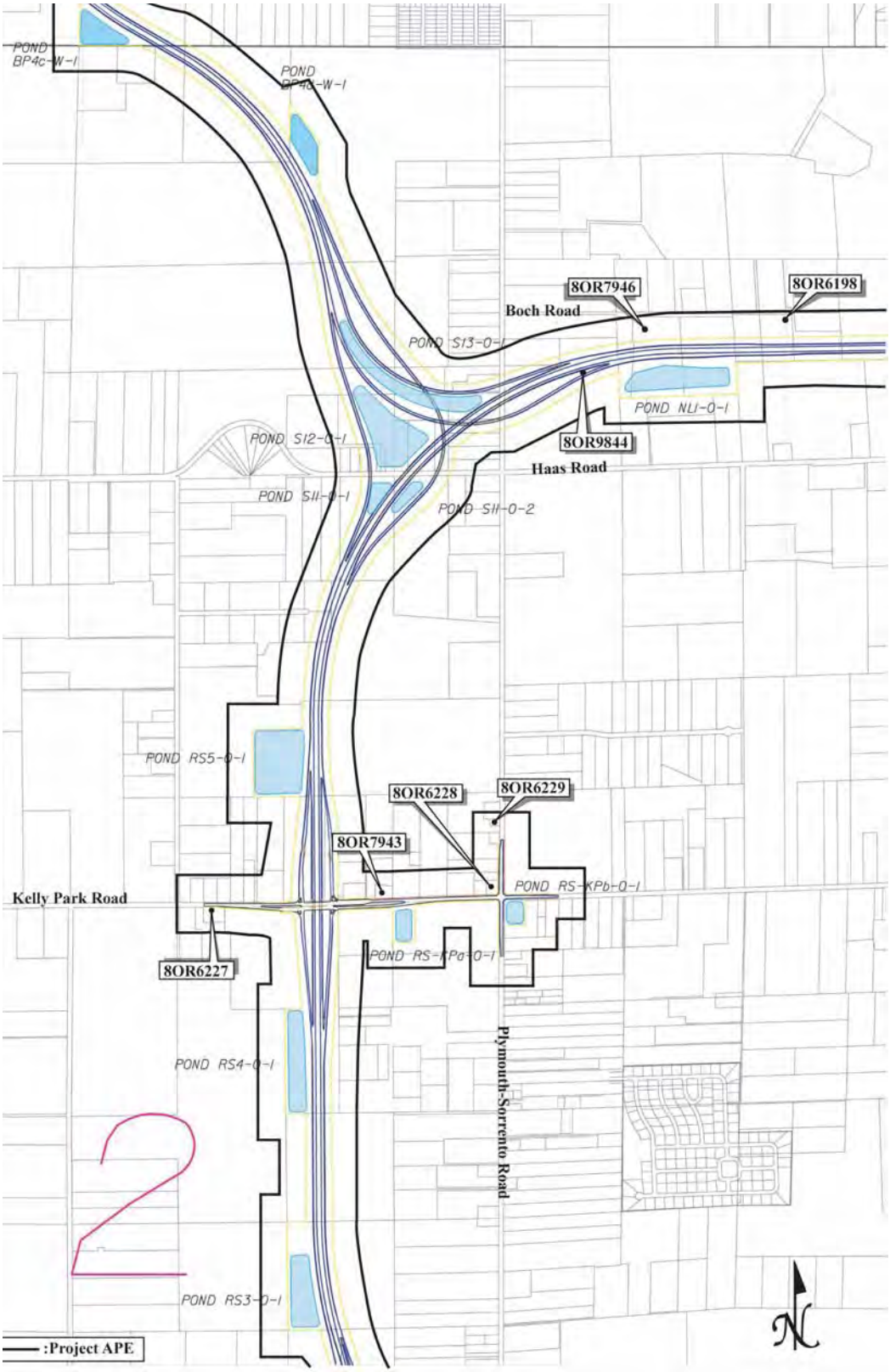

Figure 4.2. Location of identified historic resources within the APE.

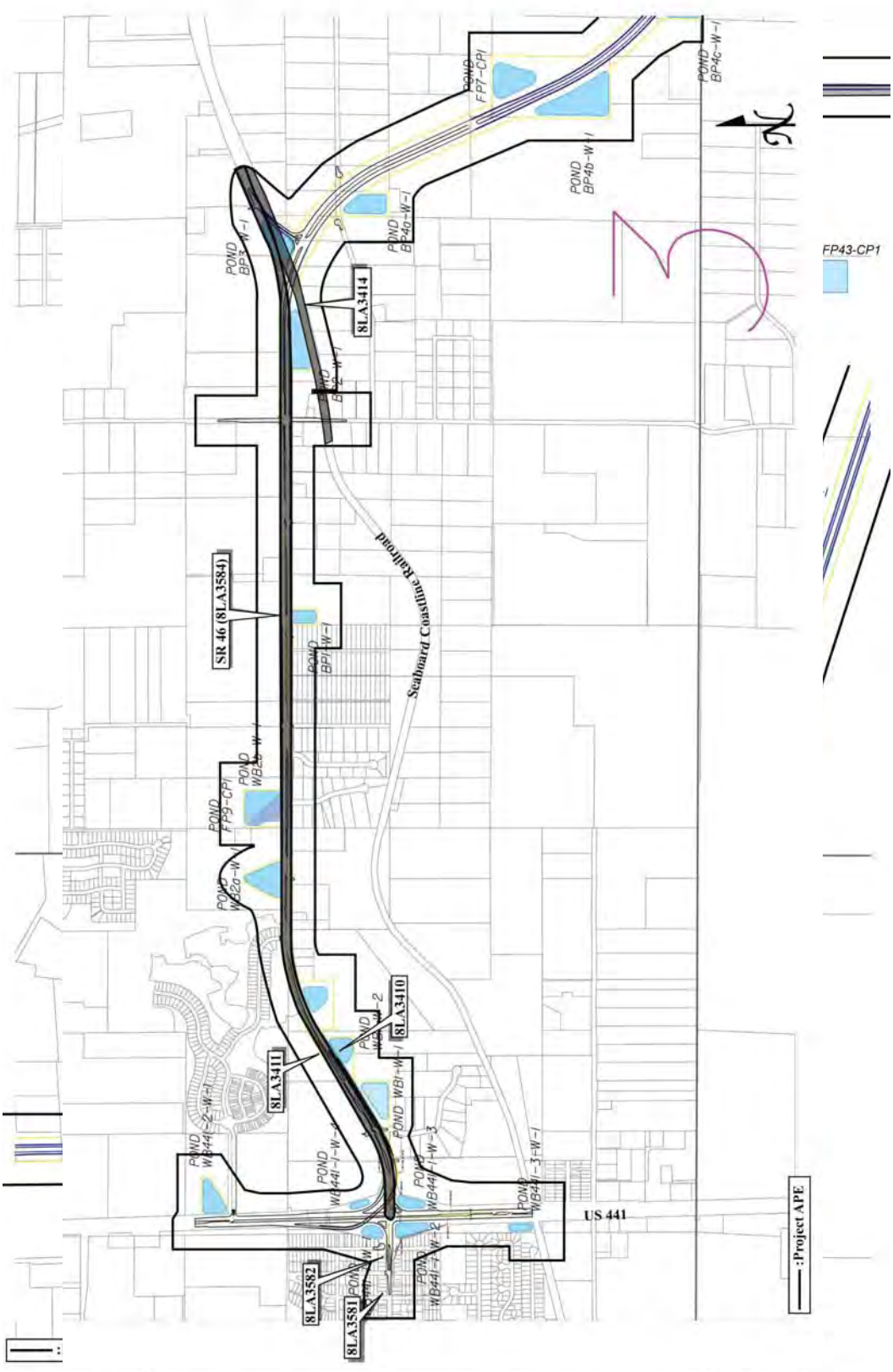

Figure 4.3. Location of identified historic resources within the APE.

Figure 4.4. Location of identified historic resources within the APE.

Figure 4.5. Location of identified historic resources within the APE.

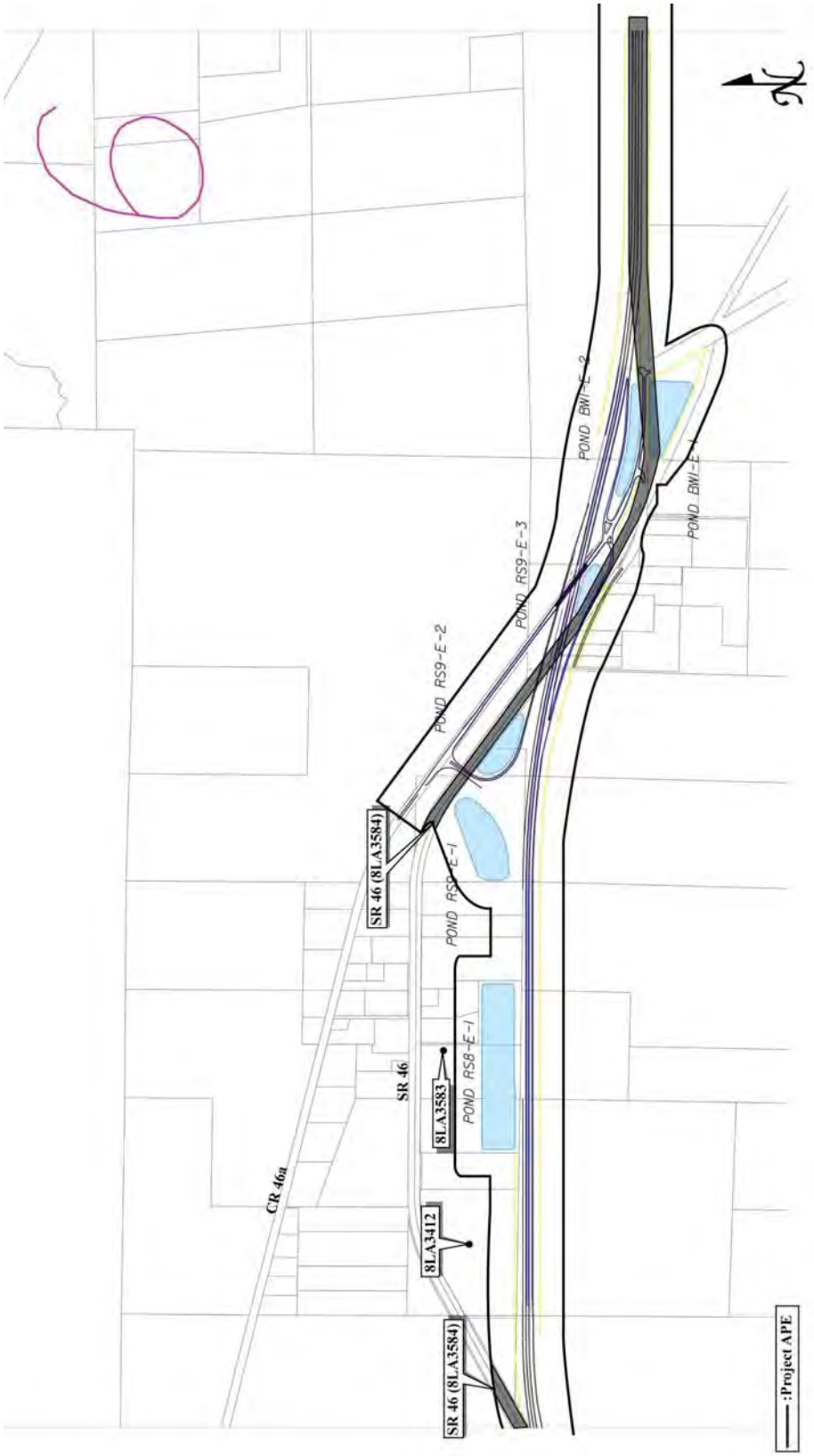

Figure 4.6. Location of identified historic resources within the APE.

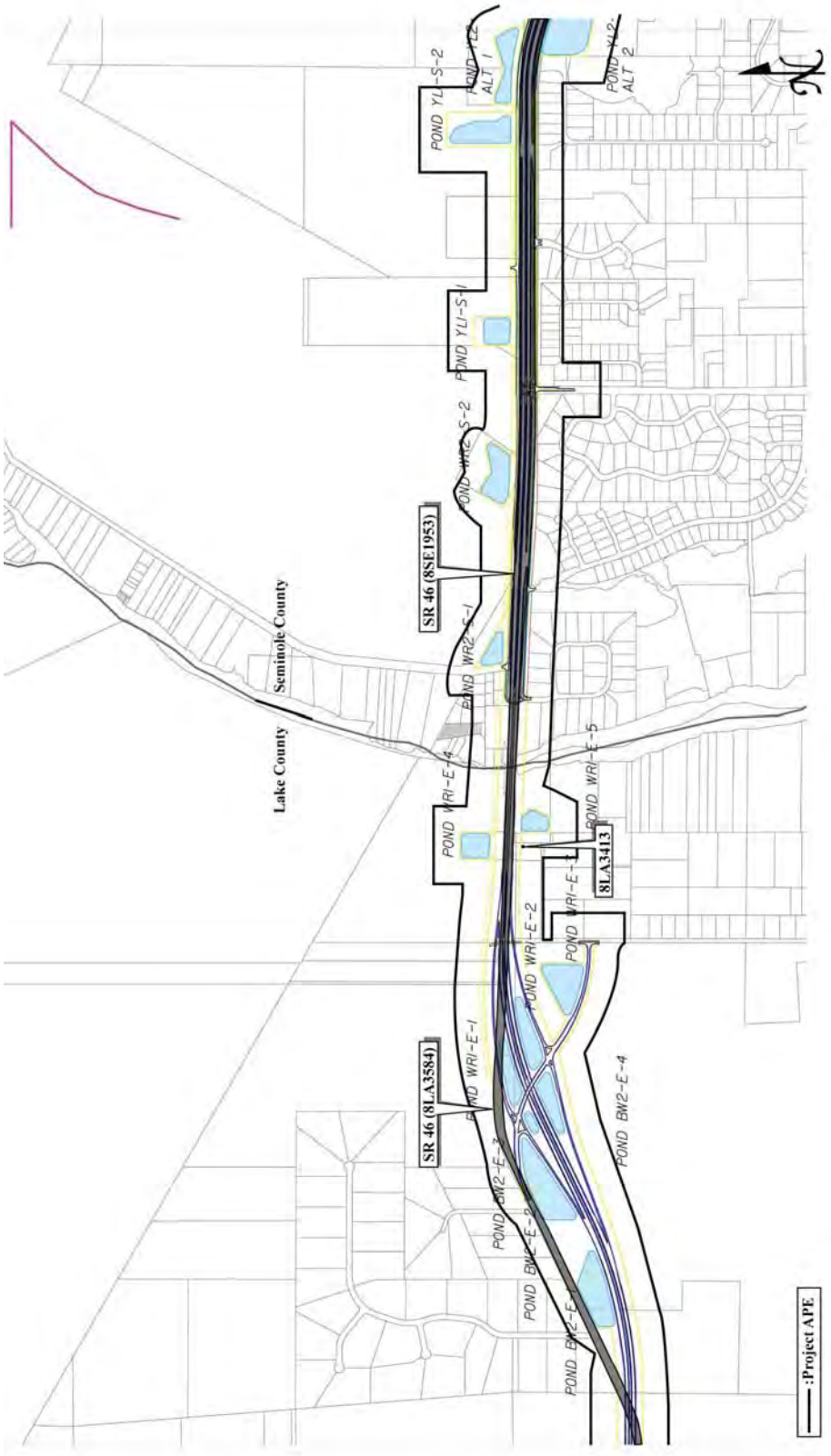

Figure 4.7. Location of identified historic resources within the APE.

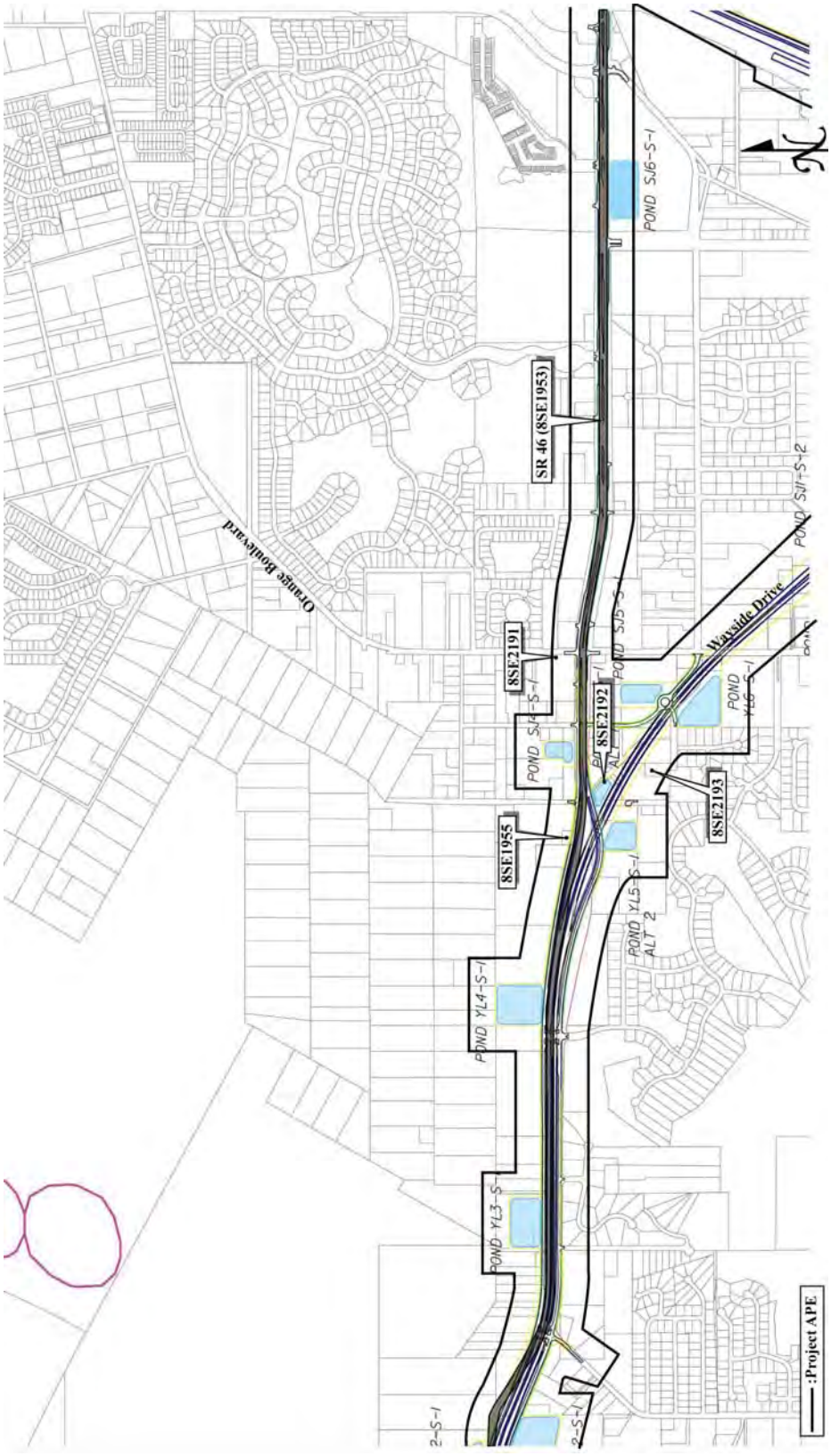

Figure 4.8. Location of identified historic resources within the APE.

Figure 4.9. Location of identified historic resources within the APE.

Photo 4.1. Seaboard Coast Line Railroad Corridor, between Swan Road and Round Lake Road, Lake County, facing west.

8LA3414: Seaboard Coast Line Railroad Corridor

In the APE, the Seaboard Coast Line Railroad Corridor travels through Township 19 South, Range 27 East, Sections 26, 34, 35 on the USGS Sorrento (1960, PR 1980) Quadrangle map in Lake County, Florida. The rail line is composed of one set of two iron rails on a built-up bed; however, in many segments the tracks are no longer extant and only the bed is present (Photo 4.1). The corridor traverses through grassy and wooded areas. The original wood ties are present in the segments where the tracks still exist. In the project area, the line runs east to west, in many places adjacent to SR 46. Approximately 3,500 feet of the corridor are located in the APE.

This spur of the Seaboard Coast Line Railroad was originally the Sanford and Lake Eustis Railroad line built in 1887. The Sanford & Lake Eustis Railroad was soon merged into the Jacksonville, Tampa, and Key West Railway Company in 1890 (Mann 1983). Originating at the main line in Sanford, this spur traveled west through Paola, Markham, Ethel, Sorrento, Mount Dora, and on to Tavares. The Sanford and Lake Eustis Railroad was purchased by the Atlantic Coast Line Railway in 1902 (Sanford & Lake Eustis Railroad Plaque 2006). The Atlantic Coast Line Railway had formed in 1900 from the merger of two smaller rail companies in Virginia and South Carolina. The Atlantic Coast Line operated the spur from Sanford to Mount Dora until 1967 when the company

merged with its competitor the Seaboard Air Line Railroad to form the Seaboard Coast Line Railroad (Georgia Railroad History and Heritage 2006). The Seaboard Coast Line Railroad operated this spur until 1980 when it was abandoned. Since 1980 many sections of track within the APE have been either removed or paved over (Photo 4.2).

Photo 4.2. Segment of former Seaboard Coast Line Railroad in project APE that has been either completely buried or removed. Between Swan Road and Round Lake Road, Lake County, facing east.

The former Seaboard Coast Line Railroad is now owned by CSX. The rail corridor in the project APE remains inactive east of US 441 in Mount Dora and has been abandoned further to the east. Until recently, the track east of US 441 was used only for storage of railroad cars. Currently the tracks are not utilized. Lake County is in discussions with CSX for abandonment/acquisition of the rail line east of US 441 for a "Rails to Trails" conversion project. This conversion has already taken place in Seminole County, where the tracks, ties, and rail bed have been removed and the corridor serves as a hiking trail (Sanford & Lake Eustis Railroad Plaque 2006) (Photos 4.3 and 4.4). The resource was not assigned a FMSF number in Seminole County, as the railroad no longer exists in the APE.

Photo 4.3. Former Seaboard Coast Line Railroad Corridor, now the Seminole Wekiva Trail, just east of South Orange Boulevard, Seminole County, facing west.

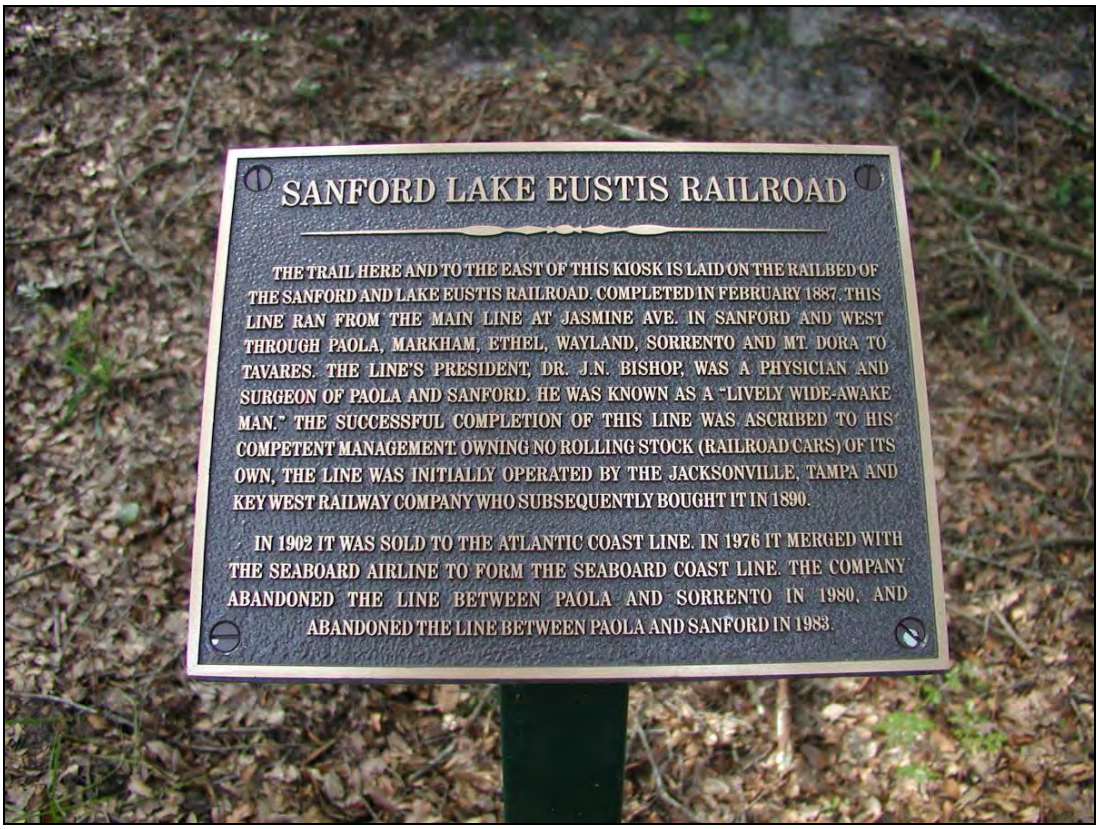

Photo 4.4. Plaque Located on the Former Seaboard Coast Line Railroad Corridor, now the Seminole Wekiva Trail, just east of South Orange Boulevard, facing south.

According to *An Overview Of Florida's Linear Historic Resources: Defining The Issues For Transportation Projects*, prepared by the Central Environmental Management Office and Janus Research in 2005, "Dealing with historic linear resources through the present day has primarily been performed in a manner where small segments of a larger linear resource located within a project APE were documented and evaluated. However, after consideration it appears that a holistic approach to linear resources will result in a more efficient identification process and objective assessment of the resources." Although the portion of the Seaboard Coast Line Railroad Corridor located within the Wekiva Parkway doe not include the entire length of the original Sanford & Lake Eustis Railroad, it covers a large portion of it (Figure 4.10). This allows a more "holistic" evaluation of this spur of the former Seaboard Coast Line Railroad than many segments of other railroads that have been surveyed and evaluated in Florida.

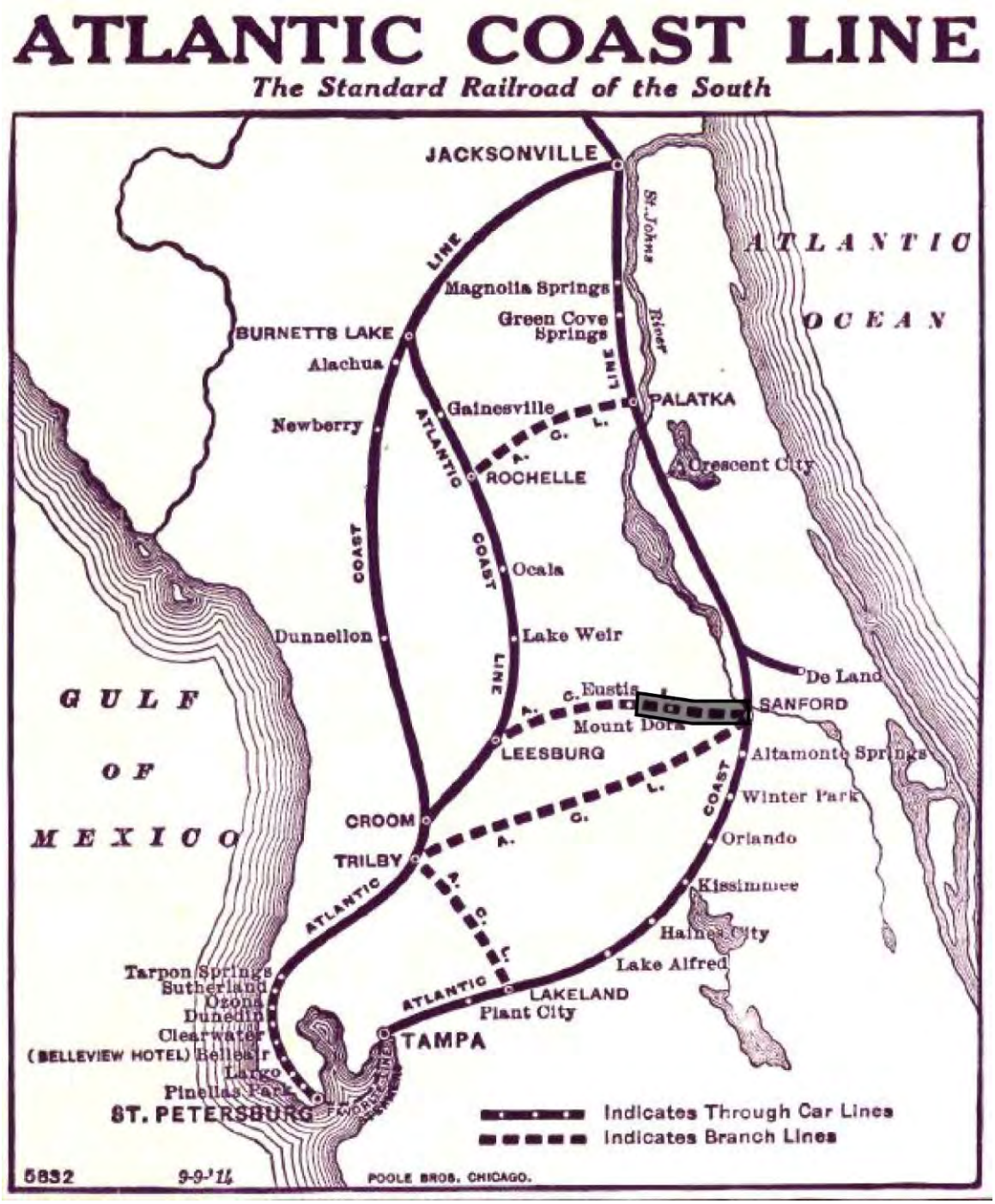

Figure 4.10. 1914 Map of the Atlantic Coast Line Railway system in Florida from *The Florida Photographic Collection.* (The segment of line that passes through the project APE is highlighted)

The Seaboard Coast Line Railroad corridor retains historical importance for its role in the development and transportation of the area. However, since the spur's abandonment, many sections of track have been removed or paved over by street crossings and private

lanes. Some sections of the route are completely overgrown with vegetation or buried with sand creating a discontiguous railroad corridor. Additionally, no ancillary features related to the railroad such as signage, street crossing guards, or others were seen in the project APE. The loss of such features detracts from the railroad corridor's historic physical integrity.

A search of the National Register Information System revealed that very few railroad grades or corridors have been listed in the *NRHP* nationwide (NRIS Database 2007). Railroad grades that have been listed include a narrow-gauge system in Colorado, a segment of Baltimore & Ohio Railroad through the Allegheny Mountains, and the Trans-Continental Railroad. All these examples derive their significance predominantly from noteworthy engineering. It does not appear that the former Seaboard Coast Line Railroad Corridor possesses engineering significance based on the portion of the railroad remaining in the APE and the documentary evidence.

According to the Historic Railroad Resources of Florida MPS Cover prepared in 2001, a railroad resource must "retain their historic appearance to a high degree." A railroad structure that has been significantly altered by the "removal of significant details is excluded from eligibility." The Seaboard Coast Line Railroad segment in the project area does not exhibit its historic appearance and the significant details have been removed, as some sections of track and ties in Lake County have been buried or paved over, and in Seminole County they have been removed altogether. The deterioration and removal caused from being abandoned diminish the historical significance and eradicate the corridor's historic function. No ancillary features or structures associated with the railroad were seen in the project APE. Additionally, there is negligible potential information to be learned about the history of or construction of the railroad from this resource on an archaeological basis. Due to these factors, the Seaboard Coast Line Railroad Corridor was determined ineligible for listing in the *NRHP* by the SHPO in 2008 (Anderson March 6, 2008; Appendix A).

Photo 4.5. 1601 E 1st Avenue (8LA3581), facing north.

8LA3581: 1601 E 1st Avenue

This Mission style house is located on E 1st Avenue in Mount Dora, Lake County, Florida in Township 19 South, Range 27 East, Section 32 (Photo 4.5). This one-story house was built circa 1925 and is topped by a side-gable roof clad in composition shingles. The concrete block structural system is covered with stucco and rests on a continuous concrete block foundation. Fenestration includes fixed metal windows with single panes, and single-hung-sash windows with one-over-one light configurations. A one-bay flat-roofed entry portico is located centrally on the front façade. A faux barrel tiled pent roof wraps around all sides of the house. Modifications to the building include replacement of the original windows and a one room addition to the east side.

This building exemplifies a common style in Florida constructed in the Land Boom-era. Non-historic alterations, especially the replaced windows, compromise the historic appearance, and the common design of the building limits its historic significance. The building therefore is considered ineligible for listing in the *NRHP* on an individual basis. There are some historic buildings in the surrounding area, however, they do not possess the quantity or quality to be considered a *NRHP*-eligible historic district.

Photo 4.6. 1715 E 1st Avenue (8LA3582), facing northeast.

8LA3582: 1715 E 1st Avenue

This Masonry Vernacular house is located on E 1st Avenue in Mount Dora, Lake County, Florida in Township 19 South, Range 27 East, Section 32 (Photo 4.6). This one-story house was built circa 1925 and is topped by a front-gable roof clad in composition shingles. The concrete block structural system is covered with stucco and rests on a continuous concrete block foundation. Fenestration includes a combination of wood double-hung-sash windows with one-over-one light configurations and metal frame jalousie windows. The building appears to have historically had an open porch on the front façade; however this area has been enclosed with jalousie windows. Abutting the side of the enclosed porch, is a separate gable roof structure open on three sides and supported by wood posts set on concrete block piers. This structure resembles a porte-cochere, however is functioning as a porch. Other modifications to the building include replacement of some original windows. The building is set on a hill and has a historic retaining wall and staircase on the front of the property. There is a historic two-story garage/apartment building located behind the house.

This building exemplifies a common style in Florida constructed in the Land Boom-era. Non-historic alterations, especially the replaced windows, and enclosed front porch compromise the historic appearance, and the common design of the building limits its historic significance. The building therefore is considered ineligible for listing in the *NRHP* on an individual basis. There are some historic buildings in the surrounding area, however, they do not possess the quantity or quality to be considered a *NRHP*-eligible historic district.

Photo 4.7. 28610 SR 46 (8LA3583), facing south.

8LA3583: 28610 SR 46

This Frame Vernacular house is located on SR 46 in Lake County, Florida in Township 19 South, Range 27 East, Section 32 (Photo 4.7). This one-story house was built circa 1925 and is topped by a cross-gable roof clad in composition shingles. The wood frame structural system is covered with drop siding and rests on a pier foundation. Fenestration includes a combination of wood double-hung-sash windows with one-over-one light configurations and metal single-hung-sash windows with four-over-four light configurations. An inset entry nook is located centrally on the front facade. Observed modifications to the building include replacement windows and alterations to the porch. There appears to be other alterations and additions, however the building is set back far from the right-of-way and is partially obscured by overgrown vegetation making them difficult to see.

This building exemplifies a common style in Florida constructed in the Land Boom-era. Non-historic alterations, including the altered porch and the common design of the building, limit its historic significance. The building is located in an area of discontiguous historic resources, and is, therefore, considered ineligible for listing in the *NRHP* on an individual basis or as part of a historic district.

Photo 4.8. Florida State Road 46 (8LA3584), facing west.

8LA3584: Florida State Road 46

State Road (SR) 46 is located in the project APE, but also extends outside of the APE (Photo 4.8). In the APE, the highway traverses through Township 19 South, Range 30 East, Sections 29, 30; Township 19 South, Range 29 East, Sections 20-22, 25-27, 29, 30; Township 19 South, Range 28 East, Sections 22-25, 27, 28; Township 19 South, Range 27 East, Sections 26, 27, 33-35; in Seminole and Lake Counties, Florida. It is visible on the USGS Sanford (1965, PR 1988), Sanford SW (1965, PR 1970), and Sorrento (1960, PR 1980) Quadrangle maps in Seminole and Lake Counties, Florida. SR 46 travels east from Sanford and terminates at US 441 in Mount Dora which is also the western boundary of the APE. SR 46 extends to the east from Sanford and terminates at US 1 in Mims, Florida. Approximately nine miles of SR 46 are located within the project APE.

Within the project APE, SR 46 is covered in asphalt and concrete, and exhibits the lane markings and signage used in modern transportation and road systems engineering. The roadway consists of four lane segments with two eastbound and two westbound lanes divided by a grass median, as well as two lane segments. The width of the highway is approximately 150 feet in the four lane segments and 50 feet in the two lane segments. The Seaboard Coast Line Railway runs adjacent to SR 46 on the north side in several different areas. Left-hand turning lanes and traffic lights are situated at major

intersections in the four lane segments. In the project APE, SR 46 is situated in rural and urbanized settings, containing commercial, residential and agricultural areas. SR 46 remains in good condition.

SR 46 was originally built as SR 44 in 1925. The highway at that time extended from Mims, on the east coast of Florida, to Sanford. In 1927, it was extended to Mount Dora. This extension is the segment of the highway that is located in the project area. On June 11, 1945 the State of Florida renumbered the roads in their state highway system. SR 44 was given its current number, SR 46 at this time (Droz 2000). Aerial photography from this time period show the highway was two lanes wide in the segment from Sanford to Mount Dora.

SR 46 continues to serve its historic function as an automobile corridor. However, the road has undergone a series of transformations based on modern transportation needs. This highway exhibits standard road design and common materials for modern road construction and does not retain any traces of its original materials, configuration, or character. Furthermore, the road is flanked by many non-historic resources and much construction, and its setting no longer retains integrity.

SR 46 from Mount Dora in Lake County to Sanford in Seminole was recorded and evaluated as part of the *CRAS of the Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study* in 2007, and was determined ineligible for listing in the *NRHP* by the SHPO. However, only a Seminole County FMSF number had been assigned to the resource at that time, despite its being located in both Seminole and Lake Counties. This form was prepared to assign a Lake County Site Number to the resource as well.

Photo 4.9. 3047 Plymouth Oaks Road (8OR6226), facing northeast.

8OR6226: 3047 Plymouth Oaks Road

This Frame Vernacular house is located on Plymouth Oaks Road in Orange County, Florida in Township 20 South, Range 27 East, Section 25 (Photo 4.9). This one-story house was built circa 1955 and is topped by a side-gable roof clad in 5-V crimp metal. The wood frame structural system is covered with drop siding and rests on a brick pier foundation. Fenestration includes metal single-hung-sash windows with two-over-two light configurations. The building is currently vacant and appears to have been so for some time. Many of the windows are boarded up with plywood and some others are missing and enclosed with plastic sheeting. The surrounding vegetation is overgrown and obscures the building from the right-of-way. Several broken down cars are parked on the property.

This building exemplifies a common style in Florida constructed in the Modern-era. Non-historic alterations and the deteriorated state severely compromise the historic physical integrity of the building. It is located in an area of discontiguous historic resources, and is, therefore, considered ineligible for listing in the *NRHP* on an individual basis or as part of a historic district.

Photo 4.10. 3590 Kelly Park Road (8OR6227), facing southwest.

8OR6227: 3590 Kelly Park Road

This Frame Vernacular house is located on Kelly Park Road in Orange County, Florida in Township 20 South, Range 27 East, Section 13 (Photo 4.10). This one-and-a-half-story house was built circa 1920 and is topped by a hipped-gable roof clad in 5-V crimp metal. The wood frame structural system is covered with vinyl siding and rests on a brick pier foundation. Fenestration includes metal single-hung-sash windows with one-over-one and six-over-six light configurations. A gable-roof dormer is located centrally on each slope of the roof. A secondary hipped-roof is attached to the building just below the main roof line and wraps around the building covering an integral porch on the front façade. The form of the building appears to have been altered, however vinyl siding and replaced and enclosed windows make it difficult to discern the original appearance of the building. Several non-historic nurseries are located to the rear of the house.

This building exemplifies a common style in Florida constructed in the Land Boom-era. Non-historic alterations and additions compromise the historic appearance and the common design of the building limits its historic significance. The building is located in an area of discontiguous historic resources, and is, therefore, considered ineligible for listing in the *NRHP* on an individual basis or as part of a historic district.

Photo 4.11. 3001 Kelly Park Road (8OR6228), facing northeast.

8OR6228: 3001 Kelly Park Road

This Masonry Vernacular house is located on Kelly Park Road in Orange County, Florida in Township 20 South, Range 27 East, Section 12 (Photo 4.11). This one-story house was built circa 1948 and is topped by a front-gable roof clad in composition shingles. The concrete block structural system is covered with stucco and rests on a continuous concrete block foundation. Fenestration includes metal single-hung-sash windows with two-over-two light configurations. A half-width gable roof porch is located on the front facade. The porch has a knee wall clad in weatherboard and is screened in above. Modifications to the building include replacement windows and the addition of an open porch appended to the rear of the house.

This building exemplifies a common style in Florida constructed in the World War II and Aftermath-era. Non-historic alterations compromise the historic appearance and the common design of the building limits its historic significance. The building is located in an area of discontiguous historic resources, and is, therefore, considered ineligible for listing in the *NRHP* on an individual basis or as part of a historic district.

Photo 4.12. 5128 Plymouth-Sorrento Road (8OR6229), facing west.

8OR6229: 5128 Plymouth-Sorrento Road

This Frame Vernacular house is located on Plymouth-Sorrento Road in Orange County, Florida in Township 20 South, Range 27 East, Section 12 (Photo 4.12). This one-story house was built circa 1945 and is topped by a side-gable roof clad in composition shingles. The wood frame structural system is covered with weatherboard and rests on a poured concrete pier foundation. Fenestration includes metal awning windows with three panes. An extended roof overhang shelters the front door.

This building exemplifies a common style in Florida constructed in the World War II and Aftermath-era. Non-historic alterations and the common design of the building limit its historic significance. The building is located in an area of discontiguous historic resources, and is, therefore, considered ineligible for listing in the *NRHP* on an individual basis or as part of a historic district.

Photo 4.13. 3135 Kelly Park Road (8OR7943), facing north.

8OR7943: 3135 Kelly Park Road

This Frame Vernacular house is located on Kelly Park Road in Orange County, Florida in Township 20 South, Range 27 East, Section 12 (Photo 4.13). This one-story house was built circa 1925 and is topped by a front-gable roof clad in composition shingles. The wood frame structural system is covered with drop siding and rests on a brick pier foundation. Fenestration includes metal single-hung-sash windows with two-over-two light configurations. A gable roof porch is located on the front facade. The porch has been partially enclosed by hanging 6 foot wood privacy fence panels on hinges from the support beam. Modifications to the building include replacement windows, replacement door, and altered porch.

This building exemplifies a common style in Florida constructed in the Land Boom-era. Non-historic alterations, including the altered porch compromise the historic appearance and the common design of the building limits its historic significance. The building is located in an area of discontiguous historic resources, and is, therefore, considered ineligible for listing in the *NRHP* on an individual basis or as part of a historic district.

Photo 4.14. Strite House/6229 Plymouth-Sorrento Road (8OR9844), facing southeast.

8OR9844: Strite House/6229 Plymouth-Sorrento Road

The Strite House is located at 6229 Plymouth-Sorrento Road, which is on the east side of Plymouth-Sorrento Road, between Haas Road and Boch Road in Township 20 South, Range 28 East, Section 6 of the Sorrento USGS Quadrangle Map (Photo 4.14). The house was built in what was historically referred to as the Bay Ridge area, which is roughly six miles northwest of Apopka, Orange County, Florida. The house is set on approximately 48 acres of agricultural land. The main house is set back approximately 1,190 feet from the road. Other historic buildings and structures on the property include a garage, a water tower, and swimming pool. A circular drive leads from Plymouth-Sorrento Road to the main house, and the garage and water tower are located just to the rear of the main house. The swimming pool is located approximately 400 feet south of the house near a natural spring. The majority of the property is covered with trees; however, a large former grove has been cleared and is now used for hay cultivation.

Constructed circa 1910, this vernacular house reflects the Florida "Cracker" interpretation of the Georgian house form (Haase 1992). The two-story house is topped by a pyramidal roof clad in 5-V sheet metal. A one-story kitchen ell extends off the rear, and a small second story sleeping porch also extends off the rear and is set on top of the kitchen ell. Both of these rooms are covered with a hipped roof clad in 5-V sheet metal as well. The wood frame structural system is clad with drop siding and rests on a continuous

rusticated concrete block foundation. A one-story flat-roof screened porch has been appended to the northwest corner of the house and wraps around portions of the front and side facades partially interrupting the symmetry of the front facade. This porch was added in the 1950s and replaced an earlier front porch (Holder 2008). A second, original porch is located on the south side of the house. This screened porch is topped by a hipped roof clad in 5-V sheet metal and is supported by wood Doric columns. The original front porch that has been replaced originally had columns that matched those of the side porch (Holder 2008). The house retains all of its original windows which are mostly wood double-hung sash with one-over-one light configurations, but there is also a pair of wood casement windows with four panes each on the rear kitchen ell. The original wood-frame screens are present on most windows. The house has a pair of interior, centrally located brick chimneys. The building is simple and functional in design, yet has some modest ornamentation. The windows and doors have wood surrounds with molded architraves, a molded cornice board wraps around all sides of the house, and the eaves are boxed in with bead board.

The Strite House is one of the oldest remaining buildings in what was formerly known as the Bay Ridge area. Turn-of-the-century buildings of this form are a rare and disappearing resource type (Historic Property Associates, Inc. 1995). This particular building retains a majority of its historic physical integrity and maintains its original siding, massing, windows, and architectural details. Additionally, the property the house is located on retains its agricultural character and historic integrity. The property has been continuously used for cultivation, although the specific crops grown have changed several times. Many of the ancillary structures and character defining features of the property remain. Due to these factors, the Strite House is considered potentially eligible for inclusion in the *NRHP* on an individual basis under Criterion A in the areas of Agriculture and Exploration/Settlement, and under Criterion C in the area of Architecture. For more in depth history and evaluation of eligibility, please see the *NRHP* DOE form provided in Appendix D.

4.3 Proposed Pond Sites

Table 4.4. Identified historic resources within or adjacent to potential pond sites.

FMSF #	Site Name/ Address	*NRHP* Eligibility	Within or Adjacent to Potential Pond Site ?
8LA3410	2640 SR 46	Determined Ineligible by the SHPO	Yes, located in Pond WB1-W-2
8LA3411	2613 SR 46	Determined Ineligible by the SHPO	Yes, located across SR 46 from Pond WB1-W-2
8LA3412	28130 SR 46	Determined Ineligible by the SHPO	No
8LA3413	32222 SR 46	Determined Ineligible by the SHPO	Yes, located adjacent to Pond WR1-E-5
8LA3414	Seaboard Coast Line Railway Corridor	Determined Ineligible by the SHPO	Yes, located in Pond BP3-W-1, and adjacent to Pond BP2-W-1
8LA3581	1601 E. 1st Avenue	Considered Ineligible	No
8LA3582	1715 E 1st Avenue	Considered Ineligible	Yes, located adjacent to Pond WB441-1-W-1
8LA3583	28610 SR 46	Considered Ineligible	Yes, RS8-E-1
8LA3584	State Road 46	Determined Ineligible by the SHPO	Yes, located adjacent to numerous pond sites
8OR6197	3229 Ponkan Road	Determined Ineligible by the SHPO	No
8OR6198	2424 Boch Road	Determined Ineligible by the SHPO	No
8OR6226	3047 Plymouth Oaks Road	Considered Ineligible	Yes, located adjacent to Pond RS1-0-1
8OR6227	3590 Kelly Park Road	Considered Ineligible	No
8OR6228	3001 Kelly Park Road	Considered Ineligible	Yes, located across the intersection of Kelly Park Road and Plymouth-Sorrento Road from Pond RS-KPb-0-1
8OR6229	5128 Plymouth-Sorrento Road	Considered Ineligible	No
8OR7943	3135 Kelly Park Road	Considered Ineligible	Yes, located across Kelly Park Road from Pond RS-Kpa-0-1
8OR7946	**Paul Bock House/2626 Boch Road**	**Determined Eligible by the SHPO for Listing in the *NRHP* on an Individual Basis**	**Yes, Pond NL1-0-1 located on property**
8OR9844	**Strite House/6229 Plymouth-Sorrento Road**	**Potentially Eligible for Listing in the *NRHP* on an Individual Basis**	**Yes, located adjacent to Pond NL1-0-1**
8SE1953	State Road 46	Determined Ineligible by the SHPO	Yes, located adjacent to numerous pond sites
8SE1955	6200 SR 46	Determined Ineligible by the SHPO	No

FMSF #	Site Name/ Address	*NRHP* Eligibility	Within or Adjacent to Potential Pond Site ?
8SE2191	5650 Orange Boulevard	Determined Ineligible by the SHPO	No
8SE2192	6005 Wayside Drive	Determined Ineligible by the SHPO	Yes, located in Pond YL5-S-1
8SE2193	170 S. Orange Avenue	Determined Ineligible by the SHPO	No

5.0 CONCLUSIONS

As the result of background research and archaeological field survey, no archaeological sites are located within the preferred alignment. A check of the FMSF digital database indicated that two previously recorded archaeological sites, 8LA532 and 8SE1723, might be located within Ponds BW1-E-1 and YL2-S-1-Alt 2, respectively. The former has not been evaluated by the SHPO; the latter, as originally recorded, was determined ineligible for the *NRHP*. No evidence of either previously recorded site was discovered as the result of field survey. One new archaeological site, 8LA3585, was identified within proposed Pond BW1-E-1. Given the limited and mundane artifact assemblage, and low research potential, 8LA3585 is not considered potentially eligible for listing in the *NRHP*. Therefore, no archaeological sites which are listed, determined eligible, or considered potentially eligible for listing in the *NRHP* are located within the APE for the preferred alignment and proposed ponds.

The historical/architectural survey resulted in the identification and evaluation of 22 historic resources located within the project APE, including 13 (8LA3410-8LA3414, 8OR6197, 8OR6198, 8OR7946, 8SE2191-8SE2193, 8SE1953, 8SE1955) recorded during the initial CRAS and nine additional resources (8LA3581-8LA3583, 8OR6226-8OR6229, 8OR7943, 8OR9844) recorded as a result of this update for the preferred alignment and proposed pond site locations. The total 22 historic resources include one railway segment, one roadway (SR 46) segment, and 20 residential structures of the Frame Vernacular, Masonry Vernacular, and Mission styles and which date between ca. 1900 and 1955.

Of the 22 resources within the preferred alignment APE, one resource, the Paul Bock House (8OR7946) located at 2626 Boch Road in Orange County, was determined eligible for listing in the *NRHP* by the SHPO during the initial CRAS. It is considered eligible under Criteria A and C in the areas of Local Exploration/Settlement and Architecture, respectively. This ca. 1900 Frame Vernacular style residence is one of the oldest surviving houses associated with the pioneer settlement of the area and maintains good integrity. In addition, one resource identified during the preferred alignment update, the Strite House (8OR9844) located at 6229 Plymouth-Sorrento Road in Orange County, is considered potentially eligible for inclusion in the *NRHP*. This ca. 1910 vernacular house is considered eligible under Criterion A in the areas of Agriculture and Exploration/ Settlement, and under Criterion C in the area of Architecture. The Strite House is one of the oldest remaining buildings in the former Bay Ridge area, and retains a majority of its historic physical integrity.

The 20 remaining historic resources appear ineligible for listing in the *NRHP* at this time. Eleven were determined ineligible by the SHPO as part of the initial CRAS (8LA3410-8LA3413, 8OR6197, 8OR6198, 8SE1953/8LA3584, 8SE1955, 8SE2191-8SE2193). One resource, the Seaboard Coast Line Railroad Corridor (8LA3414), was determined eligible for listing in the *NRHP* by the SHPO during the initial CRAS; however, after further

review of updated information, this resource has now been determined ineligible for listing in the *NRHP* by the SHPO. Eight of the additional resources recorded as part of this preferred alignment update are considered ineligible following this survey (8LA3581-8LA3583, 8OR7943, 8OR6226-8OR6229). The majority of these resources are buildings that reflect a common design and/or exhibit significant non-historic exterior alterations. In most cases, these modifications obscure the building's original appearance or compromise its historic integrity to the point where the resource no longer conveys its architectural or historical significance. One resource is a roadway that exhibits a common road design and numerous non-historic alterations.

A summary of findings for the archaeological and historical/architectural surveys of the proposed pond locations is presented in Table 5.1.

Table 5.1. Summary of cultural resources associated with proposed pond locations.

Pond	Archaeological Site	Historic Resource
ORANGE COUNTY		
RS1-0-1		8OR6226 is adjacent. Considered ineligible for *NRHP*.
RS-KPa-0-1		8OR7943 is adjacent. Considered ineligible for *NRHP*
RS-KPb-01		8OR6228 is adjacent. Considered ineligible for *NRHP*.
NL1-0-1		**8OR7946, determined *NRHP* eligible, is within. Also, potentially eligible 8OR9844 is adjacent.**
LAKE COUNTY WEST		
WB441-1-W-1		8LA3582 is adjacent. Considered ineligible for *NRHP*.
WB-1-W-2		8LA3410 is within and 8LA3411 is adjacent. Both determined ineligible by the SHPO.
BP2-W-1		8LA3414 is adjacent. Determined ineligible by the SHPO.
BP3-W-1		8LA3414 is within. Determined ineligible by the SHPO.
LAKE COUNTY EAST		
RS8-E-1		8LA3583 is within. Considered ineligible for *NRHP*.
BW1-E-1	Previously recorded 8LA539 not found within proposed pond. New site 8LA3585 discovered. Considered ineligible for the *NRHP*.	
WR1-E-5		8LA3413 is adjacent. Determined ineligible by the SHPO.
SEMINOLE COUNTY		
YL2-S-1-Alt 1 and 2	Previously recorded 8SE1723 (Originally evaluated as ineligible by the SHPO) was not identified within the pond.	
YL5-S-1		8SE2192 is within. Determined ineligible by the SHPO.

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