

and Plymouth Sorrento Road. Subdivisions within the study area include Plymouth Harbor, Palmetto Ridge, Arbor Ridge, Wekiva Run, Benton Plymouth Oaks, Ponkan Pines, Oak Ridge, Walmar, Smith Emery, and Chaudoin Hills.

West of Plymouth Sorrento Road and north of Ondich Road, there is an upland scrub area which was described in the Wekiva River Basin Coordinating Committee's *Final Report* in 2004 as a desired addition to the Wekiva-Ocala Greenway for conservation purposes. In February 2006, well before identification of the Wekiva Parkway Proposed Build Alternative alignment, the Expressway Authority acquired a portion of that upland scrub area (the former Silvestri parcels) as an opportunity purchase for conservation. The Expressway Authority may designate all of the 203-acre property, except for approximately 35 acres needed for roadway/stormwater pond right-of-way, as conservation land if an appropriate local or state agency commits to proper management of it.

The area identified in the *Wekiva Parkway and Protection Act* as Pine Plantation consists of approximately 628 acres, located north and south of Haas Road (CR 251). The property was identified for acquisition in the Wekiva-Ocala Greenway Florida Forever project. On September 30, 2008, the Governor and the Florida Cabinet approved a purchase agreement to acquire 384.71 acres (south of Haas Road) in partnership with the Orlando-Orange County Expressway Authority and Florida Department of Transportation. The 384.71-acre portion of Pine Plantation acquired under the purchase is not needed for right-of-way for the Wekiva Parkway, but will serve as a buffer to protect the surface water and groundwater resources within the Wekiva Study Area, including recharge within the Wekiva River spring-shed and will protect it from future development. The Expressway Authority received title to a 40-acre portion of the acquired property, which will be conveyed to Orange County for a county park. The remaining portion of Pine Plantation north of Haas Road consists of one parcel through which the Wekiva Parkway will traverse.

Lake County West

The portion of the study area from the Orange/Lake County line, north to SR 46 in Lake County West is characterized by rural low density residential and agricultural land uses. Land uses along the SR 46 corridor from US 441 to east of Round Lake Road consist of industrial, commercial, low to medium density residential, and a high density residential apartment complex within the Mount Dora city limits near the SR 46/US 441 interchange. Currently, the majority of the development along SR 46 is on the south side of the roadway. Subdivisions along the south side of SR 46 include Sunset Pond, Hacienda Hill, Top of the Hill, Hilltop Park, and Sunset Hills. Summerbrooke at Mount Dora, on the north side of SR 46, just east of US 441 began construction during the course of the PD&E Study.

Lake County East

The portion of the study area in Lake County East is within the WRPA and includes lands within Neighborhood Lakes, Rock Springs Run State Reserve, Seminole State Forest, and Wekiva River Mitigation Bank (formerly New Garden Coal). Both the Neighborhood Lakes property and the Wekiva River Mitigation Bank were identified for acquisition in the *Wekiva Parkway and Protection Act*. In July 2005, the state acquired a perpetual conservation easement over the 1553-acre mitigation bank, with the exception of the required right-of-way for the Wekiva Parkway. In December 2006, the Governor and the Florida Cabinet approved the purchase of the 1,584-acre Neighborhood Lakes property in concert with the Expressway Authority, FDEP and other agencies. More information on these conservation acquisitions is provided in *Section 4.2.2.1*. Existing development through this part of the

study corridor is adjacent to SR 46 and CR 46A, and consists of low density residential land uses and two plant/foliage nurseries.

Seminole County

The area of Seminole County from Wekiva River to Orange Boulevard is within the WRPA. Land uses primarily consist of recreational, conservation, and suburban estates. The recreational land use designation represents the Lower Wekiva River Preserve State Park, adjacent to Wekiva River on the north side of SR 46. Seminole County owns large tracts of conservation land adjacent to Lower Wekiva River Preserve State Park which includes Yankee Lake and the associated wetlands and floodplains, the Yankee Lake Regional Wastewater Treatment Facility, and Black Bear Wilderness Area north of the corridor. Other land uses along the north side of SR 46 within the WRPA include low to medium density residential, Florida Fancy Nursery, Vaughan's Nursery, and Twelve Oaks RV Resort.

Seminole County also owns a tract of land south of the SR 46 corridor that includes wetlands associated with Wekiva River, and the Wekiva Canoe Launch. Existing subdivisions along the south side of SR 46 within the WRPA include Wekiva River Oaks, Foxspur, Markham Forest, Ross Lake Shores, Bella Foresta (under construction), Grass Lake Estates (future), Sylvan Glade, and Sylvan Glade Estates. Other land uses include Rock Church (recently constructed), Designing Women Landscaping & Nursery, mobile homes, and Handyway Gas Station. Development between SR 46 and the I-4/SR 417 interchange includes Lakeside Fellowship United Methodist Church, Paola Wesleyan Church, Wilson Elementary School, Academy of Learning, Live Oak Animal Hospital, Ballantrae (formerly Cobblestone Crossing) Apartments, and several subdivisions including Capri Cove, Tall Trees, and Sylvan Lake.

East of Orange Boulevard to I-4, land uses include low to medium density residential, commercial, plant nurseries, and a High Intensity Planning (HIP) area located adjacent to I-4. The Seminole County HIP land use designation is a mixed use category intended to promote high density development, particularly target industry and high density residential developments along the North I-4/Lake Mary corridor to make the most efficient use of the infrastructure and services in place, to minimize urban sprawl, to promote target business in close proximity to the regional roadway network, and to support future mass transit systems.

4.1.4.2 Future Land Use

Future land use data were collected from Orange, Lake, and Seminole Counties, the City of Apopka, and the City of Mount Dora. As presented in **Exhibit 4-5**, the study area is projected to be characterized by various patterns, which include conservation, residential, industrial, institutional, commercial, rural, and agricultural land use types.

Future land uses within the Wekiva Parkway study area are governed by the legislation of the *Wekiva Parkway and Protection Act*, Chapter 369, Part III, F.S. The act allows for building the Wekiva Parkway while protecting the natural resources of the Wekiva River Basin. Chapter 369.321 (1) requires that "local governments within which the Wekiva Parkway is planned shall amend their local government comprehensive plan to include the Wekiva Parkway." In addition, local governments hosting an interchange on the Wekiva Parkway must adopt an interchange land use plan to address appropriate land uses and compatible

development. All effected local governments have amended their comprehensive plans to include the Wekiva Parkway (SR 429)/SR 46 Realignment project. The legislation also directs local governments to amend their comprehensive plans to optimize open space and promote development patterns that protect the Most Effective Recharge Areas, karst features, and sensitive natural habitats. The *Wekiva Parkway and Protection Act* requires local and state comprehensive and growth management policies to maintain consistency with the proposed improvements. Joint land use acquisition for conservation purposes was initiated through the *Wekiva Parkway and Protection Act*. The Act requires acquisition of the parcels known as Neighborhood Lakes, Pine Plantation, Seminole Woods, and New Garden Coal (now the Wekiva River Mitigation Bank). Further information regarding those conservation acquisitions is provided in *Section 4.2.2.1*.

As shown on Exhibit 4-5, future land use data designations within Lake County include Urban Compact Node (UCN) Wekiva and UCN Non-Wekiva. The descriptor indicates whether or not the UCN is located within the Wekiva River Protection Area. Additionally, a Sending Area is located within an environmentally sensitive area. Owners may sell development rights to receiving areas to increase the density within the receiving area.

4.1.5 Utilities and Railroads

4.1.5.1 Utilities

A preliminary utility coordination and investigation effort was conducted with the existing utility owners in the study area. A list of existing utility owners was obtained from the Florida Sunshine One-Call Center. Initially, written correspondence outlining the investigation effort was sent, along with a project location map, to the identified utility owners, and then follow-up phone calls and e-mail correspondence were conducted. Based on the utility data collection effort, the general location of the existing utilities was mapped in a single CADD file. Follow-up communication was established with utility companies after the selection of the Proposed Build Alternative. Updated utility location information was obtained in the vicinity of the Proposed Build Alternative along with estimates of utility impacts and relocation costs. The City of Mount Dora has indicated that future utilities will need to be placed in the SR 46 right-of-way east of US 441, and Seminole County is planning future water lines along the SR 46 right-of-way from their facility near Yankee Lake westward into Lake County. Those planned utilities will be coordinated with the City of Mount Dora and Seminole County during final design.

This section summarizes the preliminary utility impacts based on a review of the utilities mapping in the vicinity of the Proposed Build Alternative. The potential utility impacts associated with the Proposed Build Alternative within Orange County, Lake County, and Seminole County are outlined below. More information is provided in the updated final *Utilities and Railroads Impact Summary Report* (KAI, June 2010) prepared for the PD&E Study. The following information was excerpted from that report.

Orange County

Utilities potentially impacted by the Proposed Build Alternative in the Orange County project area are listed below.

- Lake Apopka Natural Gas District: Impacts are anticipated to a 2" gas line running along Southfork Drive.

- **Progress Energy:** Impacts are anticipated to 69 kilovolt power lines at the intersection of the Proposed Build Alternative with Yothers Road, at the intersection of the Proposed Build Alternative with Ponkan Road, at the Kelly Park Road interchange, and the intersection of the Proposed Build Alternative with Ondich Road. Impacts are also anticipated to 69 kilovolt power lines at the intersection of the project alignment and Plymouth Sorrento Road just north of the Plymouth Sorrento Road/Ondich Road intersection, and to 230 kilovolt power lines about 1,900 feet west of the intersection of the project alignment with Mount Plymouth Road.
- **Apopka Utilities:** Impacts are anticipated to 16" water pipes at the intersection of the Proposed Build Alternative with Schopke Road. Impacts are anticipated to 12" water pipes at the intersection of the Proposed Build Alternative with Yothers Road, Appy Lane, and Kelly Park Road. Impacts are also anticipated to 12" reclaimed water pipes at the intersection of the Proposed Build Alternative with Ponkan Road.
- **Sprint:** Impacts are anticipated to buried telephone lines at the intersection of the Proposed Build Alternative with Schopke Road and south of Schopke Road for approximately 2000 feet. Impacts are anticipated at the intersection of the Proposed Build Alternative with Yothers Road, at the intersection of the Proposed Build Alternative with Ponkan Road, at the intersection of the Proposed Build Alternative with Kelly Park Road, and at the intersection of the Proposed Build Alternative systems interchange with Ondich Road. Impacts are also anticipated to buried telephone lines at the intersection of the Proposed Build Alternative and Plymouth Sorrento Road just north of the Plymouth Sorrento Road/Ondich Road intersection, and at the intersection of the Proposed Build Alternative with Mount Plymouth Road. **TECO People's Gas:** Impacts are anticipated to 6" gas lines at the Kelly Park interchange, and to 6" gas lines at the intersection of the Proposed Build Alternative and Plymouth Sorrento Road just north of the Plymouth Sorrento Road/Ondich Road intersection within the Systems interchange.
- **TECO People's Gas:** Impacts are anticipated to 6" gas lines at the Kelly Park interchange, and to 6" gas lines at the intersection of the Proposed Build Alternative and Plymouth Sorrento Road just north of the Plymouth Sorrento Road/Ondich Road intersection within the Systems interchange.
- **Florida Gas Transmission Company:** Impacts are anticipated to 24" and 26" gas lines running within an easement located approximately 1,800 feet west of the intersection of the Proposed Build Alternative with Mount Plymouth Road.
- **Brighthouse Networks:** Impacts are anticipated to underground television cables in the residential development approximately 700 feet west of Plymouth Sorrento Road, south of North Schopke Road and North of Southfork Drive.

Estimated utility relocation costs (by provider) in the Orange County project area are shown in **Table 4-2**. Not all utility companies provided relocation cost estimates for the potential impacts. Apopka Natural Gas did not provide a relocation cost estimate despite multiple requests. FPL/ Progress Energy stated that they will not give an estimate until they receive an approved set of plans. Utility relocation cost estimates for these utility companies are based on rates provided by other similar utility companies.

TABLE 4-2
Estimated Utilities Relocation Costs in Orange County Project Area

Company Name	Service	Estimated Relocation Cost
Apopka, City of ³	Reclaimed Water	\$22,000
	Sewer	\$151,000
	Water	\$422,000
Apopka Natural Gas ¹	Gas	\$36,000
Florida Gas Transmission ²	Gas	\$1,146,000
FPL/Progress Energy ¹	Electricity	\$459,000
Sprint/Embarq ³	Buried Fiber Optic	\$659,000
Brighthouse Networks ²	Underground Cable TV	\$14,000
TECO Peoples Gas ³	Gas	\$341,000
	Total	\$3,250,000

¹Probable relocation cost based on rates of other utility companies.

²Probable relocation cost based on distributed lump-sum estimate provided by utility company.

³Probable relocation cost based on linear-foot cost estimates provided by utility company.

⁴All costs include a 20% contingency.

Lake County

Utilities potentially impacted by the Proposed Build Alternative in the Lake County West project area are listed below.

- Progress Energy: Impacts are anticipated to 230 kilovolt power lines at the intersection of SR 46 and US 441, and along SR 46 from Vista View Road in the west to the beginning of the limited access portion of the Proposed Build Alternative in the east.
- Sprint: Impacts are anticipated to buried telephone lines at the intersection of SR 46 and US 441, and along SR 46 from US 441 to the beginning of the limited access portion (approximately 3,300 feet east of Round Lake Road) of the Proposed Build Alternative in the east.
- TECO People's Gas: Impacts are anticipated to a 4" gas line at the intersection of SR 46 and Round Lake Road, a pressure regulation station on the northwest quadrant of this intersection, and 4" gas lines along SR 46 from just west of Round Lake Road to the beginning of the limited access portion of the Proposed Build Alternative in the east. Impacts are also anticipated to 4" gas lines at the intersection of SR 46 and US 441.
- City of Mount Dora: Impacts are anticipated to 16" water, 12", 16", and 20" reclaimed water, and 10" and 16" sewer pipes at the intersection of US 441 and SR 46.
- Comcast Fiber Optics: Impacts are anticipated to buried fiber optic lines in the vicinity of the intersection of SR 46 and Round Lake Road and for approximately 800 feet east of Round Lake Road.

Utilities potentially impacted by the Proposed Build Alternative in the Lake County East project area are listed below.

- Comcast Fiber Optics: Impacts are anticipated to portions of buried fiber optic lines along SR 46 for approximately two miles east of Atlantic Avenue, and for approximately four miles along SR 46 west of the Seminole County line.
- Florida Gas Transmission Company: Impacts are anticipated to 12" and 26" gas lines running along SR 46 for approximately two miles east of Atlantic Avenue. Impacts are anticipated along SR 46 for approximately one mile west of the Seminole County line. Impacts are also anticipated at the new connecting roadway between SR 46 and CR 46A.
- Sprint: Impacts are anticipated to buried telephone lines along portions of SR 46 for approximately one and one-half miles east of Camp Challenge Road, and for approximately four miles along SR 46 west of the Seminole County line.
- Seminole County Environmental Services: Impacts are anticipated to 12" water and sewer lines just west of the Lake/Seminole County line.

Estimated utility relocation costs (by provider) in the Lake County West and the Lake County East project areas are shown in **Table 4-3**. Not all utility companies provided relocation cost estimates for the potential impacts. As previously stated, FPL/ Progress Energy stated that they will not give an estimate until they receive an approved set of plans. Utility relocation cost estimates for FPL/Progress Energy are based on rates provided by other similar utility companies.

TABLE 4-3
Estimated Utilities Relocation Costs in Lake County East and West Project Areas

Company Name	Service	Estimated Relocation Cost
Comcast ²	Buried Fiber Optic	\$360,000
Eustis, City of ⁴	Water	\$0
Florida Gas Transmission ²	Gas	\$6,393,000
FPL/Progress Energy ¹	Electricity	\$96,000
Mount Dora, City of ³	Reclaimed Water	\$10,000
	Sewer	\$33,000
	Water	\$87,000
Seminole County Environmental Services ²	Sewer	\$350,000
	Water	\$350,000
Sprint ²	Buried Fiber Optic	\$2,600,000
TECO Peoples Gas ³	Gas	\$796,000 ⁵
	Total	\$11,075,000⁶

¹Probable relocation cost based on rates of other utility companies.

²Probable relocation cost based on distributed lump-sum estimate provided by utility company.

³Probable relocation cost based on per linear-foot cost estimates provided by utility company.

⁴Probable relocation cost based on expectation of utility facilities being avoided.

Seminole County

Utilities potentially impacted by the Proposed Build Alternative in the Seminole County project area are listed below.

- Brighthouse Networks: Impacts are anticipated to overhead and underground cable television lines along SR 46 from the Lake County line to Rinehart Road (East of I-4). Additional impacts are anticipated at the Proposed Build Alternative intersection with South Orange Boulevard, Wilson Road, International Parkway, and Wayside Drive in the area south of SR 46 and west of I-4.

- Comcast Fiber Optics: Impacts are anticipated to buried fiberoptic lines along SR 46 from the Lake County line to I-4.
- Florida Gas Transmission Company: Impacts are anticipated to 12" and 26" gas lines running along SR 46 from the Lake County line (the pipelines are under the Wekiva River) to Wayside Drive, and to a 12" gas line running along Wayside Drive west of Orange Boulevard. Impacts are also anticipated to 12" gas lines at the intersection of SR 46 and Oregon Avenue in the vicinity of the SR 46 and I-4 interchange.
- Seminole County Environmental Services: Impacts are anticipated to 12" water, 16" water reclaim, and 12" sewer pipes along SR 46 from the Lake County line to I-4, a 20" water, 16" water reclaim, and 15" sewer pipe along International Parkway around the intersection with the Central Florida GreeneWay, a 12" water line and a 16" reclaimed water line at the intersection of the Proposed Build Alternative with South Orange Boulevard, and an 8" water line at the intersection of the Proposed Build Alternative with Wilson Road.
- Seminole County Traffic Engineering: Impacts are anticipated to buried fiber optic lines along SR 46 from Longwood Markham Road to I-4.
- Florida Public Utilities: Impacts are anticipated to 4" and 6" gas lines along SR 46 from about 1,500 feet east of Painted Post Point to I-4, and to a 6" gas line at the intersection of the project alignment with South Orange Boulevard.
- AT&T Fiber Optic Cable: Impacts are anticipated to fiber optic lines at the Proposed Build Alternative intersection with Orange Boulevard.

Estimated utility relocation costs (by provider) in the Seminole County project area are shown in **Table 4-4**. Not all utility companies provided relocation cost estimates for the potential impacts. As previously stated, FPL/ Progress Energy stated that they will not give an estimate until they receive an approved set of plans. Utility relocation cost estimates for FPL/Progress Energy are based on rates provided by other similar utility companies.

The exact locations of existing utilities and the extent of impacts will be reviewed during the final design phase for this project. Coordination with the known utility companies during the final design phase will assist in minimizing relocation adjustments and disruptions of service to the public. Therefore, no unusually substantial impacts to existing utilities are anticipated due to the Proposed Build Alternative.

TABLE 4-4
Estimated Utilities Relocation Costs in Seminole County Project Area

Company Name	Service	Estimated Relocation Cost
AT&T ⁴	Buried Fiber Optic	\$0
Brighthouse Networks ²	Underground Cable TV	\$77,000
Comcast ²	Buried Fiber Optic	\$267,000
Florida Gas Transmission ²	Gas	\$13,815,000
FPL/Progress Energy ¹	Electricity	\$312,000
Florida Public Utilities ³	Gas	\$796,000
Seminole County Environmental Services ²	Reclaimed Water	\$5,532,000
	Sewer	\$5,115,000
	Water	\$6,081,000
Seminole County Traffic Engineering ³	Buried Fiber Optic	\$401,000
WorldCom MCI ⁴	Buried Fiber Optic	\$0
	Total	\$32,396,000

¹Probable relocation cost based on rates of other utility companies.

²Probable relocation cost based on distributed lump-sum estimate provided by utility company.

³Probable relocation cost based on per linear-foot cost estimates provided by utility company.

⁴Probable relocation cost based on expectation of utility facilities being avoided.

⁵All costs include a 20% contingency

4.1.5.2 Railroads

An existing railroad line is located near the western limits of the project study area in Lake County. The railroad right-of-way is owned by CSX Transportation (CSX) and is leased for operations by Florida Central Railroad (FCEN). This inactive rail line is the only railroad facility in the study area that would potentially be affected by the Proposed Build Alternative. The potential impact is the proposed crossing of the inactive rail line by the SR 46 Realignment over a distance of a several hundred feet just west of the area where the rail line crosses existing SR 46.

The tracks run south of SR 46 from US 441 in Mount Dora and cross SR 46 approximately 500 feet west of CR 437, terminating at CR 437 just north of SR 46. To the east of that point the rail line has been abandoned and some portions of the right-of-way have been sold to contiguous landowners by CSX. The inactive railroad tracks east of US 441 and south of SR 46 are sometimes used for storage of surplus railcars according to FCEN. Lake County and Lake-Sumter MPO representatives have been in on-going discussions with FCEN about track removal and will be negotiating with CSX about acquisition of the rail right-of-way east of US 441 for a "Rails to Trails" conversion project. As of July 2010, Lake County Parks and Trails staff indicated the discussions and negotiations are continuing. A final determination will need to be reached, but no impacts to any rail operations are anticipated as a result of the Proposed Build Alternative.

4.1.6 Relocations/Displacements

The Proposed Build Alternative improvements in Orange, Lake and Seminole Counties could potentially displace a total of nine (9) businesses and fifty-seven (57) residences. **Table 4-5** shows the anticipated number of displacements by project segment in each of the three counties.

TABLE 4-5

Estimated Displacements and Property Impacts of the Proposed Build Alternative

Proposed Build Alternative	Parcel Impacts	Total ROW (ac)	Residential Displacements	Businesses/ Other Displaced
Kelly Park Road Interchange Alignment with Orange County Alternative 1	113	417	26	2
Systems Interchange Alternative 1 with Lake County West Alternative 1	33	189	10	2
SR 46 Widen to North	20	24	2	0
US441/SR 46 Interchange Alternative 2	22	22	0	0
Neighborhood Lakes Alternative 1 – Western Alignment	8	157	0	0
CR 46A Realignment Alternative 1A with South Widening Existing SR 46	64	83	0	0
Lake County East Alternative 1 – South (Red) Alignment 1 with Parallel Service Road	54	278	1	2
Wekiva Pkwy to SR 417/I-4 Interchange – Alternative B, with North Widening	122	191	18	3
Totals	436	1361	57	9

Expressway Authority Right-of-Way Acquisition Process

Pursuant to the authority granted in Chapter 348, Part V of the Florida Statutes, in Orange County the Expressway Authority shall obtain all rights of way and other property interests needed for construction, operation, maintenance, and repair of the Wekiva Parkway (SR 429)/SR 46 Realignment project and any associated local road improvements, in accordance with all applicable state laws. To the extent possible, the Expressway Authority shall attempt to negotiate agreements with landowners for voluntary acquisition of such property interests. Where necessary, the Expressway Authority shall acquire property interests needed through eminent domain in accordance with Chapters 73 and 74, Florida Statutes.

FDOT Right-of-Way Acquisition Process

Any required relocations in Lake and Seminole Counties as a result of the Wekiva Parkway (SR 429)/SR 46 Realignment project are subject to the FDOT right-of-way acquisition process. In order to minimize the unavoidable effects of right-of-way acquisition, FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). A Conceptual Stage Relocation Plan (CSRP) will be prepared by FDOT in accordance with 23 CFR 771. The CSRP will document any relocation impacts resulting from the Proposed Build Alternative.

FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

At least one FDOT relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling;
4. Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

Brochures that describe in detail FDOT's relocation assistance program and right-of-way acquisition program are distributed at all public hearings and made available upon request to any interested person.

4.2 Cultural and Historical Resources

4.2.1 Archaeological and Historical

In accordance with the provisions of the National Historic Preservation Act of 1966, as implemented by 36 CFR, Part 800 and related federal and state regulations, a Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Office (SHPO), was prepared for the proposed project. A *Cultural Resource Assessment Survey (CRAS)* and a *CRAS Addendum* were performed for this PD&E Study to locate, identify, and assess any archaeological or historical resources identified within the Area of Potential Effect (APE) and to assess the significance and eligibility of those resources for potential listing in the *National Register of Historic Places (NRHP)* according to the criteria set forth in 36 CFR, Section 60.4.

Based on the results of the *CRAS* and *CRAS Addendum*, two historic resources within the project APE were identified and were subsequently determined to be eligible for listing in the *NRHP*. Those two resources are:

- Paul Bock House (8OR7946)/2626 Boch Road, Apopka, FL (8OR7946), individually eligible for listing in the *NRHP*, and
- Strite House (8OR9844)/6229 Plymouth-Sorrento Road (8OR9844), Apopka, FL, individually eligible for listing in the *NRHP*.

Exhibit 4-6 shows the locations of these two *NRHP* eligible historic resources in relation to the project study area. Additionally, two historic sites initially considered perhaps potentially eligible for *NRHP* listing included a short segment of the former Seaboard Coast

Line Railway corridor (8LA3414) located east of Mount Dora and a historic resource located at 43 Rainey Road (8OR6232). These resources were discussed in the *CRAS* and *CRAS Addendum* and were subsequently determined by the SHPO to be outside of the project APE (8OR6232) or ineligible for listing in the *NRHP* (8LA3414). The proposed improvements for the Proposed Build Alternative are not expected to impact any archaeological sites or historic districts which are listed, determined eligible, or considered potentially eligible for listing in the *NRHP*. A coordination letter from the SHPO dated March 6, 2008 indicated that a potentially historic railroad trestle over US 441 may be located within the project APE. Upon investigation, it was determined that the railroad trestle is not historic. This information was provided to the SHPO in March 2008. Copies of the coordination letters from the SHPO are included in **Appendix F**.

For the two *NRHP* eligible resources (Bock House and Strite House) within the project APE, a Section 106 Consultation meeting was held on April 21, 2008 with the affected landowners, the SHPO, FDOT, the Expressway Authority, and local historical societies to apply the Criteria of Effect for those historic resources. That meeting focused on the range and types of proposed effects to the two historic resources in northwest Orange County and potential mitigation measures. Based on that Section 106 Consultation, FHWA and the SHPO concluded that the project would likely have an adverse effect on both the Bock House and Strite House. A *Section 106 Documentation and Determination of Effects Case Study Report* has been prepared to document the potential effects of the proposed improvements on the two *NRHP* eligible resources within the project APE.

The draft *Section 106 Documentation and Determination of Effects Case Study Report* (June 2010) has been transmitted to the SHPO by FHWA for review and concurrence. A second Section 106 Consultation meeting with all stakeholders will then be held. Following concurrence with the application of the Criteria of Effect, the agencies will proceed to the next phase of the Section 106 process and initiate development of a Memorandum of Agreement (MOA) to document potential mitigation measures to minimize impacts to the two *NRHP* eligible historic resources. The MOA will be developed in consultation with FHWA, the SHPO and other parties as appropriate.

The Bock House and Strite House historic resources are protected under Section 4(f) of the U.S. Department of Transportation Act (USDOT) of 1966 [Title 49, USC, Section 303] and [Title 23, USC, Section 138], as amended. A draft *Individual Section 4(f) Evaluation* is being prepared.

The potential effects to the *NRHP* eligible historic resources are described in detail in the above referenced draft *Section 106 Documentation and Determination of Effects Case Study Report* and summarized in the following sections.

