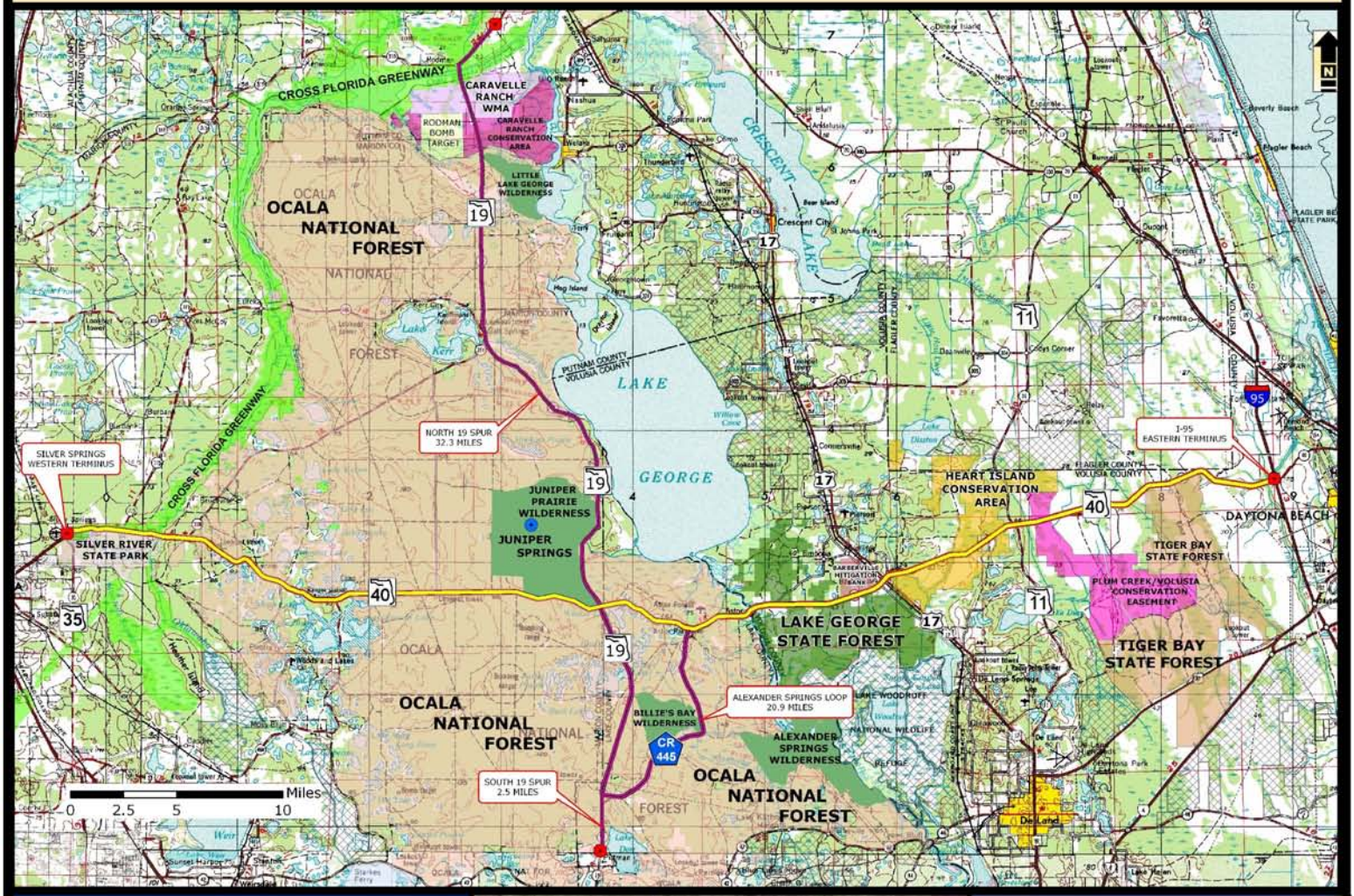
FLORIDA BLACK BEAR SCENIC BYWAY

DESIGNATION APPLICATION AND CORRIDOR MANAGEMENT PLAN
DECEMBER 17, 2007



FLORIDA BLACK BEAR SCENIC BYWAY DESIGNATION APPLICATION AND CORRIDOR MANAGEMENT PLAN

PRODUCED BY THE FLORIDA BLACK BEAR SCENIC BYWAY
CORRIDOR ADVOCACY GROUP

WITH ASSISTANCE FROM BURNS CONSULTING
December 17, 2007

The Corridor Advocacy Group would like to acknowledge the following for their help and support with this project:

The Barberville Pioneer Settlement for the Creative Arts
Criss Specht of A Bright Idea by Stacie C. Specht
Florida Department of Agriculture and
Consumer Services, Division of Forestry
Florida Department of Environmental Protection
Florida Fish and Wildlife Conservation Commission
Florida Department of Transportation, Districts Two and Five
The East Central Florida Regional Planning Council
The Astor County Library, Lake County Library System
The Forest Public Library, Marion County Public Library System
Silver Springs-Wild Waters-Palace Entertainment
The Florida Trail Association
The St. Johns River Water Management District
The United States Forest Service
Volusia County Department of Growth and Resource Management
Photographs by Debra Blick, Sandra Friend, Don Browning, Joan Bernat and Paul Rebmann

FDOT Secretary Signature Page

As Secretary of the Florida Department of Transportation, the signature below indicates the approval and endorsement of this Corridor Management Plan and this corridor for designation as a Florida Scenic Highway. FDOT approval of this management plan represents our agreement to serve in a partnership with the Corridor Management Entity to preserve, enhance and maintain the designated scenic highway corridor. We recognize the grass roots initiative and strong local support for this corridor demonstrated by the communities involved in the preparation of this management plan. This corridor management plan acknowledges that the designated corridor will be subject to the requirements of the Section 1046(c) of the ISTEA which added a new subsection (s) to 23 USC 131 precluding outdoor advertising on designated scenic highways, and the requirements of the Uniform Relocation Act. I hereby designate this corridor as a Florida Scenic Highway.

X_____Date_____

Stephanie Kopelousos, Secretary of the Florida Department of Transportation

Designation Application
Florida Scenic Highways Program

Submission of this ***Designation Application*** form and its accompanying ***Designation Documentation*** verifies that designation as a Florida Scenic Highway is being sought for the corridor identified below. Please prepare and submit this application to your District Scenic Highways Coordinator in accordance with *Appendix F* of the Florida Scenic Highways Program Manual. *Chapter 3, Section 3.2* of the Florida Scenic Highways Program Manual illustrates how this form should be completed.

Roadway/Route Number and Name - Provide the state and US road number (if applicable) and the local or any regionally recognized name for the roadway.

State Road 40, with Loop and Spur Roads State Road 19, Lake County Road 445 and Lake County Road 445-A.

Scenic Highway Name - Provide the scenic highway name to be used in any promotional activities.

The Florida Black Bear Scenic Byway

Date of Eligibility - Provide the date of the Letter of Eligibility.

AUGUST 24, 2006

We also confirm that signatories below are authorized to speak on behalf of the agency/organization they represent and that their signature denotes concurrence with all the information and concepts presented in the Designation Documentation. We also verify that all information stated on this form and/or included in the Designation Documentation are, to the best of our knowledge, true representations of the corridor and the resources for which designation as a Florida Scenic Highway is being sought.

X Carri Christman Date 1-8-08
Corridor Advocacy Group Chairperson

X Charlie Stone Date 1-9-08
Marion County Board of County Commissioners

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X Carri Christman Date 1-10-08
Corridor Advocacy Group Chairperson

X _____ Date _____
Putnam County Board of County Commissioners

X Frank T. Bruno, Jr. Date 12/20/07
Volusia County Council

X Isaac Turner Date 11/15/07
City of Ormond Beach

X James V. Chisholm Date 12/19/2007
City of Daytona Beach

X _____ Date _____
Local Government Representative

X _____Date_____

Lake County Board of County Commissioners

X_____Signature on previous page._____Date_____

City of Ormond Beach

X_____Signature on previous page._____Date_____

City of Daytona Beach

EXECUTIVE SUMMARY

The Florida Scenic Highways Program is administered by the Florida Department of Transportation. The goal of the program is to preserve, enhance and maintain the intrinsic resources of scenic corridors through a sustainable balance of conservation and land use. Designation as a Florida Scenic Highway does not preclude FDOT from making capacity improvements to the highway. FDOT is currently completing a PD&E on SR 40 from Silver Springs to Barberville.

The Florida Black Bear Scenic Byway Project grew from a recommendation of the State Road 40 (SR 40) Collaborative Task Force. The Task Force was formed in 2003 in order to determine the feasibility of roadway improvements to SR 40, with consideration of the unique environmental resources within the corridor.

On February 2, 2006, the SR 40 Corridor Concept Plan and Guiding Principles was released by the Task Force. There are nine guiding principles included within the Concept Plan. The first of these principles calls for the designation of SR 40 between Ormond Beach and Silver Springs as a Florida and National Scenic Byway. The last principle calls for the inclusion of the principles themselves into the Scenic Highway's goals, objectives and strategies.

A Corridor Advocacy Group (CAG) was formed in order to achieve Scenic Highway eligibility and designation. The CAG membership included private citizens and local business owners, as well as representatives of the US Forest Service, the Florida Division of Forestry, the Lake/Sumter MPO, the East Central Florida Regional Planning Council, Volusia County, and others. Upon designation, a Corridor Management Entity (CME), formed mostly from the CAG membership will assume the responsibility of managing the project.

Because of the large amount of publicly owned conservation lands and related natural and recreational resources within the Florida Black Bear Scenic Byway Corridor, many of the goals, objectives and strategies created by the CAG address issues related to natural resource conservation and enhancement, as well as the development of sustainable resource based tourism and economic development. The comprehensive plans of each of the local governments must be amended to include these goals, objectives and strategies. The CAG was careful to create goals, objectives and strategies that emphasize cooperation, education, and coordination instead of regulation.

The CAG has produced an Action Plan, which can be found in Section 13 of this document. The Action Plan can be viewed as a roadmap to realizing the group's vision and goals. Near-term action items include securing funding for and completing a corridor master plan (Action Items 1-2 and 3-7), and coordination with the SR 40 Project Development and Environment Study (Action Item 3-1). Action items that are expected to take longer are

amending the local government comprehensive plans to include the Byway's goals (Action Item 3-4), and incorporating the group as a 501(c) 3 non profit organization.

Because of the safety and wildlife connectivity issues highlighted by the very high rate of wildlife roadkill on the roads that make up the Scenic Byway, the CAG intends to seek funding for wildlife crossing research (Action Item 1-10). The CAG intends for the Byway to become a leader in the research and design of wildlife crossings.

SHAC COMMENTS ON THE ELIGIBILITY APPLICATION

1. "*There appears to be some lack of support from some counties and some Chambers of Commerce. The Designation application should address these concerns and how they will be overcome by the CAG/CME.*

Response: All counties and municipal governments have passed resolutions of support for the Florida Black Bear Scenic Byway. The Ocala/Marion County Chamber of Commerce has endorsed the project and has written a letter of support. The CAG has become a member of the Astor Area Chamber of Commerce, and as membership in the CME grows, intends to join the other area Chambers.

2. "*The corridor is undergoing a PD&E project and the Designation application should discuss this project and ways that the CAG/CME will work in coordination with this project."*

Response: The CAG has been heavily involved and is working closely with FDOT during the SR 40 PD&E process. Rick Lint, the CAG Chair and US Forest Service District Ranger, and Cathy Lowenstein, the CAG Secretary and forestry resource administrator for the state Division of Forestry, are members of the SR 40 PD&E Steering Committee. Monso Tatum, CAG Vice Chair is a member of the Public Advisory Group.

3. *"The Designation application needs to be sure and include specific references to inclusion in local comprehensive plans"*

Response: Please see Section 11, Comprehensive Plans, Paragraph One. Also note that Action Item 3-4 is "Amend Local Government Comprehensive Plans to Include CMP."

4. *"There should be more discussion about the historical nature of the corridor. For example, were there any CCC camps in the area? Are there any historical forestry sites?"*

Response: Please see Section 2, Historical Resources.

5. *"Juniper Springs should be highlighted on the corridor map"*

Response: Juniper Springs has been highlighted on the corridor map.

6. *"The Designation application should have some discussion pertaining to the interpretation of local history along the corridor. How and where will this be done?"*

Response: Please see the Historical Resources section.

7. *"The Florida Black Bear Scenic Byway has many spur roads. The Designation application needs to address whether or not these spur roads are considered part of the actual Scenic Byway's mileage and corridor, or are they going to be considered resources? This should be clearly documented in the Designation application in figures, maps, and text."*

Response: The Loop and Spur Roads are considered part of the Scenic Byway Corridor, and have been documented in the Designation Application.

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FLORIDA BLACK BEAR SCENIC BYWAY

LENGTH OF SR 40 SEGMENT = 60.5 MILES
LENGTH OF LOOP AND SPUR ROADS = 55.7 MILES
TOTAL LENGTH OF SCENIC BYWAY = 116.2 MILES

WESTERN TERMINUS LOCATED AT SILVER SPRINGS (SR 35) - EASTERN TERMINUS LOCATED AT I-95
SOUTHERN TERMINUS OF SR 19 SPUR LOCATED AT OCALA NATIONAL FOREST BOUNDARY
NORTHERN TERMINUS OF SR 19 SPUR LOCATED AT BUCKMAN LOCK ROAD

SR 40 SEGMENT -

LOOP AND SPUR ROADS -

SILVER SPRINGS
WESTERN TERMINUS

SILVER RIVER
STATE PARK

CROSS FLORIDA GREENWAY

OCALA
NATIONAL
FOREST

RODMAN
BOMB
TARGET

CARAVELLE
RANCH
WMA

CARAVELLE
RANCH
CONSERVATION
AREA

LITTLE
LAKE GEORGE
WILDERNESS

NORTH 19 SPUR
32.3 MILES

JUNIPER
PRAIRIE
WILDERNESS

JUNIPER
SPRINGS

SOUTH 19 SPUR
2.5 MILES

BILLIE'S BAY
WILDERNESS

ALEXANDER SPRINGS LOOP
20.9 MILES

ALEXANDER
SPRINGS
WILDERNESS

LAKE GEORGE
STATE FOREST

HEART ISLAND
CONSERVATION
AREA

PLUM CREEK/VOLUSIA
CONSERVATION
EASEMENT

TIGER BAY
STATE FOREST

I-95
EASTERN TERMINUS

DAYTONA BEACH

FLAGLER BEACH
STATE PARK

Miles
0 2.5 5 10

Page
1

BACKGROUND CONDITIONS ANALYSIS
CORRIDOR LIMITS

The Florida Black Bear Scenic Byway consists of a 60.5 mile segment of Florida State Road (SR) 40 running from SR 35 in the unincorporated community of Silver Springs eastward to the intersection of SR 40 and Interstate 95 in the City of Ormond Beach, and a 55.7 mile series of Loop and Spur Roads. The total length of the Byway is approximately 116.2 miles.

The Preliminary Route of the Florida Black Bear Scenic Byway consisted of a 60 mile portion of Florida State Road 40, running from the intersection of SR 40 and SR 35 at Silver Springs, located east of the City of Ocala in unincorporated Marion County, eastward to the Intersection of SR 40 and Interstate 95 in the City of Ormond Beach in Volusia County.

The Preliminary Corridor Limits as defined by the Corridor Advocacy Group were generally defined by the boundaries of the publicly owned lands adjacent to the route. Where no publicly owned lands were adjacent to the route, the Preliminary Corridor was generally defined by the privately owned tax parcels lying within the viewshed of the route.

After defining the Preliminary Corridor Limits, the CAG decided to incorporate a spur road. This was Volusia County Road 3, which connected SR 40 with the Deleon Springs State park and the historic Strawn Packing House and Lumber Mill. These resources were included in the Field Inventory.

The River of Lakes Heritage Corridor is a group that was organized to advance regional heritage tourism in west Volusia County. In early 2006, the group submitted a letter of intent to seek Scenic Highway designation for a network of roads in west Volusia County.

After discussions with members of the River of Lakes Heritage Corridor, the Florida Black Bear CAG and the River of Lakes CAG felt that the DeLeon Springs spur would make a more logical fit within the River of Lakes Heritage Corridor, and was dropped from the Florida Black Bear Scenic Byway Corridor.

CORRIDOR LIMITS
LOOP AND SPUR ROADS

It was also decided that there were several very important resources that should be included within the Florida Black Bear Scenic Byway Corridor that were some distance from SR 40, and that several loop and spur roads would provide access to those resources. However, the Marion County Board of County Commissioners was not amenable to Marion County maintained roads being included as loop and spurs at this time, so the CAG dropped those roads from the Scenic Byway.

There are two Spur Roads and one Loop Road that are included as Scenic Byway Corridor. State Road 19 spans the limits of the Ocala National Forest from Putnam County in the north to Lake County in the south, and intersects SR 40 near the center of the National Forest in Marion County. The section of SR 19 north of the intersection with SR 40 is known as the North 19 Spur. The spur is 32.3 miles long and the northern terminus is located at the intersection of SR 19 and Buchman Lock Road in Putnam County.

The 9.4 mile section of SR 19 between SR 40 and the intersection with Lake County Road 445 is part of the 20.9 mile Alexander Springs Loop. The short, 2.8 mile section of SR 19 between the intersection with Lake County Road 445 and the southern limits of the Ocala National Forest is known as the South 19 Spur.

When the CAG proposed including the section of SR 19 within the forest that is in Putnam County as a spur road, the Putnam County Board of County Commissioners were very interested in extending the spur road further into Putnam County in order to provide access to several additional resources located in Putnam County. An additional section of SR 19 was added, extending the North 19 Spur to Buchman Lock Road. This section of SR 19 provides access to resources such as the Caravelle Ranch Wildlife Management Area and the Marjorie Harris Carr Cross Florida Greenway Visitor Center-East.

The 20.9 mile Alexander Springs Loop provides access to Alexander Springs, Camp Ocala, and other resources. It is made up of a 9.4 mile segment of SR 19, an 11.0 mile segment of Lake County Road 445, and a 0.5 mile section of Lake County Road 445-A.

The South SR 19 Spur runs south of the intersection of SR 19 and Lake County Road 445 (the Alexander Springs Loop) for approximately 2.5 miles to the southern boundary of the Ocala National Forest.

The majority of the Alexander Springs Loop and the two spur roads are within the Ocala National Forest.

The Western Terminus remains the intersection of SR 40 and SR 35 at Silver Springs, and the Eastern Terminus remains the intersection of SR 40 and Interstate 95 in Ormond Beach. The corridor limits remain the extent of public lands adjacent to the roadway, and those privately owned parcels adjacent to the roadway within the viewshed.

BACKGROUND CONDITIONS ANALYSIS
ROADWAY / RIGHT OF WAY DESCRIPTION

The roadway consists of an approximately 60.5 mile segment of Florida State Road 40 (SR 40) and a series of loop and spur roads which add an additional 55.7 miles. The total length of the Scenic Byway, including loops and spurs is approximately 116.2 miles.

TERMINI

The Western Terminus of the proposed scenic byway is the intersection of SR 40 and SR 35 in the unincorporated community of Silver Springs, located just east of the City of Ocala. The roadway in this area is 4-laned, and the area is experiencing rapid urban and suburban development.

The Eastern Terminus of the proposed byway is located at the intersection of SR 40 and I-95, located within the City of Ormond Beach in Volusia County. The roadway at the eastern terminus is 4-laned, and, like the area around the western terminus, the area around the eastern terminus is rapidly urbanizing.

The Northern Terminus of the North 19 Spur is located at the intersection of SR 19 and Buchman Lock Road in rural Putnam County, north of the intersection of SR 19 and Putnam County Road 310 and south of the city of Palatka.

The Southern Terminus of the South 19 Spur is located at the intersection of Ravenswood Road and SR 19. This is the southern limit of the lands within the Ocala National Forest fronting SR 19.

Western Terminus at SR 40 and SR 35, Looking West

STATE ROAD 40

SR 40 connects the rapidly urbanizing cities of Ocala in Marion County and Ormond Beach in Volusia County. It also provides a direct link between Interstates 75 and 95. Because of this link between the two Interstate Highways, SR 40 is included in the Florida Intrastate Highway System (FIHS), the National Highway System (NHS), and the Strategic Intermodal System (SIS) as an emerging corridor. SR 40 is a designated Hurricane Evacuation Route for the Ormond Beach area.

An unusual aspect of the highway is that the right of way for SR 40 through the Ocala National Forest is not owned by FDOT, but by the United States Forest Service. The road was developed under a special use permit issued by the U.S. Forest Service in 1951.

The right of way width varies considerably, from 62 feet to 300 feet. Typical widths are 100 feet and 200 feet.

SR 40 in the Ocala National Forest

LOOP AND SPUR ROADS

There is one loop road and two segments of SR 19 that are considered spur roads. These roads are two-lane, asphalt paved, and are accessible by two wheel drive vehicles and tour buses. The loop and spur roads are considered part of the scenic byway roadway.

NORTH 19 SPUR

The North 19 Spur begins at the intersection of SR 40 and SR 19, and runs north on SR 19 for approximately 32.3 miles to the Northern Terminus at the

intersection of SR 19 and Buckman Lock Road in Putnam County. This segment of SR 19 also has a functional classification of Rural Minor Arterial. There are five bridges on the North 19 Spur, one over Juniper Run, two over the Ocklawaha River, the high Cross Florida Canal Bridge, and a small bridge just north of the intersection of SR 19 and Putnam County Road 310. The intersection of SR 19 and CR 310 is also the only major intersection on the North 19 Spur within Putnam County. Marion County Roads 314 and 316 intersect with SR 19 near Salt Springs. The entire spur is asphalt paved and two-lane.

The Cross Florida Barge Canal Bridge on the North SR 19 Spur

ALEXANDER SPRINGS LOOP

The 20.9 mile long Alexander Springs Loop, like the North 19 Spur, begins at the intersection of SR 40 and SR 19. The Alexander Springs Loop runs south for approximately 9.5 miles to the intersection of SR 19 and Lake County Road 445. This segment of SR 19 has a functional classification of Rural Minor Arterial, and CR 445 is classified as Rural Major Collector.

From the intersection of SR 19 and CR 445, the loop runs generally north and east on CR 445 for approximately 10 miles to the intersection of CR 445 and CR 445-A in the rural community of Astor Park. The loop then heads north east for 0.5 mile to the intersection of SR 40 and CR 445-A. CR 445-A has a functional classification of Rural Major Collector.

The Alexander Springs Loop passes through three unincorporated rural Lake County communities; Shockley, Shockley Hill, and Astor Park. Except for a small number of residential lots on SR 19 and these three communities, the road frontage on the loop is within the Ocala National Forest. All roads on the loop are asphalt paved and two-lane. There is one bridge over Alexander Springs Run. The only signal on the loop is at the intersection of SR 40 and SR 19.

SOUTH 19 SPUR

The South 19 Spur runs south from the intersection of SR 19 and Lake County Road 445 for approximately 2.8 miles to the Southern Terminus at the intersection of SR 19 and Ravenswood Road. This is the location of the southernmost frontage of the Ocala National Forest on SR 19. There are no traffic signals or major intersections on the South 19 Spur. The roadway is asphalt paved, two-lane, and has a functional classification of Rural Minor Arterial.

BRIDGES, INTERSECTIONS, AND SIGNALS
STATE ROAD 40

The majority of the roadway of SR 40 is 2-lane, with several 3-lane segments. There are a total of six bridges on SR 40. There are two major bridges; one over the Oklawaha River on the western side of the corridor, and a drawbridge over the St Johns River at Astor, located near the center of the corridor.

There are four smaller bridges on SR 40. One spans the Tomoka River near the eastern terminus. A small bridge crosses Little Haw Creek approximately 0.6 mile east of the intersection with SR 11, and there are two bridges crossing Middle Haw Creek at Harper Ford, about 6.8 miles east of the intersection with SR 11.

There are a total of 12 intersections with signals on SR 40. Four signalized intersections are located within 5.1 miles of the western terminus, and four are located within two miles of the eastern terminus. These intersections with SR 40 are:

State Road 35 (Western Terminus)
State Road 326
Marion County Road 315
Marion County Road 314
Marion County Road 314 A
State Road 19
US Highway 17
State Road 11
Breakaway Trail
Tymber Creek Road
Booth Road
Interstate 95 (Eastern Terminus)

INTERMODAL FACILITIES

SR 40 is an Emerging Strategic Intermodal System (SIS) roadway. SR 40 intersects with US 17, which is also an emerging SIS. The CSX Railroad mainline runs generally parallel to US 17 and intersects SR 40 in Barberville. The line is an SIS Rail Corridor, and handles both freight and passenger traffic.

LOCAL GOVERNMENTS AND COMMUNITIES

The roadways that comprise the Florida Black Bear Scenic Byway are located in four counties; Marion, Putnam, Lake, and Volusia. The North 19 Spur is located in Marion and Putnam Counties. Except for a very short section (0.3 mile) south of the SR 40 intersection, the Alexander Springs Loop and South 19 Spur are located entirely within Lake County. The Metropolitan Planning Organizations (MPO) with jurisdictions within the corridor are the Ocala/Marion MPO, the Lake/Sumter MPO, and the Volusia County MPO. The Regional Planning Councils (RPC) with jurisdictions are the East Central Florida RPC, the Withlacoochee RPC, and the Northeast Florida RPC.

The eastern terminus is located within the City of Ormond Beach, while the western terminus is located within the unincorporated community of Silver Springs in Marion County. The southern terminus of the South 19 Spur is in unincorporated Lake County, and the northern terminus of the North 19 Spur is in unincorporated Putnam County. Approximately 2.6 miles of the roadway near the eastern terminus fronts lands within the City of Daytona Beach.

There are no incorporated cities between Ormond Beach and the western terminus at Silver Springs.

There are nine unincorporated communities with various types of recognition by the three county's comprehensive growth plans. The unincorporated communities along the roadway of SR 40 are:

1. Silver Springs (Marion County)
2. Nuby's Corner (Marion County)
3. Lynne (Marion County)
4. Forest Corners (Marion County)
5. Salt Springs (Marion County)
6. Astor Park (Lake County)
7. Astor (Lake County)
8. Volusia (Volusia County)
9. Barberville (Volusia County)

PROPERTY RIGHTS ACQUISITIONS

The Florida Black Bear Scenic Byway Corridor Advocacy Group is aware that all property acquisitions involving the use of Federal financial assistance must comply with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act.

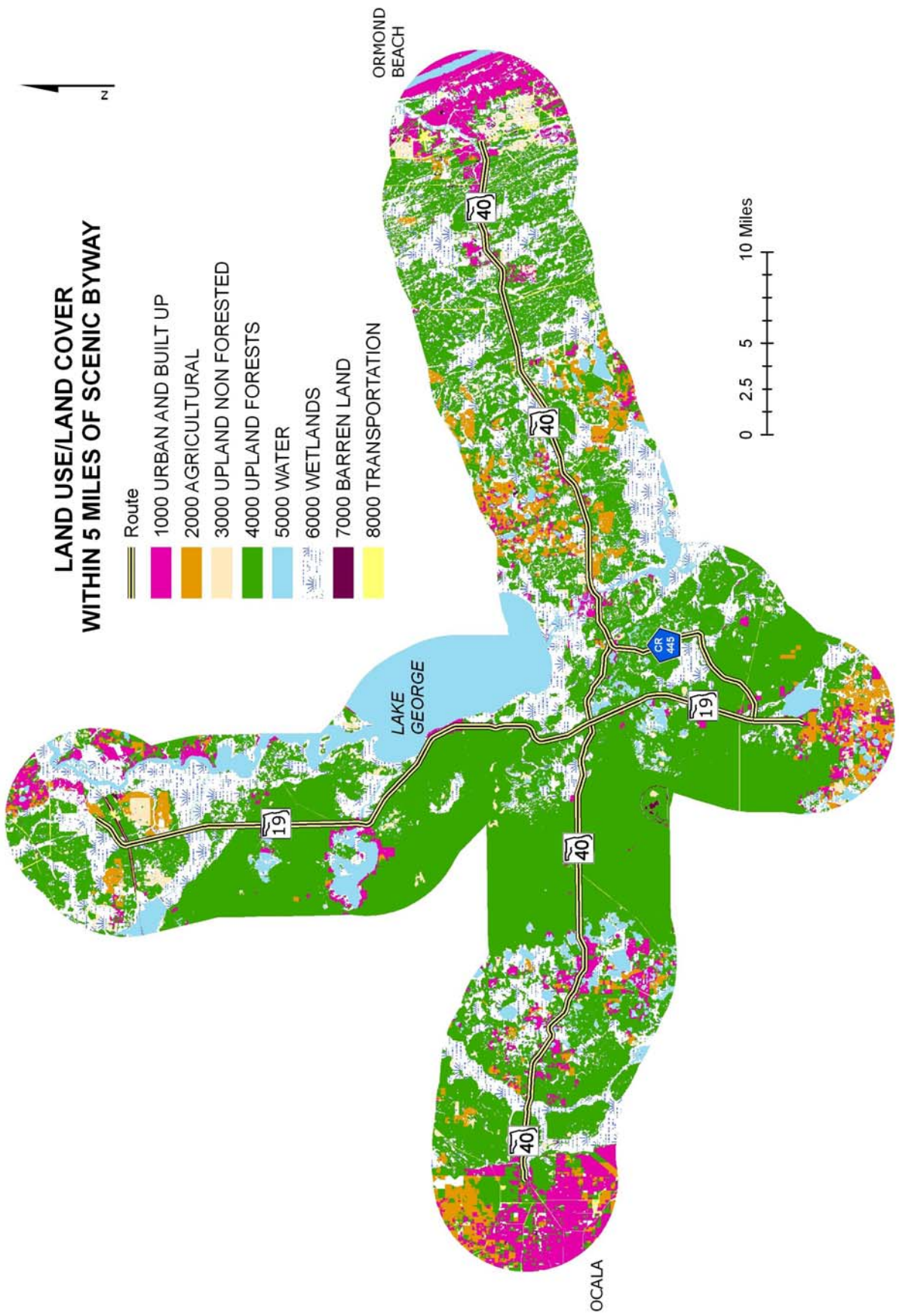
Sources used in preparing this section:

FDOT GIS - http://www.dot.state.fl.us/planning/statistics/gis

State Road 40 Corridor Concept Plan and Guiding Principles Final Report, State Road 40 Collaborative Task Force, FDOT District 5, FPID No. 238769-1

St John's River Water Management District GIS Data Download Library, http://sjr.state.fl.us/programs/plan_monitor/gis/docs/themes.html

Florida Geographic Data Library
http://www.fgdl.org/


LAND USE/LAND COVER
WITHIN 5 MILES OF SCENIC BYWAY
Route
1000 URBAN AND BUILT UP
2000 AGRICULTURAL
3000 UPLAND NON FORESTED
4000 UPLAND FORESTS
5000 WATER
6000 WETLANDS
7000 BARREN LAND
8000 TRANSPORTATION
N
0 2.5 5 10 Miles
ORMOND BEACH
LAKE GEORGE
OCALA
CR 445
19
40

LAND USE / LAND COVER CLASSIFICATIONS

The St. Johns River Water Management District's 2004 Land Use / Land Cover GIS Data Layer was used to map the eight Level One categories of Land Use / Land Covers within five miles of the proposed Scenic Byway roadway.(Above) Upland Forests (4000) and Wetlands (6000) are the predominant land cover classifications within the area mapped. This reflects the large amount of conservation lands abutting and near the proposed scenic byway and loop roads. Large areas of the Urban and Built Up (1000) classification are concentrated near both of the Scenic Byway's termini and are not included within the corridor.

MAJOR LAND OWNERS – PUBLIC LANDS

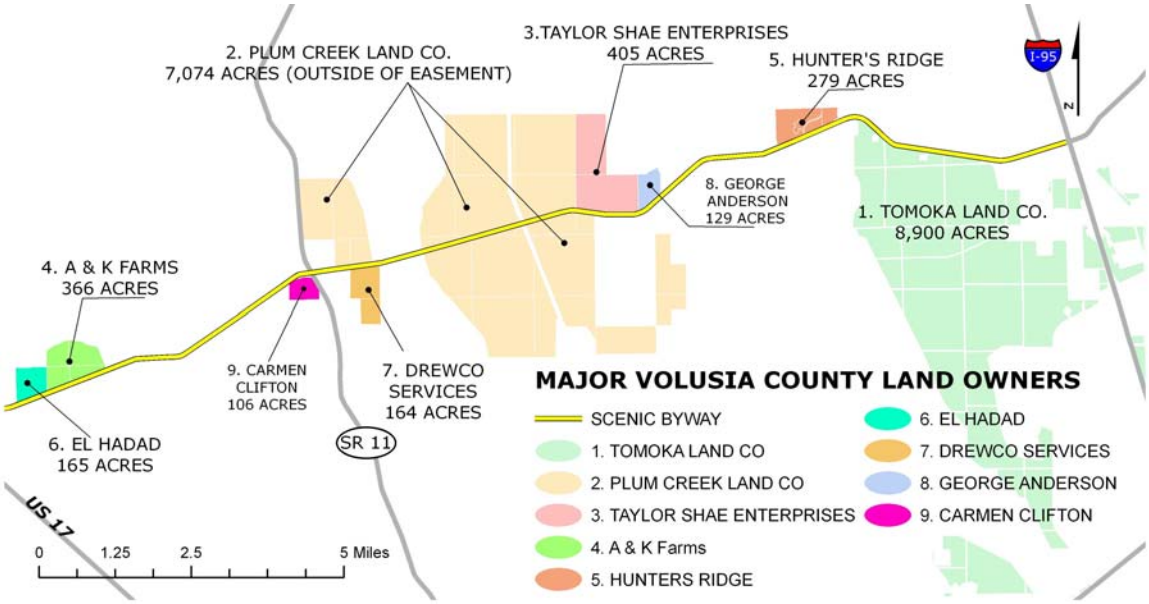
Publicly owned or managed lands front a total of 66 miles on State Road 40 and 126 miles on the loop and spur roads. Together, these lands total nearly 500,000 acres in area. The largest amount of land is owned by the Ocala National Forest, covering an area of 389,000 acres and with about 43 miles of frontage on the Byway. A more detailed discussion of public lands can be found in the Resource Specific section.

The publicly owned or managed lands fronting the Byway are:

Name	Managing Agency
Silver River State Park	Florida Department of Environmental Protection, Division of Recreation and Parks
Marjorie Harris Carr Cross Florida Greenway State Recreation and Conservation Area	Florida Department of Environmental Protection, Office of Greenways and Trails
Ocala National Forest	US Forest Service, US Department of Agriculture
Lake George State Forest	Florida Department of Agriculture and Consumer Services, Division of Forestry
Barberville Mitigation Bank	Volusia County
Heart Island Conservation Area	St. Johns River Water Management District
Plum Creek/Volusia Conservation Easement	St. Johns River Water Management District
Caravelle Ranch Conservation Area	St Johns River Water Management District
Caravelle Ranch Wildlife Management Area	Florida Fish and Wildlife Conservation Commission
Tiger Bay State Forest	Florida Department of Agriculture and Consumer Services, Division of Forestry

PRIVATE LANDOWNERS

The privately owned lands fronting the proposed Scenic Byway in Marion and Lake Counties are generally small parcels. Exceptions are two parcels with 0.5 mile of frontage totaling 120 acres owned by Patricia Brass of Atlantic Beach, Florida, and 68.5 acres with about 0.33 of a mile frontage owned by the singer and songwriter Mel Tillis. These properties are in Marion County.



There are two large landowners with extensive frontage on the proposed Scenic Byway in Volusia County. There are several other landowners in Volusia County with properties in excess of 100 acres.

1. The Tomoka Land Company owns approximately 8,900 acres near the eastern terminus with a frontage on the Byway of about 2.25 miles. The Tomoka property fronting the Byway is within the corporate limits of the City of Daytona Beach.

2. The Plum Creek Land Company of Seattle, Washington, is a real estate investment trust which is listed on the New York Stock Exchange and fronts about 8.75 miles of the Byway with a total area of 18,804 acres.

The St. Johns River Water Management District holds a conservation easement on 11,730 acres of this property, with a frontage on the Byway of about 1.5 miles. There is a total of about 7,074 acres owned by Plum Creek outside of the conservation easement.

Other landowners with more than 100 acres in Volusia County with frontage on the proposed Scenic Byway are:

3. Taylor Shae Enterprises of Melbourne: 405 acres with one mile of frontage.

4. A & K Farms of Gainesville: 366 acres and one mile of frontage.

5. Hunter's Ridge Residential Golf Properties of Ormond Beach: 279 acres with one mile of frontage.

6. Ahmed El Hadad and Ammal El Hadad: 165 acres and 0.5 mile of frontage.

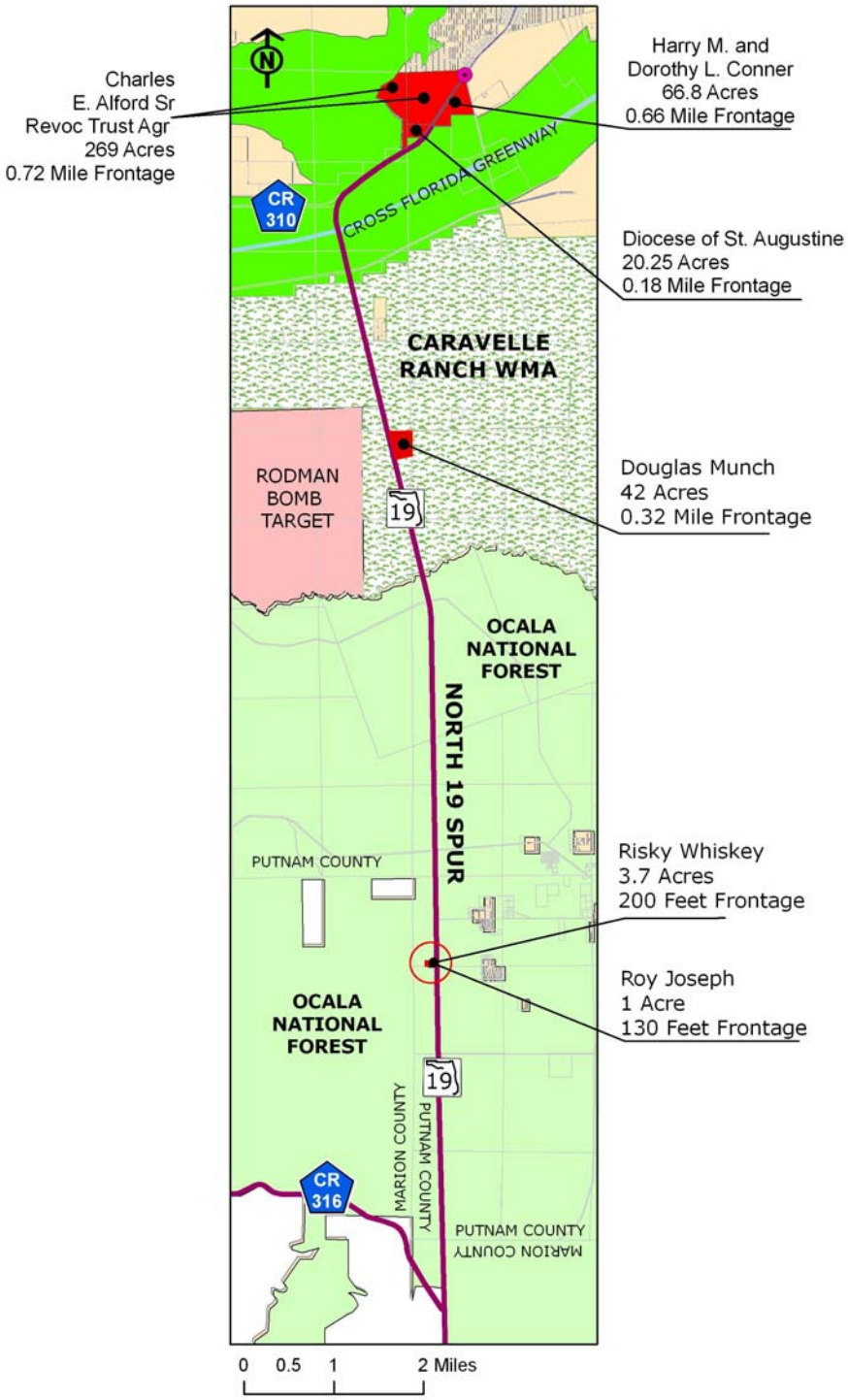
7. Drewco Services LLC of New Smyrna Beach: 164 acres with 0.5 mile of frontage.

8. George Anderson of Holly Hill, FL: 129 acres with about 0.5 mile of frontage.

9. Carmen Clifton of DeLeon Springs: 106 acres with 0.4 miles of frontage at the south west corner of the intersection of SR 40 and SR 11.

PUTNAM COUNTY PRIVATE LANDS

The largest private land holding with frontage on the North SR 19 Spur is the Alford Trust with 269 acres with 0.72 miles of frontage, followed by the Harry and Dorothy Conner parcels totaling 66.8 acres with 0.66 miles of frontage. Douglas Munch owns 42 acres with 0.32 miles of frontage, and the Diocese of St. Augustine owns 20.25 acres with 0.18 miles of frontage. Two small private parcels with a combined frontage of approximately 330 feet are located in the Ocala National Forest. One of these parcels is the site of the Frontier Bar.

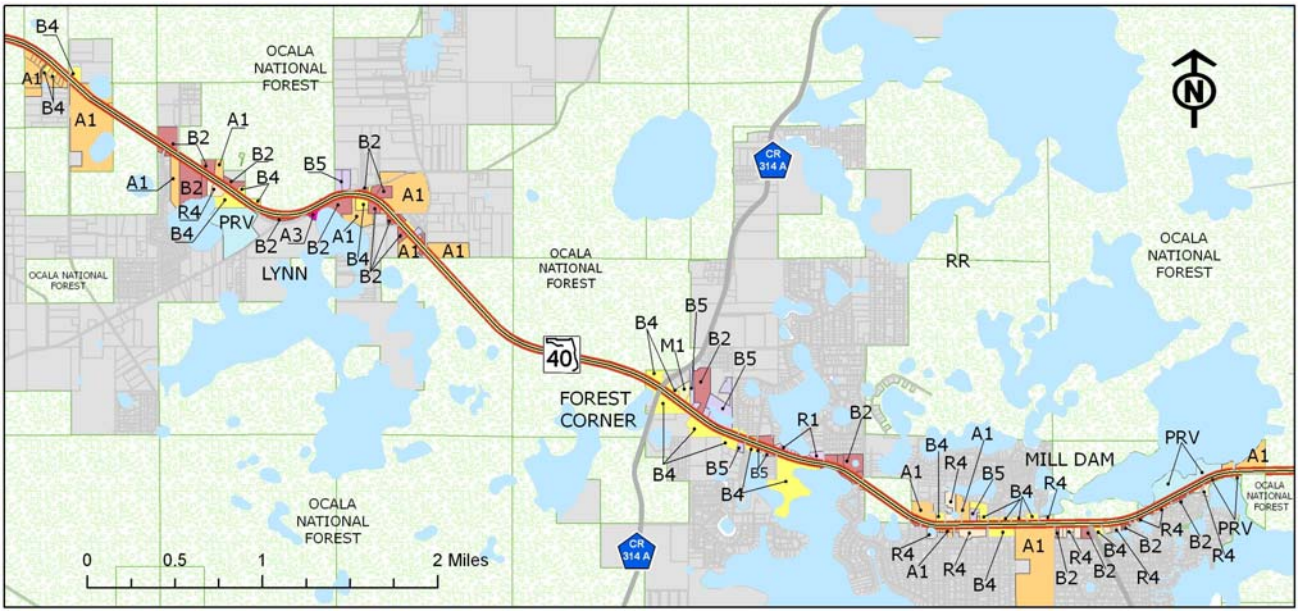


ZONING: MARION COUNTY

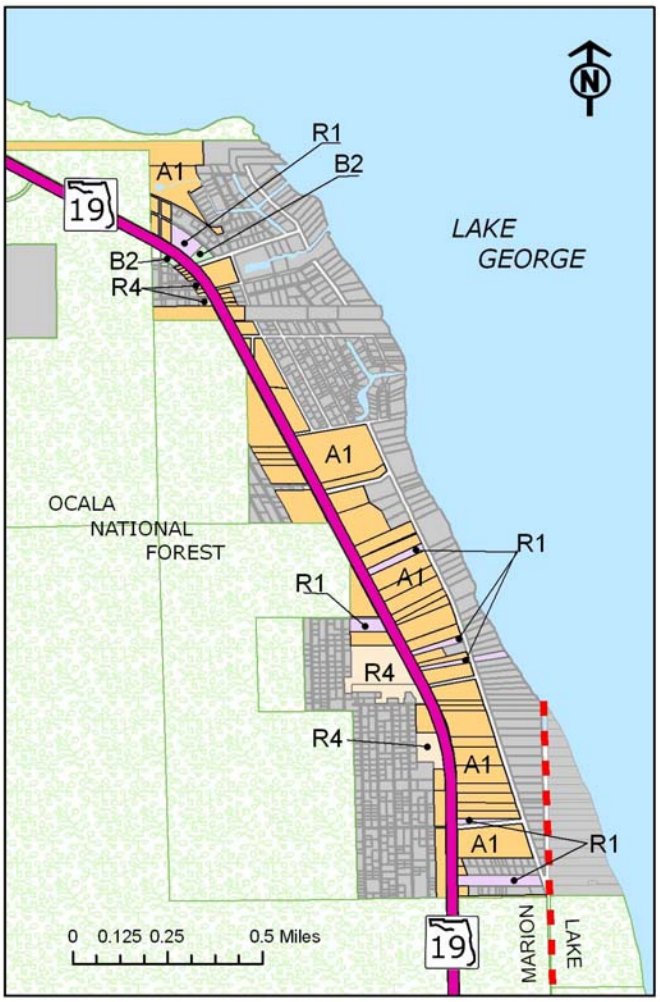
A very large portion of the properties fronting State Road 40 in Marion County are publicly managed lands and are zoned by Marion County as A-1, Agricultural. The A-1 zoning districts under public management are not shown on the following maps.

The districts other than A-1 include mainly mixed residential and light commercial and are located mainly in the unincorporated communities of Silver Springs, Nuby's Corner, Lynne, Forest Corners, and Salt Springs. Several small parcels are zoned B-4, or Regional Business. Two small parcels with very narrow frontages are zoned
M-1, or Light Industrial.

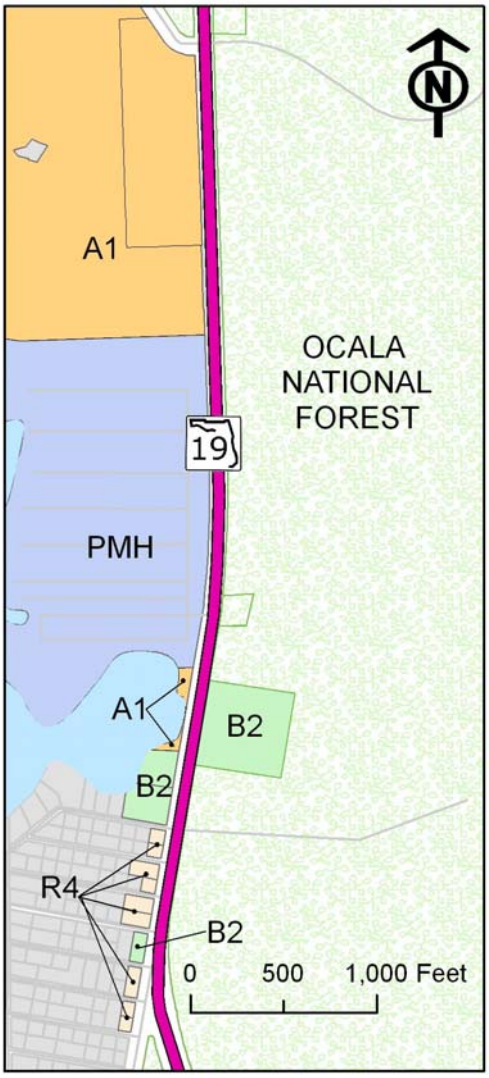
Marion County Zoning Fronting the Scenic Byway – Silver Springs Area



Marion County Zoning Fronting the Scenic Byway– Rural Communities of Lynn, Forest Corner and Mill Dam



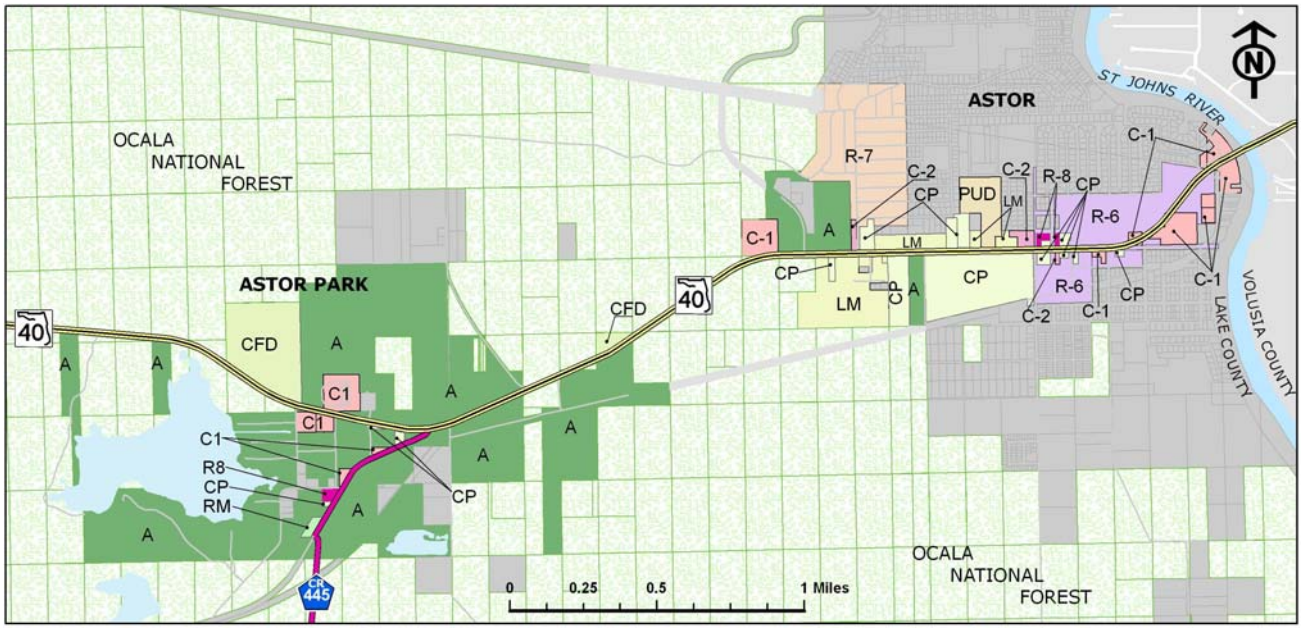
Marion County Zoning Fronting the Scenic Byway – SR 19 South of Salt Springs



Marion County Zoning fronting the Scenic Byway – Salt Springs and Lake Kerr Area

ZONING: LAKE COUNTY

The majority of the land in Lake County included within the scenic byway corridor is located in the Ocala National Forest. Most of the land not within the Ocala National Forest is found in the rural community of Astor and the smaller community of Astor Park. There are several much smaller residential communities scattered throughout the National Forest. The Lake County zoning districts abutting the scenic byway that are not within the Ocala National Forest include various residential, commercial, light manufacturing and agriculture. Major districts include the A, or Agriculture district, the CP, or Planned Commercial, and the C1, or Neighborhood Commercial. The major residential zoning district is R-6, or Urban Residential. There are numerous small businesses located in Astor along the scenic byway such as restaurants, a convenience store and the local post office.

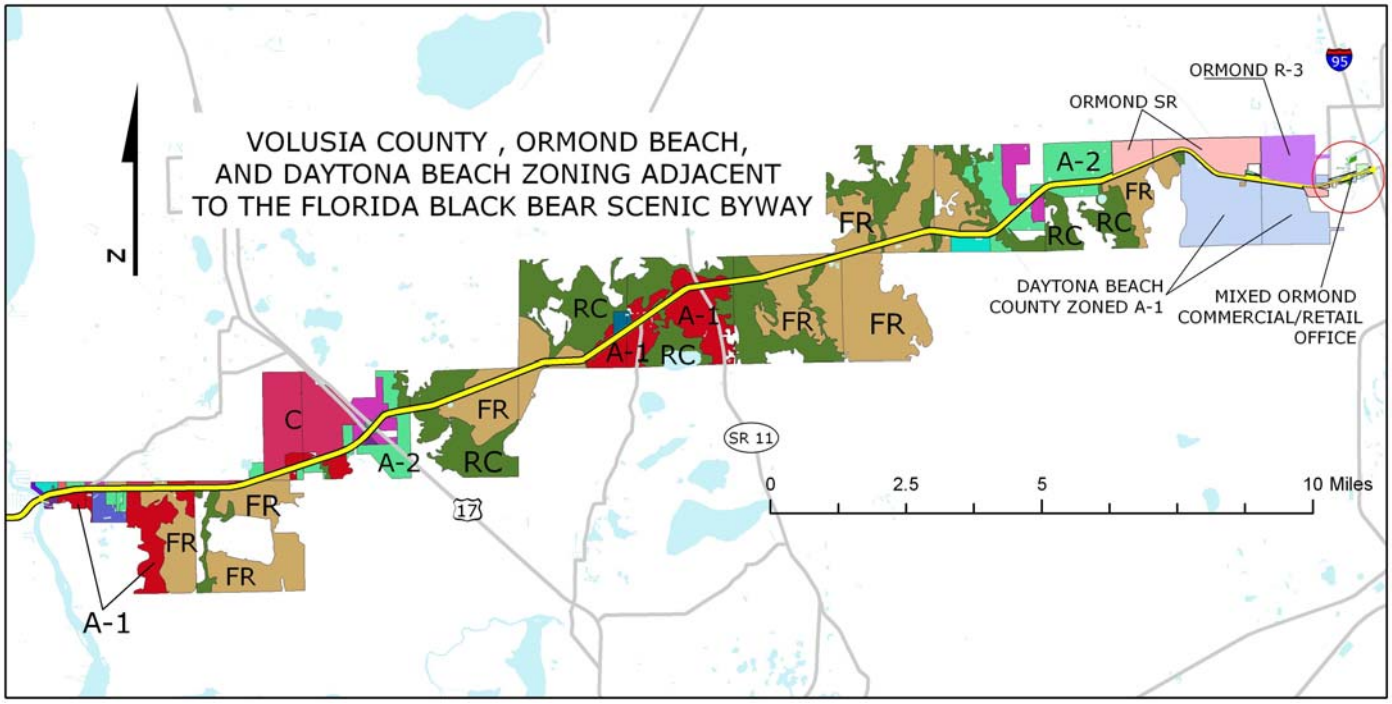


Lake County Zoning Districts Fronting the Scenic Byway-
Astor and Astor Park

Lake County Zoning Districts Adjacent to the Scenic Byway – Alexander Springs Loop and South SR 19 Spur

The Blackwater Inn on the St Johns River, the largest of several restaurants located in the Astor/Volusia area.
Photo Taken from the Astor Bridge

ZONING: VOLUSIA COUNTY



The zoning districts within Volusia County with the greatest frontage on the proposed Scenic Byway are FR, RC, A-1, A-2 and C. The following quotations describing these zoning classifications are taken directly from the Volusia County Code of Ordinances.

"The purpose and intent of the FR Forestry Resource Classification is to preserve land that is suited for multiple-use resource management. It is further intended that this classification will permit limited agricultural activities. In addition, all agricultural uses should be encouraged to utilize Natural Resource Conservation Service (formerly the Soil Conservation Service) best management techniques and other agricultural best management practices."

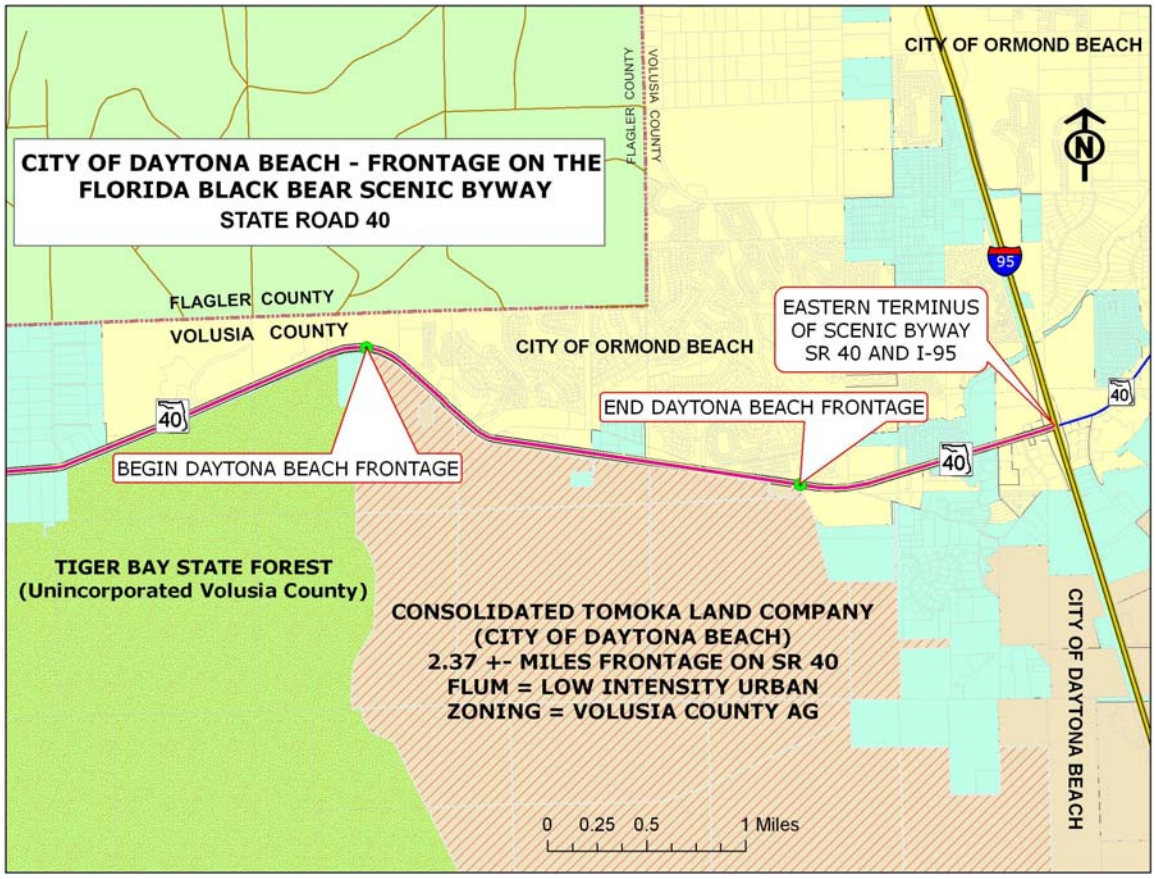
"The purpose and intent of the RC Resource Corridor Classification is to provide protected, natural corridors consisting of environmentally sensitive and ecologically significant lands which connect to other protected areas such as parks and water bodies. The corridor shall provide a contiguous hydroecological pathway, where the wetlands and uplands are integrated and conducive to the maintenance and perpetuation of the system."
"The purpose and intent of the A-1 Prime Agriculture Classification is to preserve valuable agricultural land for intensive agricultural uses, and to protect land best suited for agricultural uses from the encroachment of incompatible land uses."

"The purpose and intent of the A-2 Rural Agriculture Classification is to preserve and protect rural areas of the county that have some agricultural value, but which are also suitable for rural estate living."

"It is intended that the C Conservation Classification be applied to certain lands which are either owned or controlled by a governmental agency, but it may be applied to privately owned lands upon request of the owner. It is the purpose of this classification to protect and preserve."

ZONING: CITY OF DAYTONA BEACH

There are two large parcels that have been annexed into the City of Daytona Beach, and are located on the south side of the roadway near the eastern terminus. These parcels are owned by the Tomoka Land Company and front about 2.34 miles of the Byway. The zoning has remained Volusia County A-1.



ORMOND BEACH ZONING

There are two major City of Ormond Beach zoning classifications located on the north side of the roadway near the eastern terminus. The SR Suburban Residential classification fronts about 2.7 miles of the roadway and the R-3 Single Family Medium Density fronts about one mile.

The area from the eastern terminus, at the intersection with Interstate 95 to about one mile west, contains a mix of commercial, retail and office zonings.

PUTNAM COUNTY ZONING

Except for two relatively small parcels zoned C-2 located within the Ocala National Forest, the entire frontage of the North 19 Spur within Putnam County is zoned AG. The C-2 zoning consists of the parcel containing the Frontier Bar with about 200 feet of frontage on SR 19, and an adjacent parcel with a vacant building and about 130 feet of frontage.

The Frontier Bar and Restaurant on the North SR 19 Spur

Sources used in this section:

Florida Geographic Data Library
http://www.fgdl.org/

St. Johns River Water Management District
GIS Data Download Library
http://sjr.state.fl.us/programs/plan_monitor/gis/

Plum Creek Land Company
999 Third Ave., Suite 4300
Seattle, WA 98104
(206) 467-3600

info@plumcreek.com
www.plumcreek.com

Land Development Code of Marion County
Article V Zoning
www.municode.com

Volusia County Code of Ordinances
Appendix B Zoning Ordinances
Article VII
www.municode.com

Lake County Land Development Regulations
Appendix E, Lake County Code of Ordinances

City of Ormond Beach Land Development Code
Chapter 2: District and General Regulations

BACKGROUND CONDITIONS ANALYSIS
SIGNAGE

The FDOT Outdoor Advertising Database identifies a total of 69 permitted signs on the proposed Scenic Byway. Of these, 27 are non-conforming.

There are 45 permitted signs located on SR 40 within Marion County, 14 of which are considered non-conforming. Signs in Marion County are regulated by Article 7 of the Marion County Land Development Code. Section 7.6 (Off-site Signs) of the code states “Permits will not be issued along state highways without state tags in the name of the applicant or lease holder.”

Seven permitted signs are located on SR 40 in Lake County, two of which are non-conforming. Lake County regulates signs in Chapter 11 of the Lake County Code of Ordinances. Ordinance 11.01.03 prohibits the construction of new billboard signs.

Seventeen permitted signs are located on SR 40 in Volusia County, 11 of these being non-conforming. Volusia County’s sign regulations are contained in Article VIII, Section 822. Off-premises signs are regulated by Section 822.09 which states “Off-premises signs may only be erected in the B-6, I-1, or I-2 zoning classifications established in article VII along federal-aid primary or interstate highways…. Said off-premises signs shall otherwise comply with the requirements of F.S. ch. 479 and chapter 14-10, Florida Administrative Code.”

Signs within the City of Ormond Beach are regulated by Chapter 3, Article IV

of the Ormond Beach Land Development Code. Section 3-42 prohibits new billboards and off-site signs.

The FDOT Outdoor Advertising Database does not identify any billboards on the Scenic Byway in Putnam County. Putnam County sign regulations are found in Article 8 of the Putnam County Land Development Code. Section 8.04.02 regulates billboards. Billboards are restricted to areas designated as Urban Service, Urban Reserve, Commercial, Industrial, or Rural Center on the County's Future Land Use Map, and zoned C-2, C-3, C-4, IL or IH. The total number of billboards is restricted to the number of existing conforming billboards, except in that owners of existing nonconforming billboards are allowed two new billboards for each nonconforming billboards removed, if done so within 3 years of the effective date of the ordinance.

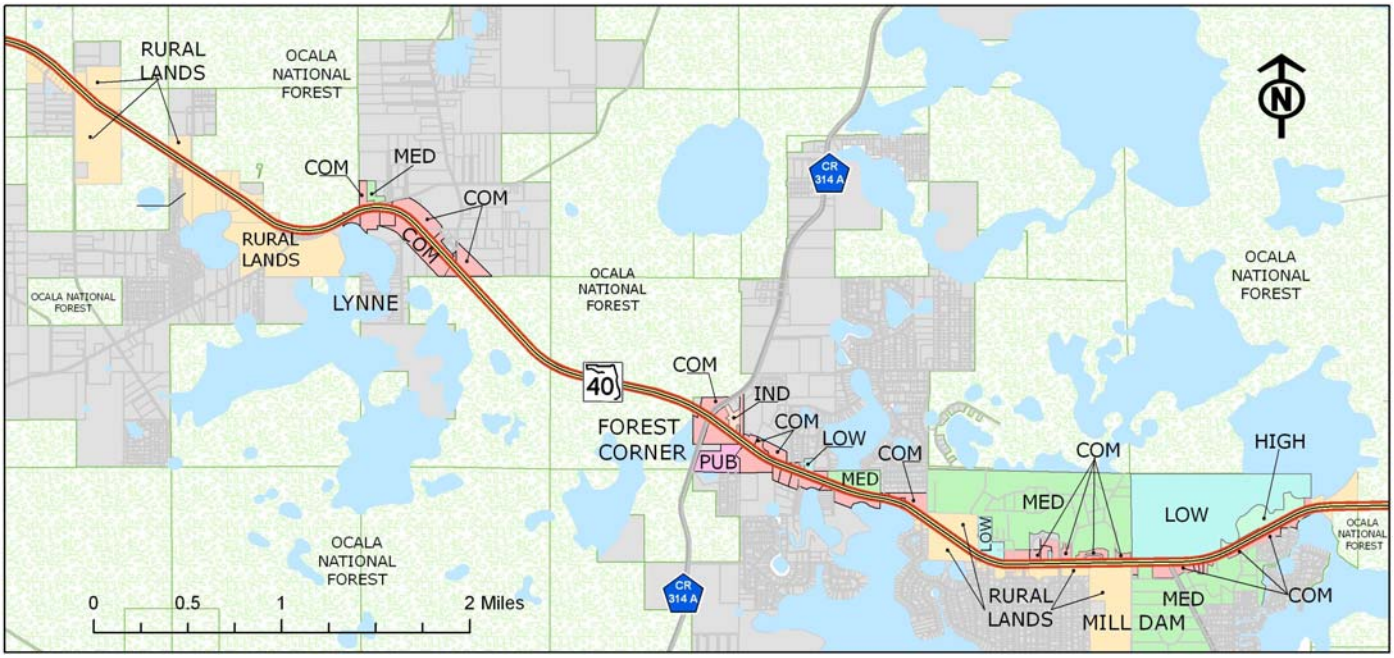
Section 6.16 of the Land Development code of the City of Daytona Beach prohibits billboards except within 100 feet of the right of way line of I-95.

Upon designation as a Florida Scenic Highway, the Florida Black Bear Scenic Byway CME will coordinate with the State Outdoor Advertising Administrator to preclude the issuance of permits for new outdoor advertising.

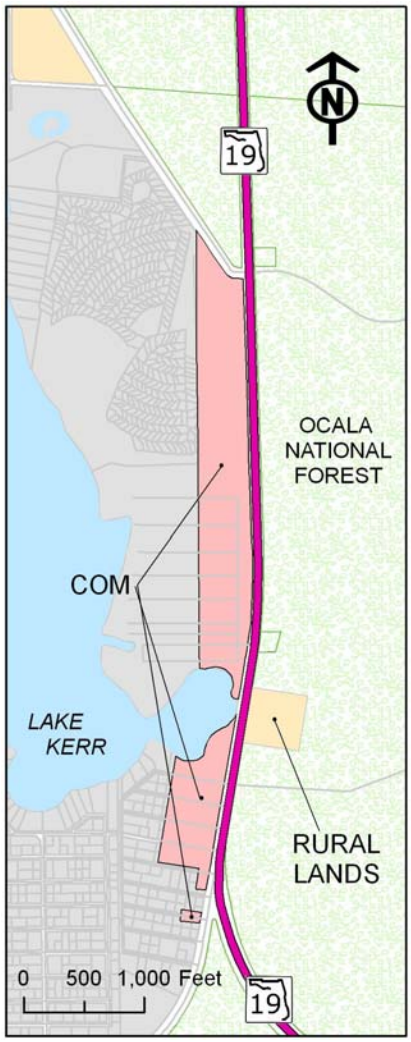
BACKGROUND CONDITIONS ANALYSIS
FUTURE LAND USE – MARION COUNTY

Marion County Future Land Use Categories-Silver Springs Area

(COM) Commercial
(CONSERVATION) Conservation
(H) High Density Residential
(IND) Industrial
(LTD COM) Limited Commercial
(LOW) Low Density Residential
(MED) Medium Density Residential
(PUB) Public
(RURAL) Rural Land
(URBAN RESERVE) Urban Reserve



Marion County Future Land Use Categories; Lynne, Forest Corner, and Mill Dam Area



Marion County Future Land Use Categories; Salt Springs Area

The majority of the Byway within Marion County is fronted by the Rural Lands future land use category. The Marion County Comprehensive Growth Plan describes the Rural Lands category as "permitting a range of agricultural and/or agricultural related uses, and accommodating low density residential development at a maximum density of one (1) dwelling unit to ten (10) acres." This category includes the Ocala National Forest as well as a portion of the Majorie Harris Carr Cross Florida Greenway.

The Conservation category includes the Silver River State Park and part of the Cross Florida Greenway. The Conservation category is defined as "privately held or managed lands designated for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitat."

The Commercial future land use category fronts the Scenic Byway at five locations – the area around the Silver Springs theme park, and the small communities of Lynne, Forest Corner, Mill Dam, and Salt Springs. The Commercial category provides for "commercial land uses to serve the residents of Marion County. The maximum Floor Area Ratio (FAR) is 0.70."

Urban Reserve Area - This classification fronts about 0.75 of a mile of the Byway near the western terminus. The property within this category has recently been acquired by the State and included in the Cross Florida Greenway.

The remaining categories together front a very small percentage of the Byway.

FUTURE LAND USE – LAKE COUNTY

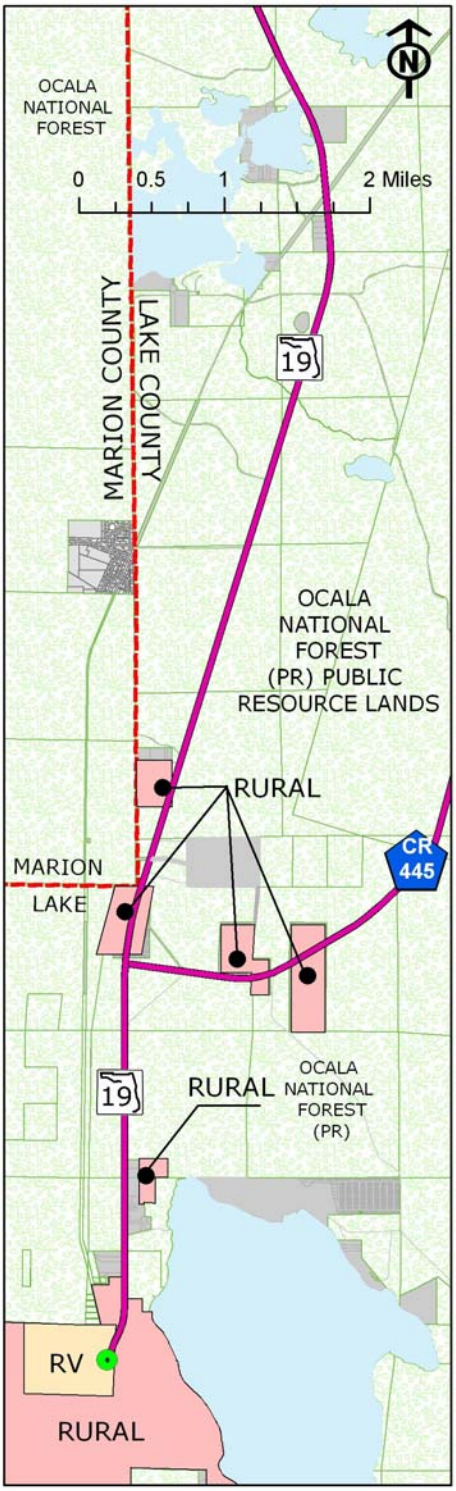
Lake County Future Land Use Categories – Astor and Astor Park

Four Lake County Future Land Use categories front the Florida Black Bear Scenic Byway.

The Public Resource Lands category fronts the majority of the Byway. This designation consists entirely of land within the Ocala National Forest.

The community of Astor Park, located east of Astor and surrounded by the Ocala National Forest, is designated by Lake County as a Rural Village. There are also parcels near the southern terminus of the South SR 19 Spur within this category. Policy 1-11.6 of the Lake County Comprehensive Growth Plan defines Rural Villages as areas "in which the following public services are available or can be provided: roadways, recreation, solid waste collection, stormwater management facilities, fire protection, police protection and emergency medical service."
Policy 1-11.4 of the plan restricts development within a Rural Village is to a maximum of two dwelling units per acre.

The unincorporated community of Astor lies within the Urban Expansion category. Astor is located on the west bank of the St. Johns River and the remainder of the community is landlocked by the Ocala National Forest. This category fronts approximately 3.2 miles of the Scenic Byway.



Policy 1-1.6 of the comprehensive plan states the primary function of the Urban Expansion category is to "contain urban sprawl, to economically provide for public facilities and services, and to provide for the efficient use of land while providing for the retention of adequate levels of open space and native habitats consistent with the character of Lake County."

Residential development within the Urban Expansion category ranges from one to four dwelling units per acre. Commercial and industrial development is allowed within this category.

There are several small rural communities located on the Alexander Springs Loop and South 19 Spur that are within the Rural land use category. The primary function of the Rural category is to "allow for the continuation of existing agricultural uses, maintain open space, and protect native habitats." A maximum residential dwelling unit density of one unit per five acres is allowed. Commercial and light industrial are allowable uses.

Lake County Future Land Use – Alexander Springs Loop and South SR 19 Spur

FUTURE LAND USE – VOLUSIA COUNTY

The Conservation future land use category fronts approximately 13.5 miles of the Scenic Byway within Volusia County. The Volusia Comprehensive Growth plan describes the Conservation category as "public and private land areas that have been acquired or reserved by mutual agreement with the owner for the preservation and protection of Volusia County's natural resources." This category includes the Lake George and Tiger Bay State Forests, the Plum Creek Conservation easement and the Heart Island Conservation Area.

The Forestry Resources category fronts a little over 11 miles of the Byway. According to the comprehensive plan, "the Forestry Resource category was developed to help provide protection to the silviculture business in Volusia County, in recognition of the need for adequate timber resources and to protect the value of the land for forest purposes and significant environmental purposes as well." Density of residential dwelling units is limited to one dwelling unit per 20 acres, with exceptions. The majority of the frontage within this category is found to the west of State Road 11.

The Rural category also fronts a little over 11 miles of the Byway. Rural areas are defined as a mixture of agriculture and low density residential development. Residential dwelling unit densities vary from one to five units per acre and are determined by some rather complicated language.

Lands within the Agricultural Resource category are scattered in relatively small parcels along the portion of the Byway within Volusia County. Altogether, these lands total a little less than five miles of frontage. This category is defined as "Areas representing land that is suited for intensive cultivation, ranching, aquaculture, and timber farming." Residential density is limited to one dwelling unit per ten acres.

The Environmental System Corridor category consists of "important ecological corridors consisting of environmentally sensitive and ecologically significant lands." This category fronts about 4.25 miles of the Byway, most between State Road 11 and the eastern terminus at Interstate 95. Residential density is limited to one house per 25 acres.

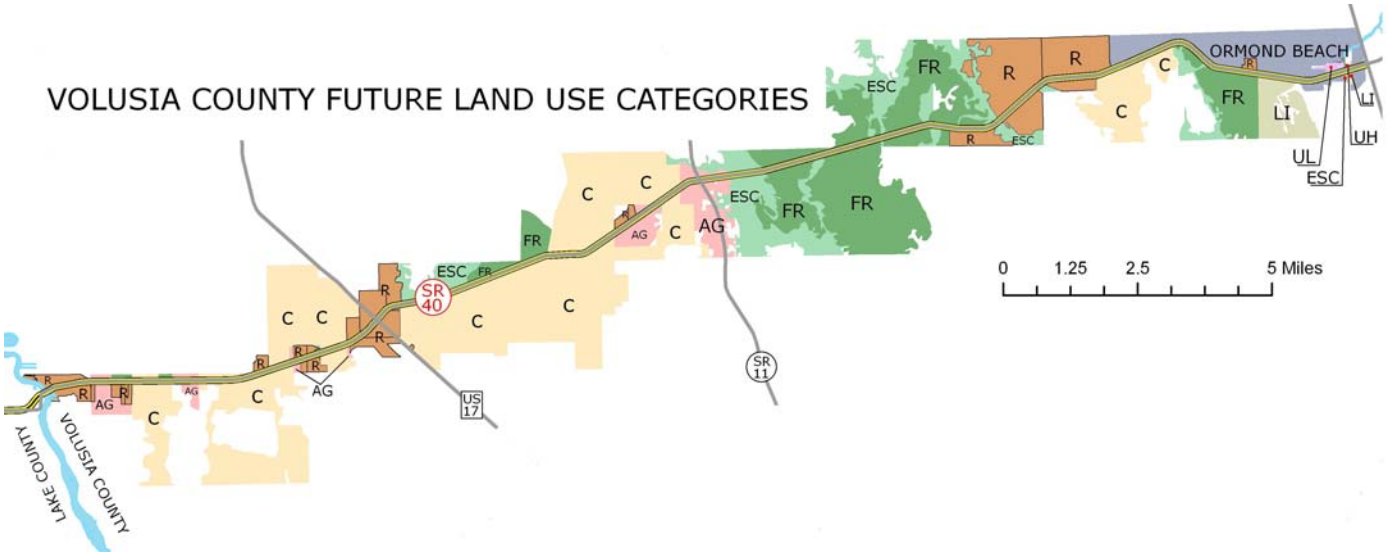
Lands within the Low Impact Urban, Urban Low Intensity, and Urban High Intensity categories are clustered at the extreme eastern end of the Scenic Byway, and altogether front roughly 0.25 of a mile.

The Low Impact Urban category allows any type of land use that is considered urban, but must comply with the heightened standards of the Natural Resource Management Area land use category.

The Urban Low Intensity category allows residential dwelling unit densities between 0.2 and four units per acre. Existing agricultural zoning and

activities are allowed. This category may also allow neighborhood convenience services and individual office buildings.

The Urban High Intensity category allows residential dwelling unit densities between 8.1 and 20 units per acre. This includes high rise condominiums, shopping centers and neighborhood business areas.



(C) Conservation

(FR) Forestry Resources

(R) Rural

(AG) Agricultural Resource

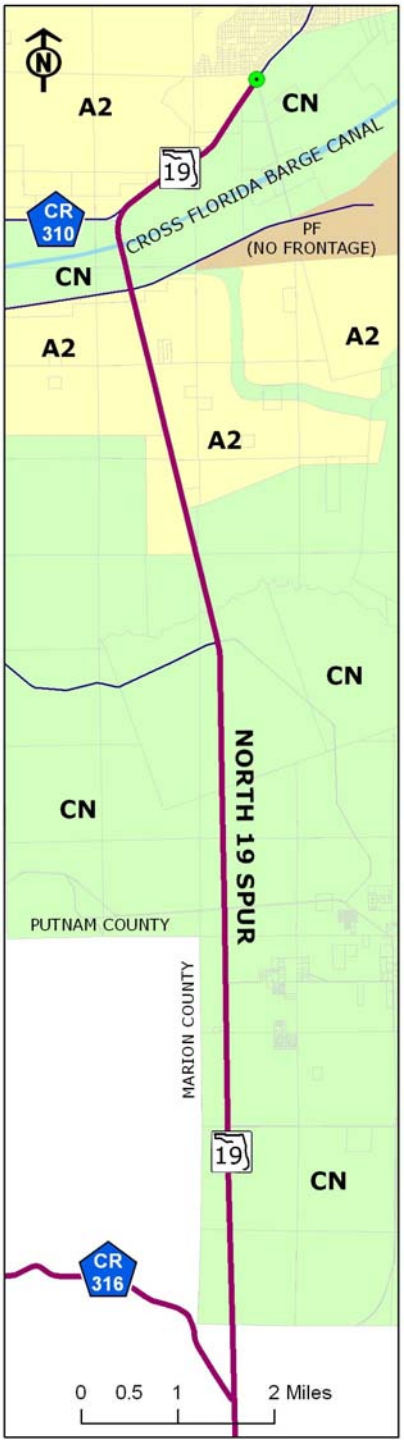
(ESC) Environmental System Corridor

(LI) Low Impact Urban

(UL) Urban Low Intensity

(UH) Urban High Intensity

FUTURE LAND USE – PUTNAM COUNTY



The North 19 Spur has approximately 13.75 miles of roadway within Putnam County, with approximately 27.5 miles of frontage. All but 1.9 miles of the roadway frontage fronts public lands.

There are two Putnam County Land Use categories fronting the Scenic Byway, CN, Conservation, and A2, Agricultural II. The CN category fronts approximately 20.2 miles of roadway, and the A2 fronts approximately 7.3 miles. The Putnam County Comprehensive Growth Plan describes these categories as:

"Conservation: The Conservation land use category depicted on the Future Land Use Map includes areas designated for the purpose of conserving or protecting natural resources including ground water, surface water, wildlife habitats, vegetative communities, floodplains, and wetlands…."

"Agriculture II: The Agriculture II category on the Future Land Use Map consists of areas, used for silviculture and range land and other Agricultural Uses, vacant lands, and residential parcels of land some of which exceed the Density allowed in this future land use category. It is intended that a large share of this land will remain in active agricultural production in the future….."

Sources:

Marion County Comprehensive Growth Plan
Section One, Future Land Use Element

Lake County Comprehensive Growth Plan
Chapter 1, Future Land Use Element

Volusia County Comprehensive Growth Plan
Chapter 1, Future Land Use Element

Putnam County Comprehensive Growth Plan
Future Land Use Element, AA-26

Florida Roadside Kitsch, Barberville

BACKGROUND CONDITIONS ANALYSIS
SAFETY ISSUES

The majority of the SR 40 corridor is currently a two-lane roadway with occasional passing lanes located along the Ocala National Forest section. The five-mile section of SR 40 between Tiger Bay State Forest and I-95 was recently expanded to four-lanes. The Loop and Spur roads consisting of SR 19, CR 445 and CR 445-A are all two-lane. The roadways making up the Scenic Byway serve primarily motorized traffic and attract long-distance recreational bicyclists and local non-motorized transportation. The safety issues for vehicles, bicyclists and pedestrians are described below and include three years of crash data relevant to the Florida Black Bear Scenic Byway corridor.

VEHICULAR TRAFFIC:

SR 40 provides the most direct connection between I-75 in Ocala to I-95 in Ormond Beach. The posted speed limit ranges from 40 mph to 60 mph. The roadway is used extensively by the trucking industry. The roadway is also used by motorcyclists and motorists driving for enjoyment and scenery. It is heavily used on weekends by day tourists going to the East Coast beaches and to special events in Daytona Beach.

Major roadway intersections within the proposed Scenic Byway corridor include SR 40 and SR 35, CR 314, SR 35, SR 19, CR 310, US 17, SR 11 and I-95. The Byway crosses the CSX railroad just west of the intersection of US 17 in Barberville. The Scenic Byway also crosses the Ocklawaha River east of Silver Springs on SR 40 and at the northern boundary of the Ocala National Forest on the North SR 19 Spur, the St. John's River at Astor, the Tomoka River near the eastern terminus, and the Cross Florida Barge Canal near the northern terminus of the North SR 19 Spur in Putnam County.

Photo courtesy of the Florida Fish and Wildlife Conservation Commission

The available crash data for 2004, 2005, and 2006 show that a high number of crashes occur along the Scenic Byway and that collisions with wildlife are common in the Ocala National Forest area.

Three Year Crash Data Summaries – SR 40

SR 40 from .03 Mile East of SR 19 to East Side of Astor Bridge (7.81 Miles) CO/SEC/SUB 11 140 000				
Year	Crashes	Fatalities	Injuries	Bear Kills
2004	12	0	13	1
2005	10	1	10	1
2006	14	0	26	0
Total	36	1	49	2

SR 40 from East Side of Astor Bridge to I-95 (26.32 Miles) CO/SEC/SUB 79 100 000				
Year	Crashes	Fatalities	Injuries	Bear Kills
2004	69	5	94	1
2005	67	7	79	3
2006	73	5	97	3
Total	209	17	270	7

SR 40 from SR 35 to .03 Mile East of SR 19 (Marion/Lake County Line) (26.46 Miles) CO/SEC/SUB 36 080 000				
Year	Crashes	Fatalities	Injuries	Bear Kills
2004	99	6	135	5
2005	102	8	125	7
2006	99	5	141	10
Total	300	19	401	22

Three Year Crash Data Summaries – SR 19

SR 19 from Ravenswood Road to CR 445 (2.80 Miles) CO/SEC/SUB 11 100 000				
Year	Crashes	Fatalities	Injuries	Bear Kills
2004	6	0	8	0
2005	5	1	3	0
2006	3	0	1	1
Total	14	1	12	1

SR 19 from CR 445 to Lake/Marion County Line (9.70 Miles) CO/SEC/SUB 11 190 000				
Year	Crashes	Fatalities	Injuries	Bear Kills
2004	6	0	6	1
2005	12	0	15	8
2006	7	2	9	7
Total	25	2	30	16

SR 19 from Lake/Marion County Line to Marion/Putnam County Line (17.44 Miles) CO/SEC/SUB 36 090 000				
Year	Crashes	Fatalities	Injuries	Bear Kills
2004	24	2	29	1
2005	21	1	21	4
2006	15	2	23	3
Total	60	5	73	8

SR 19 from Marion/Putnam County Line to Buckman Lock Road (22.97 Miles) C 76 020 000				
Year	Crashes	Fatalities	Injuries	Bear Kills
2004	17	2	22	2
2005	12	1	11	3
2006	7	0	16	2
Total	36	3	49	7

According to the SR 40 Corridor Concept Plan and Guiding Principles Interim Report, dated August 2005, the primary cause of crashes between 1997 and 2001 was careless driving at 43%.

The Florida Black Bear Scenic Byway has a significant bear roadkill problem. Quoting the study entitled Black Bear Movements and Habitat Use Relative to Roads in Ocala National Forest:

" The Ocala bear population has accounted for 45% of the state's vehicle-caused mortality from 1976 – 2003. Eight of the 15 chronic roadkill problem areas are in this area, and SR-40 had the greatest number of mortalities."

In addition to frequent collisions with wildlife, vehicular safety issues include vertical sight distance with the hilly terrain and lack of turn lanes at intersections and driveways. There are also few areas to pull off the road safely. This is especially significant for trucks and large vehicles that take a longer time to gain speed as they re-enter traffic.

Vehicular safety is being examined thoroughly in the current PD&E study that encompasses the SR 40 corridor, excluding the four-laned sections currently under construction.

BICYCLE TRAFFIC

The corridor provides ideal bicycling conditions with long expanses of uninterrupted travel and a natural, scenic setting. While there is a four-foot painted shoulder along much of the highway, there are no designated bike lanes.

Similar to motorized traffic, bicyclists experience safety issues with vertical sight distance and high speeds of vehicular travel. The bicyclist's safety is additionally compromised by mixed vehicular traffic with heavy truck use. Crash data shows that there was one bicycle related crash reported between 2004 and 2006 on the state roads within the corridor.

The scenic and natural destinations along the corridor make SR 40 a destination for long-distance riders. The Florida Freewheelers bicycle club uses SR 40 on two rides. The first ride is called the Flagler Beach Ride, which begins at SR 40 and includes the Tomoka State Park and A1A. The typical number of participants for this ride ranges from 40-50 participants and takes place six or more times a year. The second ride is the Daytona Beach Community College Ride that includes a portion of SR 40. The typical number of riders for this trip ranges from 20-45 riders and it takes place six times a year.

The Cocoa Beach Club (Space Coast Freewheelers) also uses a portion of SR 40 for their monthly rides. The western portion of the corridor near Ocala also has scheduled rides monthly with over 20 participants.

The SR 40 corridor acts as a transportation connector for bicyclists between the many off-road bicycling trails and the natural and recreational features along the corridor.

More populated areas along the corridor; such as Barberville, Astor and Ormond Beach, also use the SR 40 right-of-way for bicycle transportation to local restaurants, shops, neighborhoods, and cultural and recreational areas. There are subdivisions and a nearby school (Pathways Elementary School) that contribute to bicycle and pedestrian activity along SR 40 in the Ormond Beach area.

PEDESTRIAN TRAFFIC:

Excluding the Silver Springs area, SR 40 and the loop and spur roads are rural roads with no sidewalk facilities. Pedestrian activity does occur along the corridor in the form of recreational hikers that are using the Ocala National Forest trail system, the Florida Trail and the Marjorie Harris Carr

Cross Florida Greenway. The Marjorie Harris Carr Cross Florida Greenway crosses under SR 40 west of Nuby's Corner and connects the Ocklawaha Visitor's Center to the Ocala Boat Basin at Ray Wayside Park. Trail users park at the Ocklawaha Visitor's Center or Ray Wayside Park. The Marshall Swamp Trailhead is located south of SR 40 on CR 314.

The more populated sections of the corridor have a higher rate of pedestrian activity as local residents use the right-of-way to access nearby stores, neighborhoods, recreational and cultural features along SR 40 and SR 19.

Between 2004 and 2006, there were nine reported pedestrian crashes and four pedestrian fatalities on the state roads within the corridor.

Sources:
FDOT – CAR, Crash Analysis Reporting System, 2004, 2005, and 2006

Black Bear Movements and Habitat Use Relative to Roads in Ocala National Forest, Walter McCown, Paul Kubilis, Thomas Eason and Brian Scheick
Florida Fish and Wildlife Conservation Commission ,May 2004

BACKGROUND ASSESSMENT
ANNUAL AVERAGE DAILY TRAFFIC (AADT) AND LEVELS OF SERVICE (LOS)

Annual Average Daily Traffic (AADT) counts for the years 2001 to 2007 were obtained from FDOT District 5 and Lake County Public Works. Data for Year 2007 was only available for Lake County. Levels of Service (LOS) were

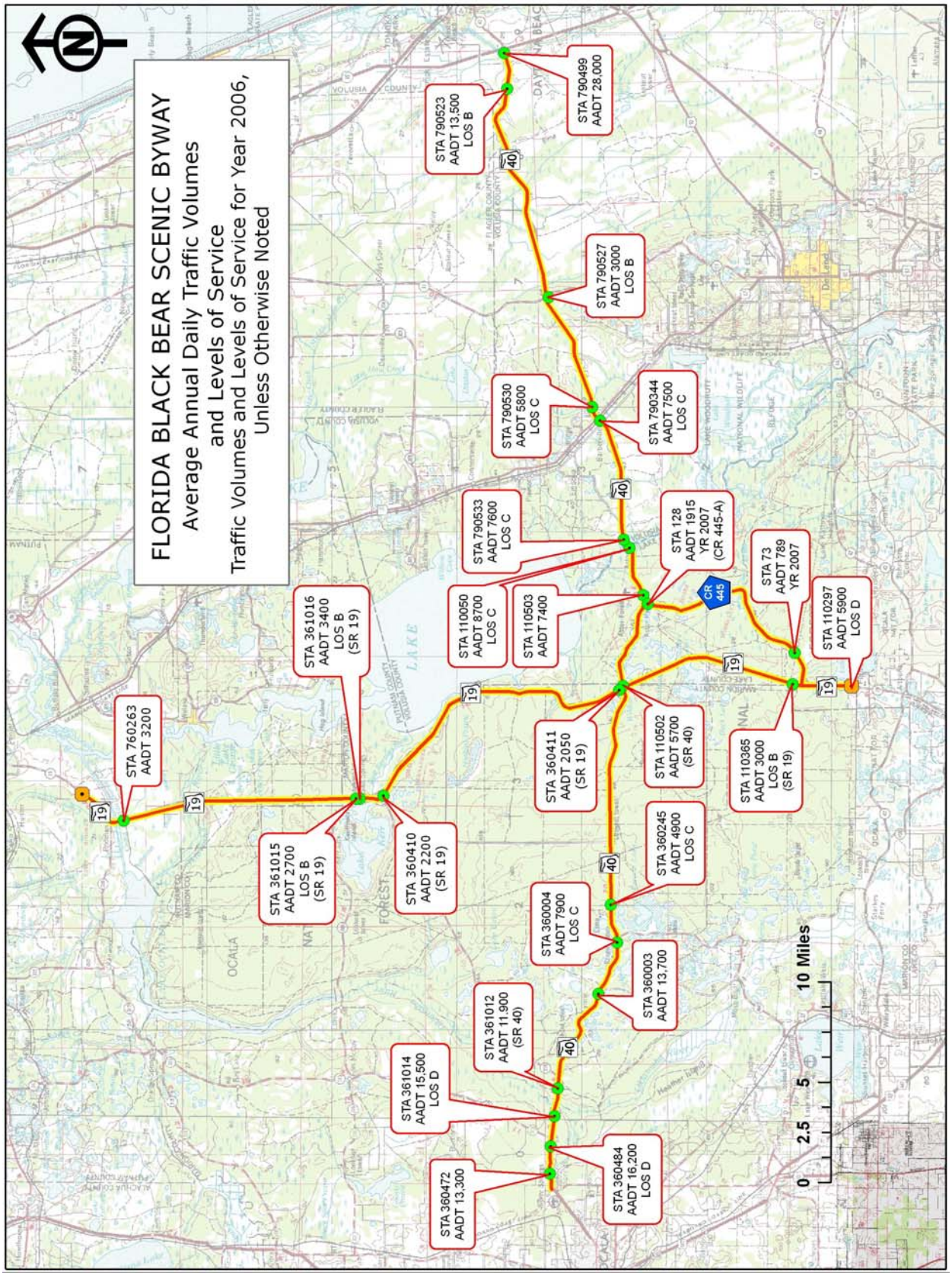
downloaded from the Central Florida Traffic Data Users Group, District 5 LOS 2006 table. Year 2006 traffic volumes range from a high of 28,000 AADT near the eastern terminus of SR 40 segment of the Scenic Byway at I-95 to a low of 789 AADT (Year 2007) on Lake County Road 445 on the Alexander Springs Loop east of the intersection of CR 445 and SR 19.

Roadway Level of Service (LOS) is a measure of roadway congestion ranging from LOS A, representing least congested, to LOS F, representing most congested. LOS for SR 40 are available for seven segments of SR 40, and range from LOS B to LOS D. The LOS B is found in Volusia County west of the eastern terminus. The roadway near the center of the corridor is generally operating at LOS C. The roadway near the western terminus is operating at LOS D.

SR 19 is operating generally at a LOS B, except for the South 19 Spur between CR 445 and Ravenswood Road, which is operating at LOS D.

User types are discussed in the Safety Issues section.

The intersection of US 17 and SR 40 in Barberville


FLORIDA BLACK BEAR SCENIC BYWAY
Average Annual Daily Traffic Volumes
and Levels of Service
Traffic Volumes and Levels of Service for Year 2006,
Unless Otherwise Noted
STA 790499
AADT 28,000
STA 790523
AADT 13,500
LOS B
STA 790527
AADT 3000
LOS B
STA 790530
AADT 5800
LOS C
STA 790344
AADT 7500
LOS C
STA 790533
AADT 7600
LOS C
STA 128
AADT 1915
YR 2007
(CR 445-A)
CR 445
STA 73
AADT 789
YR 2007
STA 110297
AADT 5900
LOS D
STA 110050
AADT 8700
LOS C
STA 110503
AADT 7400
STA 361016
AADT 3400
LOS B
(SR 19)
STA 760263
AADT 3200
STA 361015
AADT 2700
LOS B
(SR 19)
STA 360410
AADT 2200
(SR 19)
STA 360411
AADT 2050
(SR 19)
STA 110502
AADT 5700
(SR 40)
STA 110365
AADT 3000
LOS B
(SR 19)
STA 360245
AADT 4900
LOS C
STA 360004
AADT 7900
LOS C
STA 360003
AADT 13,700
STA 361012
AADT 11,900
(SR 40)
STA 361014
AADT 15,500
LOS D
STA 360484
AADT 16,200
LOS D
STA 360472
AADT 13,300
0 2.5 5 10 Miles

FLORIDA BLACK BEAR SCENIC BYWAY
TRAFFIC COUNTS AND LEVELS OF SERVICE

Count Station	2007 AADT	2006 AADT	2005 AADT	2004 AADT	2003 AADT	2002 AADT	2001 AADT	2006 LOS	AGENCY
360472	N/A	13,800	13,300	14,700	12,000	14,000	18,000		FDOT
360484	N/A	16,200	19,300	18,500	15,200	16,700	17,300	D	FDOT
361014	N/A	15,500	16,200	14,200	14,800	14,700	14,300	D	FDOT
361012	N/A	11,900	14,200	14,200	13,700	14,700	13,100		FDOT
360003	N/A	13,700	14,400	14,200	14,000	13,700	N/A		FDOT
360004	N/A	7900	9200	8900	8500	8400	N/A	C	FDOT
360245	N/A	4900	5900	5900	5200	5100	5500	C	FDOT
110502	N/A	5700	5000	4600	4200	5300	5300		FDOT
110503	N/A	7400	7500	6800	6500	7800	7700		FDOT
110050	N/A	8700	8800	8400	9200	9100	7900	C	FDOT
790533	N/A	7600	7300	7600	7200	8400	8200	C	FDOT
790344	N/A	7500	6900	6600	6900	7700	7000	C	FDOT
790530	N/A	5800	5600	5400	5400	6000	5200	C	FDOT
790523	N/A	13,500	13,000	12,400	11,800	10,400	9,400	B	FDOT
790499	N/A	28,000	28,500	30,000	27,500	25,000	25,000		FDOT

FLORIDA BLACK BEAR SCENIC BYWAY
TRAFFIC COUNTS AND LEVELS OF SERVICE

Count Station	2007 AADT	2006 AADT	2005 AADT	2004 AADT	2003 AADT	2002 AADT	2001 AADT	2006 LOS	AGENCY
790527	N/A	3000	3200	2700	2800	2400	2200	B	FDOT
760263	N/A	3200	N/A	N/A	N/A	N/A	N/A		FDOT
110297	N/A	5800	5900	5800	5500	6100	5900	D	FDOT
110365	N/A	3000	3700	3300	3300	3200	3900	B	FDOT
360410	N/A	2200	2400	2500	2400	2200	2100		FDOT
360411	N/A	2050	1750	2150	2000	1700	1900		FDOT
360471	N/A	11,400	9500	9400	8100	8200	8100	C	FDOT
361015	N/A	2700	3200	3000	2800	2500	2400	B	FDOT
361016	N/A	3400	3900	3900	3700	3200	3300	B	FDOT
73	789	N/A	616	796	740				LCPW
128	1915	1679	1512	2114	2075				LCPW

FDOT – Florida Department of Transportation
LCPW – Lake County Public Works

BACKGROUND CONDITIONS ANALYSIS
TRANSPORTATION PLANNING

Since 1988, the Florida Department of Transportation, District 5, has initiated several Project Development and Environment (PD&E) studies to explore possible improvements to SR 40. Concerns over the unique character of the environmental resources that the SR 40 corridor traverses prevented the completion of each of those studies.

In 2001, FDOT District 5 contracted the Center for Urban and Environmental Solutions (CUES) of Florida Atlantic University to try a different approach to find solutions to the problems posed by SR 40. A facilitation team formed by CUES brokered a Memorandum of Agreement between the United States Forest Service, the Florida Department of Environmental Protection and the Florida Fish and Wildlife Commission to convene a collaborative environmental feasibility study to determine the feasibility of roadway improvements to SR 40. This study would, in turn, help FDOT District 5 determine whether another PD&E study would be started.

The State Road 40 Task Force was formed to perform the collaborative study. Task Force members included representatives from government, environmental groups and other stakeholders with interests along the SR 40 corridor. The first meeting was held in 2003 and a final report, the SR 40 Corridor Concept Plan and Guiding Principles, was approved on February 2, 2006.

Chapter three of the report lists the recommendations produced by the Task Force:

Section 3.1: The first recommendation listed in the report is that SR 40 between Silver Springs and Ormond Beach be designated as a Florida Scenic Highway and National Scenic Byway. Designation would "provide a continuing forum for cooperation among agencies and local governments, and local advocates in support of the Greater Ocala Ecoregion and the SR 40 corridor."

Section 3.2 recommends the acquisition of "extensive, environmentally important lands adjacent to existing public lands in the Greater Ocala Ecoregion."

Section 3.3 makes recommendations concerning prescribed fire management.

Section 3.4 concerns the need for additional habitat connectivity structures.

Section 3.5 deals with hydrology and stormwater improvements.

Section 3.6 makes recommendations concerning capacity and safety improvements. The Task Force recommends that:

1. SR 40 be four-laned to improve safety and capacity between Silver Springs and CR 314-A, in conjunction with environmental measures recommended in the report.

2. SR 40 between CR 314-A and US 17 remain two through lanes through the 2030 planning horizon, and be improved to facilitate public land management and recreational access, resolve safety concerns and provide safe and convenient access within the Astor and Astor Park communities.

3. Spot safety improvements be made as needed throughout the corridor.

The Task Force also proposes that FDOT initiate a PD&E study from Silver Springs to Barberville. The NEPA Class of Action should be determined by the Federal Highway Administration and the United States Forest Service during the PD&E.

Section 3.7 makes recommendations concerning speed management on SR 40. A law enforcement working group should be formed to develop more effective strategies for speed enforcement. Evaluations should be made of speed limit reductions for certain sections of the roadway, variable speed limits and the correlation between speed and wildlife mortality.

Section 3.8 makes recommendations for design footprint and aesthetics:

"The following hierarchy of values should be considered in making decisions regarding the road footprint. The Task Force concluded that there is no single best footprint for improvements."

a. Make improvements within the existing footprint (right-of-way) to the extent possible.

b. Where additional right-of-way is necessary for improvements, evaluate acquisition options on both sides of the road to determine which will cause least environmental harm.

c. Minimize footprint to minimize habitat loss.

d. The footprint should be sufficient to provide safety, but not so wide as to encourage excessive vehicle speed. Footprint is directly related to safety and speed.

e. Achieve the smallest footprint in sensitive areas.

f. The impact of medians and barriers on habitat connectivity and wildlife mortality should be fully assessed.

2. The aesthetics and design of the road, including gateways, signing and other features, emphasize the natural resource through which the road passes, and to the extent possible, allow and encourage motorists to experience that resource as they drive the road.

3. Aesthetics should be a part of all improvements associated with SR 40 consistent with development of the corridor as a National Scenic Byway.

Section 3.9 addresses recreational features:

"The Task Force envisioned recreational and cultural features along SR 40 as nodes of interest, where recreational and cultural features and roadway design elements would combine to implement the Scenic Byway theme. The recreation and cultural features may include interpretive sites to enhance understanding of the unique ecosystem, recreational facilities such as hiking, bicycle and equestrian trails, historic sites, and eco-tourism facilities. The design of the road at these points would highlight the presence of the

features, and allow safe access to them to enhance the traveler's experience."

Section 3.10: SR 40 between US 17 in Barberville and I-95 in Ormond Beach is outside of the feasibility study area. A five mile segment between Tiger Bay State Park and I-95 is currently being four-laned, and the rest of SR 40 between US 17 and I-95 has received Location and Design Concept Approval for four-laning. Due to the large amount of conservation land and environmental resources within the corridor, the Task Force recommends that this segment be treated in a similar manner as the segments within the study area that may be four-laned.

"The SR 40 Task Force recommends that:

1. The FDOT undertake the upcoming PD&E in the context of the concept developed in this report of SR 40 as a scenic road.

2. The SR 40 Guiding Principals be considered in the PD&E prior to design and any subsequent changes to the ecosystem, land use, transportation development activity."

Section 3.11 addresses issues which will face the SR 40 corridor beyond the 2030 planning horizon. Because of the anticipated difficulties with expanding SR 40 through lanes within the Ocala National Forest, the Task Force proposes that FDOT re-evaluate the appropriateness of the FIHS and SIS designations. If four-laning
through the Forest is ever given consideration, the Task Force recommends the convening of a group similar to the current Task Force and the extensive application of innovated construction techniques.
Section 3.12 makes recommendations for the continuing collaboration of the agencies, governments and groups involved in the Task Force.

SR 40 PD&E

FDOT District 5 began the above referenced PD&E Study for the 43.6 mile section of the Scenic Byway from CR 314-A in Marion County to US 17 in Volusia County in February of 2006. The project is expected to take thirty-six months to complete. The current proposal (August 2007) is to widen SR 40 to four lanes from the end of the current four-laned segment near Silver Springs west to Levy Hammock Road (SE 183rd Avenue).

CAG members have been heavily involved and are working closely with FDOT during this process. Rick Lint, the CAG Chair and US Forest Service District Ranger, and Cathy Lowenstein, the CAG Secretary and Forestry Resource Administrator for the Division of Forestry, are members of the SR 40 PD&E Steering Committee. Monso Tatum, CAG Vice Chair is a member of the Public

Advisory Group. Other CAG members also participate in the study. The main emphasis of the CAG participation to date has been on the issue of wildlife crossings and habitat connectivity.

Sources:
State Road 40 Corridor Concept Plan and Guiding Principles Final Report, State Road 40 Collaborative Task Force, FDOT District 5, FPID No. 238769-1

METROPOLITAN PLANNING ORGANIZATIONS (MPO)

There are three Metropolitan Planning Organizations with jurisdictions within the Scenic Byway Corridor, the Volusia County Metropolitan Planning Organization, the Ocala/Marion County Transportation Planning Organization, and the Lake-Sumter Metropolitan Planning Organization. These organizations are responsible for regional transportation planning. The SR 40 PD&E process has given the CAG the opportunity to interact with the MPO's on a regular basis. Presentations were also given to several various MPO committees. Resolutions of support for the Scenic Byway have been passed by all three of the Metropolitan Planning Organizations.

New Signal at SR 19 and SR 40 – August, 2007

ROADWAY IMPROVEMENTS

There are several projects along the SR 40 corridor that are in various stages of planning or construction. As discussed above, a PD&E study of SR 40 from 314-A in Silver Springs to US 17 in Volusia County is currently underway.

The placement of traffic signals and the construction of turn lanes at the intersections of SR 40 and SR 19 and SR 40 and SR 11 is nearing completion.

Pending projects consist of the replacement of the Juniper Creek Bridge on SR 19, the resurfacing of 1.7 miles of SR 19 north of Salt Springs, the resurfacing of ½ mile of SR 40 in Astor from Third Street to the Lake/Volusia line, and the resurfacing of SR 19 from CR 445 to the Lake/Marion County line.

Near future construction includes the installation of a traffic signal and construction of left turn lanes at the intersections SR 40 and SR 11. At the time of this writing, the installation of a signal and turn lane construction was nearing completion at the intersection of SR 40 and SR 19.

Source:
http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/d5.htm

BACKGROUND CONDITIONS ANALYSIS
SOCIAL AND ECONOMIC CONDITIONS

The corridor of the Florida Black Bear Scenic Byway encompasses a diverse series of Florida communities. The Byway crosses portions of three counties, eight unincorporated communities and enters the City of Ormond Beach. The areas near the western and eastern termini are suburban, while most of the corridor is forest or rural. Long stretches of the highway are uninhabited and devoid of any development except for the highway.

The areas near the western and eastern termini of the Scenic Byway are experiencing rapid residential and commercial development, particularly the eastern terminus. The small rural communities located along the Byway are also experiencing growth, although on a much smaller scale. The small communities of Lynn, Mill Dam, Salt Springs, Astor and Volusia, surrounded by the Ocala National Forest and other public lands, have large numbers of winter retirees who are drawn to the rural atmosphere and until recently, affordable housing. Astor and Volusia, on opposite sides of the St. Johns River, host a relatively large number of natural resource based businesses such as marinas, boat rentals and fishing guide services. There are also several locally owned and operated restaurants that service travelers. A considerable number of the rural residents commute to jobs in Ocala, Ormond Beach and Deland.

The Volusia County portion of the roadway still hosts an agricultural industry, specializing in fern growing, and several ferneries are located directly on the highway. A fern packing and shipping business is located in Barberville and many of the fern industry workers live in the Barberville area. While there

are no producing citrus groves left in the viewshed of the Byway, there is still some cattle production.

The area around the eastern terminus is building out in typical Florida suburbia with several large residential developments located on the north side of the roadway within the corporate limits of the city of Ormond Beach. Fast food restaurants, convenience stores and small office complexes have sprung up near the intersection of SR 40 and I-95.

BACKGROUND CONDITIONS ANALYSIS
TOURISM AND USER FACILITIES

Resources range from Silver Springs, one of Florida's oldest tourist attractions, to wilderness camping, target shooting at the Ocala National Forest's free rifle range, and boating on the St Johns River. While most of the recreational resources are natural resource based, they also include the Wild Waters Water Park as well as the Volusia Speedway Park, an automobile racing complex with seating for almost 10,000 racing fans.

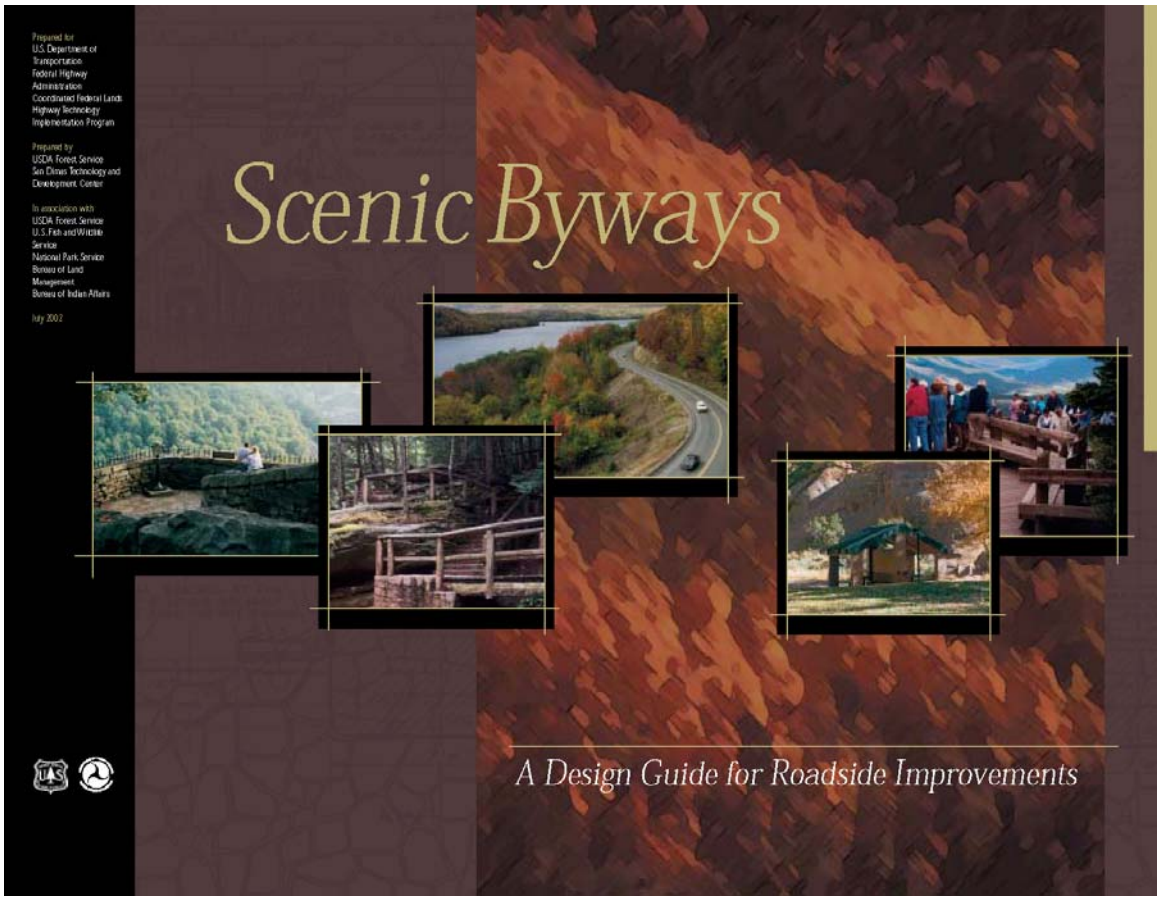
A discussion of the wide range of tourism and user facilities found within the corridor of the Florida Black Bear Scenic Byway is found in the Recreational Resources section.

Ocklawaha Visitors Center

THE CORRIDOR'S RELATIONSHIP TO OTHER PROGRAMS

The central feature of the Florida Black Bear Scenic Byway Corridor is the Ocala National Forest. There are several US Forest Service programs that relate closely to the corridor. Several CAG members are from the Forest Service, and support and cooperation from the Forest Service are essential to the success of the project.

In 2003, the Forest Service and the Federal Highway Administration published "Scenic Byways, A Design Guide for Roadside Improvements". The CAG intends to use the principles outlined in this document as a guide in preparing the Corridor Management Plan for the Florida Black Bear Scenic Byway.



"O2O" – THE OCALA NATIONAL FOREST TO THE OKEFENOKEE NATIONAL WILDLIFE REFUGE PROJECT

The O2O project is the largest and longest proposed network of protected conservation lands in the eastern United States. The project consists of

building a conservation land network spanning over 200 miles with a potential area of two million acres. The project stretches from the Wekiva River Basin just north of Orlando to the Okefenokee Swamp in southeast Georgia.

VOLUSIA FOREVER

Volusia Forever is a 20 year, $162 million taxpayer funded conservation lands acquisition program that has identified key geographic areas within Volusia County to target for acquisition. One of those areas includes undeveloped lands within the Florida Black Bear Scenic Byway Corridor that provide important habitat for many species, including the Florida Black Bear.

Lands within these areas will provide connectivity to the Lake George Conservation Area/State Forest, the Heart Island Conservation Area and the Ocala National Forest.

THE RIVER OF LAKES HERITAGE CORRIDOR

The River of Lakes Heritage Corridor was formed to advance regional heritage tourism in west Volusia County and is seeking heritage eligibility for a network of roads in Volusia County. Two of these roads, SR 11 and US 17, cross the route of the Florida Black Bear Scenic Byway. The Black Bear CAG and the River of Lakes CAG are working cooperatively and share several CAG members.

BACKGROUND CONDITIONS ANALYSIS
SUMMARY OF FINDINGS AND RELATIONSHIP TO THE CAG'S GOALS

CORRIDOR LIMITS

The Florida Black Bear Scenic Byway consists of a 60.5 mile segment of Florida State Road (SR) 40 running from SR 35 in the unincorporated community of Silver Springs eastward to the intersection of SR 40 and Interstate 95 in the City of Ormond Beach, and loop and spur roads totaling approximately 55.7 miles. The total length of the Byway is approximately 116.2 miles.

There are two spur roads and one loop road that are included as part of the Scenic Byway.

- The North SR 19 spur runs north from the intersection with SR 40 for approximately 32.3 miles to the intersection of SR 19 and Buchman Lock Road in rural Putnam County.

- The South SR 19 Spur runs south from the intersection with Lake CR 445 (The Alexander Springs Loop) for 2.5 miles to the southern boundary of the Ocala National Forest.

- The Alexander Springs Loop runs south on SR 19 from the intersection with SR 40 for 9.4 miles to the intersection with Lake County Road 445. The loop then follows CR 445 for 11 miles to the intersection with CR 445-A, then follows CR 445-A for ½ mile to the intersection with SR 40.

The Corridor Limits are the extent of the public lands adjacent to the above roadways, and those privately owned parcels adjacent to those roadways within the viewshed.

The proposed corridor limits allow access to many important scenic, historic, archaeological, recreational, cultural and natural resources located on the large array of public lands found within the corridor limits.

The corridor limits defined by the Corridor Advocacy Group will further Goals 1, 2, and 5 of the Florida Black Bear Scenic Byway Goals, Objectives, and Strategies. The limits also will help to implement the CAG's vision of a "backbone for a network of scenic roads and interpretive trails that foster an understanding and appreciation of the Greater Ocala Ecoregion and its inhabitants."

<u>Goal 1: Preserve, maintain, protect and enhance the Intrinsic Resources of the Florida Black Bear Scenic Byway.</u>

Goal 2: Create and maintain a safe Scenic Byway Corridor for all users while significantly reducing wildlife roadkill and improving habitat connectivity.

Goal 5: Promote and encourage sustainable economic development through Intrinsic Resource based business activities that help to implement other goals of the Florida Black Bear CAG while providing economic opportunities for local and regional residents.

ROADWAY / RIGHT OF WAY DESCRIPTION

The roadway consists of a 60.5 mile segment of SR 40 running east and west between SR 35 at Silver Springs in Marion County and Interstate 95 in the City of Ormond Beach in Volusia County. There are two spurs and one loop totaling 55.7 miles, for a Scenic Byway roadway total of approximately 116.2 miles. The network of loops and spurs consists of segments of SR 19 and Lake County Roads 445 and 445-A.

EXISTING LAND USE AND ZONING

The existing land use and zoning found within the Florida Black Bear Scenic Byway is generally conducive to designation as a Florida and National Scenic Byway. The majority of the corridor is within publicly owned or managed lands. Private lands adjacent to the roadway are mostly residential and agricultural, and the parcels with commercial, industrial or light manufacturing zoning are relatively small. The CAG developed the following strategy that relates to existing land use and current zoning:

Goal 1, Objective 1.6, Strategy 1.6.4: Work with local governments, developers, and businesses to encourage context sensitive design, frontage plantings and set backs to maintain corridor integrity.

SIGNAGE

The majority of the corridor is fronted by publicly owned or managed lands, and the conflicts over signage should be minimal. Additionally, Lake County and the City of Ormond Beach have ordinances prohibiting the construction of new billboards, and the City of Daytona Beach limits the construction of billboards to the I-95 corridor. Putnam and Volusia Counties have ordinances strictly regulating outdoor advertising. Related objective: Goal 1, Objective 1.6: Maintain and enhance the Corridor Viewshed.

FUTURE LAND USE

As with the existing land use and zoning within the corridor, the future land use categories within the corridor are favorable to Scenic Highway designation. Major categories found along the corridor include Marion County Rural Lands, Lake County Public Resource, Rural and Rural Village, and Volusia County Conservation, Forestry Resources, and Environmental System Corridor. The Volusia County Environmental System Corridor has particular relevance to Goal 1, Objective 1.2: Reestablish and preserve habitat connectivity.

SAFETY ISSUES

Safety has been an issue on the SR 40 segment of the Scenic Byway for several years. Crash data shows that a high number of crashes occur on SR 40, and that collisions with wildlife are common. The CAG's vision is that the traveler's safety will be "enhanced through careful planning and engineering, with respect for the corridor's aesthetic values."

The CAG has attempted to address this issue with Goal 2: Create and maintain a safe Scenic Byway Corridor for all users while significantly reducing wildlife roadkill and improving habitat connectivity.

The CAG formulated several objectives and strategies in order to improve traveler's safety and reduce wildlife mortality:

Goal 1, Objective 7, Strategy 1.7.3: Mitigate the effect of the Byway as a barrier to wildlife through crossings designed for species-specific and ecosystem-wide needs, identifying need for relocations, providing education and signage, and working with FDOT for wildlife considerations in highway design.

Goal 2, Objective 2.2: Reduce wildlife roadkill:

Goal 2, Objective 2.2, Strategy 2.2.1: Work with the Florida Fish and Wildlife Conservation Commission, public land managers, and FDOT to identify, monitor and address areas of high wildlife roadkill.

Goal 2, Objective 2.2, Strategy 2.2.2: Reduce wildlife hazards to motorists through signage, reduced speeds, traffic calming, road design, wildlife crossings and other appropriate means.

Goal 2, Objective 2.2, Strategy 2.2.3: Promote, encourage, and support research into new and innovative techniques for reducing wildlife roadkill that can be used throughout the state and nation.

Goal 2, Objective 2.2, Strategy 2.2.4: Create partnerships to develop new technologies for viewshed-benign fencing to be used in conjunction with wildlife crossings.

PRESCRIBED FIRES

The relationship between prescribed fires and roadway safety is a major concern of the CAG, and several strategies were created to address safety concerns tied to the prescribed fire issue:

Goal 1, Objective 4, Strategy 1.4.2: Improve safety with variable message electronic signage to warn motorists about smoke, fog and other fire-related circumstances such as road closures and detours.

Goal 2, Objective 2.1, Strategy 2.1.3: Work with public land agencies, law enforcement agencies, the FDOT and counties to assist with traffic management and driver safety when land management activities affect the byway, particularly relating to prescribed fires and access of logging trucks.

TRAFFIC VOLUMES / USER TYPES

Traffic volumes near the eastern and western termini of the SR 40 segment of the roadway have increased substantially over the past several years, while volumes in the center of the corridor have increased at a slower rate.

SR 40 provides the most direct connection between I-75 in Ocala and I-95 in Ormond Beach, and is used extensively by the trucking industry. The roadway is also used by motorcyclists and motorists driving for enjoyment and scenery. It is heavily used on weekends by day tourists going to the East Coast beaches and to special events in Daytona Beach.

The scenic and natural destinations along the corridor make SR 40 and the Loop and Spur roads a destination for long-distance cyclists. Several cycling clubs use portions of SR 40 for regularly scheduled rides.

Goal 2, Objective 2.3: Enhance non-motorized facilities within the Scenic Byway Corridor.

LEVELS OF SERVICE (LOS)

LOS for SR 40 are available for seven segments of SR 40, and range from LOS B to LOS D. The LOS B is found in Volusia County west of the eastern

terminus. The roadway near the center of the corridor is generally operating at LOS C. The roadway near the western terminus is operating at LOS D.

SR 19 is operating generally at a LOS B, except for the South 19 Spur between CR 445 and Ravenswood Road, which is operating at LOS D.

TRANSPORTATION PLANNING

Since 1988, several Project Development and Environment (PD&E) studies have been undertaken in order to explore possible improvements to SR 40. Concerns over the unique character of the environmental resources that the SR 40 corridor traverses prevented the completion of each of those studies.

In 2003, the State Road 40 Task Force was formed to perform a collaborative environmental feasibility study to determine the feasibility of roadway improvements to SR 40. This study would, in turn, help FDOT District 5 determine whether another PD&E study would be started. A series of meetings involving stakeholders was held and a final report, the SR 40 Corridor Concept Plan and Guiding Principles, was approved on February 2, 2006.

The first recommendation listed in the report is that SR 40 between Silver Springs and Ormond Beach be designated as a Florida Scenic Highway and National Scenic Byway. Designation would "provide a continuing forum for cooperation among agencies and local governments, and local advocates in support of the Greater Ocala Ecoregion and the SR 40 corridor."

The CAG, in turn, intends to include the Guiding Principles produced by the Task Force into a Corridor Master Plan to be produced after Scenic Highway designation:

Strategy 1.1.6: Incorporate the Guiding Principles contained within the SR 40 Corridor Concept Plan and Guiding Principles, Final Report produced by the State Road 40 Collaborative Task Force, February 2006, into the Corridor Master Plan.

Major Task Force recommendations include:

- The four-laning of SR 40 between Silver Springs and Marion CR 314-A, in conjunction with environmental measures recommended in the report.

- Leaving SR 40 between CR 314-A and US 17 at two lanes through 2030, with improvements to facilitate public land management and recreational access, resolve safety concerns and provide safe and convenient access within the Astor and Astor Park communities.

- Make spot safety improvements as needed throughout the corridor.

The current PD&E study began in 2006, and is scheduled for completion in 2009. Several CAG members are members of the PD&E Steering Committee as well as members of the Public Advisory group and are active in the process.

ROADWAY IMPROVEMENTS

There are several projects along the SR 40 corridor that are in various stages of planning or construction. As discussed above, a PD&E study of SR 40 from 314-A in Silver Springs to US 17 in Volusia County is currently underway.

The placement of traffic signals and the construction of turn lanes at the intersections of SR 40 and SR 19 and SR 40 and SR 11 is nearing completion.

Pending projects consist of the four-laning of the Sharpes Ferry Loop segment of SR 35, the replacement of the Juniper Creek Bridge on SR 19, a study of replacing the Sharpe's Ferry Bridge, the resurfacing of 1.7 miles of SR 19 north of Salt Springs, the resurfacing of ½ mile of SR 40 in Astor from Third Street to the Lake/Volusia line, and the resurfacing of SR 19 from CR 445 to the Lake/Marion County line.

Near future construction includes the installation of a traffic signals and construction of left turn lanes at the intersections of SR 40 and SR 19 and SR 40 and SR 11.

The CAG has produced several objectives and strategies dealing with roadway and roadside improvements throughout the corridor:

Objective 1.1: Create a Corridor Master Plan that will coordinate overall long and short-term activities along the corridor.

Strategy 1.1.5: Incorporate the Scenic Byway Design Guidelines contained in Scenic Byways, A Design Guide for Roadside Improvements, published by the USDA Forest Service for the U.S. Department of Transportation, Federal Highway Administration, into the Corridor Master Plan.
Objective 1.6: Maintain and enhance the Corridor Viewshed.

Strategy 1.6.1: Incorporate the Scenic Byway Design Guidelines contained in Scenic Byways, A Design Guide for Roadside Improvements, published by the USDA Forest Service for the U.S. Department of Transportation, Federal Highway Administration in all roadwork plans.

Strategy 1.6.5: Coordinate with FDOT to design and construct guardrails that enhance or, at a minimum, do not detract from the scenic beauty of the

surrounding landscape and obstruct views as little as possible. Coordinate with state and federal agencies with jurisdictional and regulatory authority within and adjacent to the corridor to ensure that guardrail plans accommodate wildlife and trail crossings and are sensitive to indigenous plant species.

Strategy 1.6.6: Work with land managers and owners to consider the careful and strategic management of roadside vegetation along the corridor to preserve and enhance vistas.

SOCIAL AND ECONOMIC CONDITIONS

The areas near the western and eastern termini of the Scenic Byway are experiencing rapid residential and commercial development, particularly the eastern terminus. The corridor between Ormond Beach and Silver Springs contains rural, agricultural, forest and publicly owned lands with small communities scattered throughout. The small communities of Astor and Volusia, located on opposite banks of the St Johns River host several natural resource based businesses such as marinas, boat rentals, and fishing guide services.

The CAG's vision is that "Local communities flourish through participation in tourism development opportunities based on the corridor's distinctive ecological and cultural resources."

Goal 5: Promote and encourage sustainable economic development through Intrinsic Resource based business activities that help to implement other goals of the Florida Black Bear CAG while providing economic opportunities for local and regional residents.

Strategy 5.1.1: Coordinate with tourism development agencies and local businesses to promote nature and heritage based tourism.

Strategy 5.1.2: Support the development of a Model Equestrian Program that will build upon Marion County's position as the "Horse Capitol of the World" to create trail riding opportunities throughout the Corridor, coupled with mounted Trail Ranger and educational programs.

Strategy 5.1.4: Partner with all Scenic Highways to create promotional and educational opportunities designed to enhance their individual goals and to market the regional intrinsic resources to promote tourism to their respective areas.

Strategy 5.1.5: Collaborate with local business owners and Chambers of Commerce to support new tourism entrepreneurs, such as outfitters and guides.

TOURISM AND USER FACILITIES

Resources range from Silver Springs, one of Florida's oldest tourist attractions, to wilderness camping, to target shooting at the Ocala National Forest's free rifle range, to boating on the St Johns River. While most of the recreational resources are natural resource based, they also include the Wild Waters Water Park as well as the Volusia Speedway Park, an automobile racing complex with seating for almost 10,000 racing fans.

The CAG realizes the importance of providing facilities to accommodate visitors to the corridor, and has adopted the following objectives and strategies:

Strategy 1.6.2: Identify existing and potential sites for scenic turnouts, photo stops, and wildlife viewing, and provide signage, interpretive information, and safe access from the highway.

Objective 4.1: Develop a scrub interpretive center and Ocala National Forest museum within the Corridor.

Objective 5.2: Provide appropriate infrastructure within the corridor to enable visitors to have an enlightening and enjoyable experience without adversely impacting the resources.

Strategy 5.2.1: Establish trailheads at the Florida Trail crossings on the Scenic Byway and Sharpe's Ferry Loop. Trailheads should provide parking spaces and a kiosk with trail information provided by the Florida Trail Association. If feasible, restroom facilities and potable water would be a further enticement for motorists to utilize these facilities.

Strategy 5.2.3.: Build on existing efforts to improve working waterfronts, offering options for tourist observation and visits where feasible.

THE CORRIDOR'S RELATIONSHIP TO OTHER PROGRAMS

There are several US Forest Service programs that relate closely to the corridor. In 2003, the Forest Service and the Federal Highway Administration published "Scenic Byways, A Design Guide for Roadside Improvements". The CAG intends to use the principles outlined in this document as a guide in preparing a future Corridor Master Plan for the Florida Black Bear Scenic Byway, as well as in roadwork planning:

Strategy 1.1.5: Incorporate the Scenic Byway Design Guidelines contained in Scenic Byways, A Design Guide for Roadside Improvements, published by the USDA Forest Service for the U.S. Department of Transportation, Federal Highway Administration, into the Corridor Master Plan.

Strategy 1.6.1: Incorporate the Scenic Byway Design Guidelines contained in Scenic Byways, A Design Guide for Roadside Improvements, published by the USDA Forest Service for the U.S. Department of Transportation, Federal Highway Administration in all roadwork plans.

PUBLIC LANDS ACQUISITIONS

The CAG realizes the importance of public land acquisition programs such as the "O2O" and Volusia Forever for preservation and enhancement of habitat, connectivity, recreation and open space. The CAG has developed several goals, objectives and strategies that relate to public lands acquisitions within and contiguous to the corridor:

Objective 1.2: Reestablish and preserve habitat connectivity.

Strategy 1.2.1: Create partnerships with State and local governments, agencies, and citizens groups to preserve and enhance ecosystem connectivity throughout the corridor through the use of overpasses, under passes and other appropriate means.

Strategy 1.2.2: Work to create partnerships with State and local governments, agencies, citizens groups, landowners and other stakeholders to restore altered hydrologic, wetland and aquatic system connectivity across the Scenic Byway Corridor, and to minimize future alteration of those systems.

Strategy 1.2.3: Encourage the design of trail systems that will protect large, intact and contiguous natural ecosystems and maintain connectivity between wetlands and uplands.

Strategy 1.2.4: Support the public acquisition of environmentally sensitive lands and conservation easements within the Corridor.

Strategy 1.2.5: Support regional land acquisition efforts in order to preserve and expand regional habitat connectivity.

Objective 1.3: Restore, supplement and promote natural processes to maintain ecosystems along the corridor.

Strategy 1.3.3: Work with private landowners adjacent to public lands to obtain conservation easements and support the development of appropriate Land Trusts to hold these easements.

THE RIVER OF LAKES HERITAGE CORRIDOR

The River of Lakes Heritage Corridor was formed to advance regional heritage tourism in west Volusia County and is seeking heritage eligibility for a network of roads in Volusia County. Two of these roads, SR 11 and US 17, cross the route of the Florida Black Bear Scenic Byway. The Black Bear CAG and the River of Lakes CAG are cooperating and share two CAG members.

Strategy 5.1.3: Partner with all Scenic Highways to create promotional and educational opportunities designed to enhance their individual goals and to market the regional intrinsic resources to promote tourism to their respective areas.

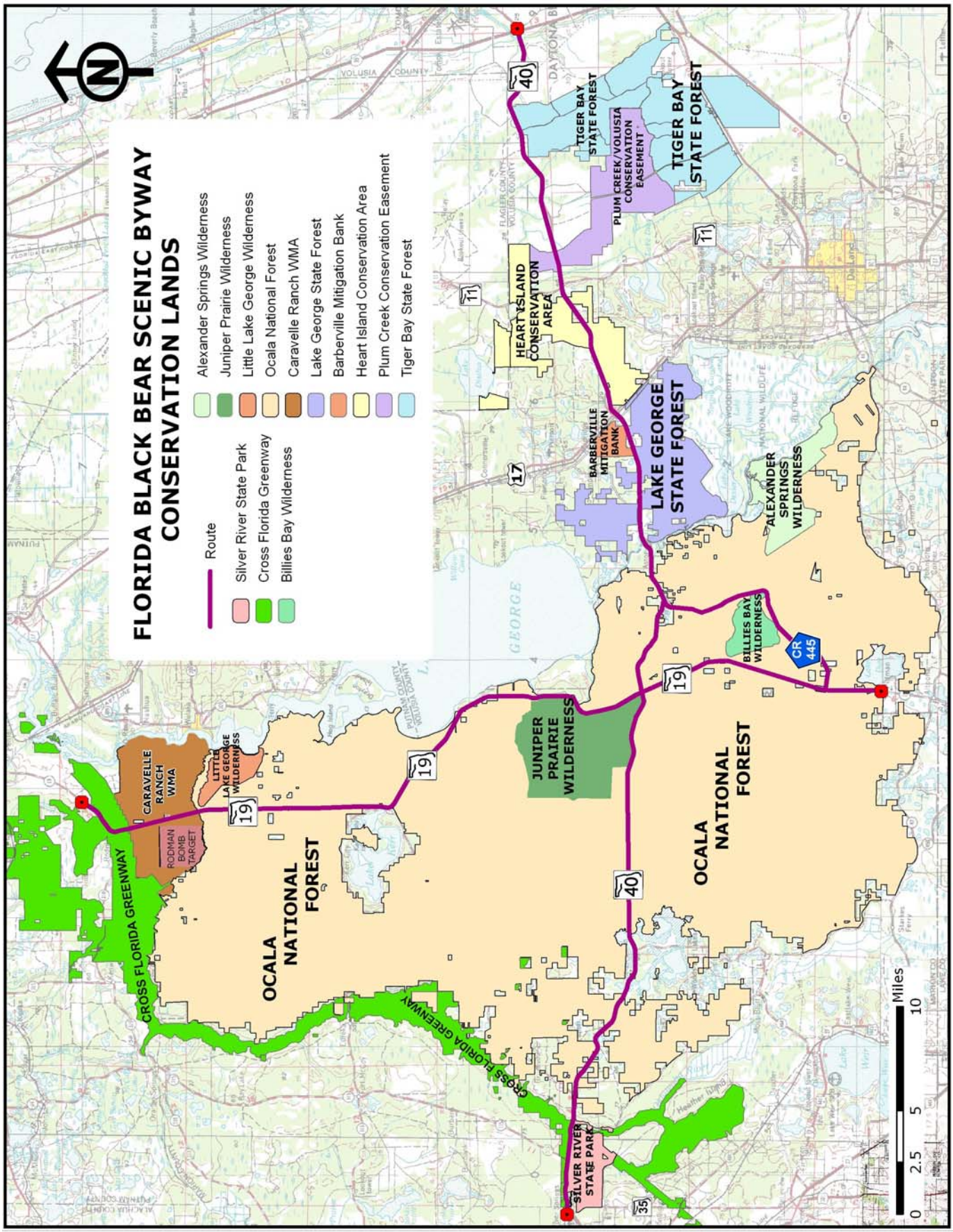
Photo courtesy USFS

INTRINSIC RESOURCES
NATURAL RESOURCES – THE FLORIDA BLACK BEAR

The Corridor Advocacy Group chose to name the proposed scenic byway after the Florida Black Bear in order to increase support for their conservation, heighten the public's awareness of the importance of the Florida Black Bear as an umbrella species, and in recognition of the Florida Black Bear as an embodiment of Florida's vanishing wilderness. In addition, it is hoped that increasing the driver's awareness of the presence of black bears in the Scenic Byway corridor through the Scenic Highway signage will help reduce the number of accidents caused by automobile and bear collisions.

The Florida Black Bear, (*Ursus americanus floridanus*) is a unique subspecies of the American black bear, and is listed as a threatened species by the state of Florida. The Florida Black Bear Scenic Byway Corridor encompasses two of the six major Florida Black Bear populations in the state of Florida; the Ocala population and the St. Johns population. The Ocala National Forest is one of the largest and most important habitats for bears in Florida.

Florida Black Bear in the Ocala National Forest
Photo Courtesy of Florida Fish and Wildlife Conservation Commission


FLORIDA BLACK BEAR SCENIC BYWAY
CONSERVATION LANDS
Route
Silver River State Park
Cross Florida Greenway
Billies Bay Wilderness
Alexander Springs Wilderness
Juniper Prairie Wilderness
Little Lake George Wilderness
Ocala National Forest
Caravelle Ranch WMA
Lake George State Forest
Barberville Mitigation Bank
Heart Island Conservation Area
Plum Creek Conservation Easement
Tiger Bay State Forest
CARAVELLE RANCH WMA
RODMAN BOMB TARGET
LITTLE LAKE GEORGE WILDERNESS
CROSS FLORIDA GREENWAY
OCALA NATIONAL FOREST
JUNIPER PRAIRIE WILDERNESS
BILLIES BAY WILDERNESS
CR 445
LAKE GEORGE STATE FOREST
BARBERVILLE MITIGATION BANK
HEART ISLAND CONSERVATION AREA
ALEXANDER SPRINGS WILDERNESS
TIGER BAY STATE FOREST
PLUM CREEK/VOLUSIA CONSERVATION EASEMENT
SILVER RIVER STATE PARK
Miles
0
2.5
5
10

NATURAL RESOURCES - CONSERVATION LANDS

The Corridor Advocacy Group considers the Florida Black Bear Scenic Byway eligible for designation as a Florida Scenic Highway and All American Road due to its extensive, varied and unique combination of natural resources. Most of these resources are included in the wide network of interconnected conservation lands found within the corridor limits of the Scenic Byway.

There are a total of 12 managed conservation areas located within the corridor limits, including four Wilderness Areas within the Ocala National Forest. These lands range from the 1,444 acre Barberville Mitigation Bank to the 389,000 acre Ocala National Forest. These lands together total nearly 500,000 acres, and provide a continuous corridor for wildlife across nearly the entire Scenic Byway corridor.

SILVER RIVER STATE PARK

This approximately 5,000-acre park is located at the western terminus of the Scenic Byway. The park fronts about 7.8 miles of the Scenic Byway. The park encompasses all but the headwaters of the Silver River, which originates at Silver Springs and empties into the Ocklawaha. Seventeen listed species of plants and 25 listed species of animals have been identified within the park.

MARJORIE HARRIS CARR CROSS FLORIDA GREENWAY

Named for the nationally recognized environmentalist who led the successful effort to halt construction of the Cross Florida Barge Canal, the Greenway follows much of the route of the abandoned waterway project. The Greenway runs for 110 miles from the St. Johns River to the Gulf of Mexico, and follows the Ocklawaha River along the western edge of the Byway Corridor, as well as making up the northern limits of the corridor. The Greenway has more than eight miles of frontage on the Scenic Byway near the western and northern termini.

OCALA NATIONAL FOREST

The Ocala National Forest is the central feature of the Florida Black Bear Scenic Byway. The forest is composed of approximately 389,000 acres, and fronts about 169 miles of the Byway. This represents more than half of the Byway's 289 miles of total road frontage. The Forest was established in 1908, making it the oldest National Forest east of the Mississippi River. It is also the southernmost National forest in the continental U.S.

The forest is bounded on the north and west by the Ocklawaha River and the Cross Florida Greenway, and on the north and east by the St. Johns River and the 46,000 acre Lake George, the second largest lake in Florida. The St. Johns River is designated an American Heritage River. The Ocklawaha is designated an Outstanding Florida Water.

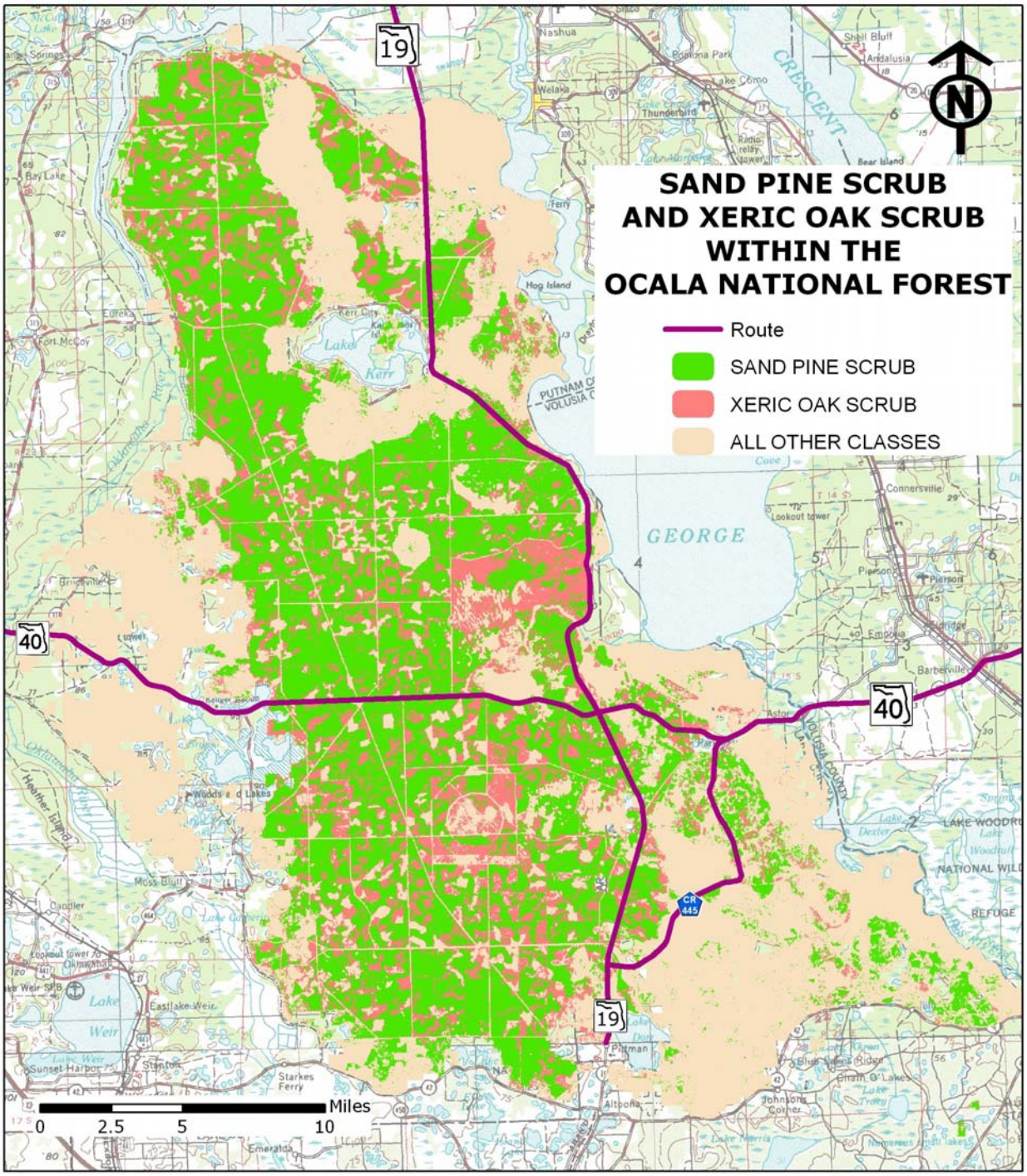
The Ocala National Forest contains the world's largest sand pine scrub, an increasingly rare natural community that is home to plants and animals found nowhere else on earth. These plants and animals have adapted to the near desert like conditions found in the scrub, conditions brought about by the coarse, nutrient poor soils that allow rainwater to rapidly percolate out of reach of plant roots. The scrub depends upon fires occurring at 20 to 80 year intervals to maintain its ecology.

Sand Pine and Xeric Oak Scrub alongside SR 40
Photo Courtesy of the US Forest Service

Florida Scrub Jay in the Ocala National Forest

Bonamia grandiflora, Florida Bonamia alongside SR 40

Photo courtesy of the USFS



A GIS analysis of the Florida Vegetation and Land Cover data set produced by the Florida Fish and Wildlife Conservation Commission in 2003 produces some startling facts concerning the importance of the Ocala National Forest. Two of the most endangered natural communities in the United States are Sand Pine Scrub and Xeric oak Scrub. According to the FFWCC data set, the Ocala National Forest contains 72% of the state's Sand Pine Scrub, and 43% of the state's Xeric Oak Scrub.

The Sand Pine Scrub is fire dependent; the forest requires periodic burning for the continuation of the natural community.
Photo courtesy of the US Forest Service

CARAVELLE RANCH WILDLIFE MANAGEMENT AREA

The 13,383 acre Caravelle Ranch Wildlife Management Area is managed by the Florida Fish and Wildlife Conservation Commission and is located between the Ocklawaha and St. Johns River in the northern portion of the Byway Corridor. The Management Area fronts about three miles of the North 19 Spur. The Area contains hardwood river swamps, pine flatwoods, small depressional ponds and hardwood hammocks.

LAKE GEORGE STATE FOREST

The Lake George State Forest is made up of three tracts of land which total 19,650 acres. The Forest has about 4.5 miles of frontage on the Scenic Byway, and about 3.5 miles of frontage on the St. Johns River. The State Forest is comprised of slash pine, longleaf pine, bottomland hardwoods, and interspersed cypress and bay depressions. One listed plant species and five listed animal species have been observed within the State Forest.

BARBERVILLE MITIGATION BANK

The 1,444 acre Barberville Mitigation Bank was established by Volusia County for the mitigation of development impacts. The Mitigation Bank fronts almost one mile of the Scenic Byway.

HEART ISLAND CONSERVATION AREA

Managed by the St. Johns River Water Management District, the 12,082 acre Conservation Area fronts approximately 6.5 miles of the Scenic Byway. The conservation Area is part of the 35,380 acre Lake George Wildlife Management Area. The Area was acquired in 1994 by the District to protect water resources and provide buffer lands east of Lake George. The Area contains basin swamps, floodplain swamps, basin marsh, blackwater streams, hydric hammock, mesic flatwoods and scrub.

PLUM CREEK / VOLUSIA CONSERVATION EASEMENT

The St. Johns River Water Management District and Volusia County jointly own a conservation easement on 11,730 acres of land providing an important link between the Heart Island Conservation Area and Tiger Bay State Forest. One of the main purposes of the easement is to protect the area's water resources.

TIGER BAY STATE FOREST

The 27,383 acre Tiger Bay State Forest is important as an aquifer recharge area, and as a major link in the surrounding public land and wildlife corridor. The forest fronts about 1.5 miles of the Scenic Byway near the eastern terminus.

NATURAL RESOURCES: SPRINGS

There are three magnitude one and four magnitude two springs located within the corridor limits. The Meinzer Scale classifies springs on a scale of one to eight, based on the flow, or discharge, of water from a spring. Magnitude one springs, which are on the top of the scale, produce a discharge of more than 100 cubic feet of water per second. Magnitude two springs discharge at a rate between 10 and 100 cubic feet of water per second.

Spring discharge is dependent upon the replenishment of the spring shed by rainfall, and the amount of withdrawal of water from those springsheds by human activity. Therefore, the amount of discharge will vary. The amount of

discharge for each of the springs listed below was taken from the St. Johns River Water Management District's "District Springs" GIS data layer.

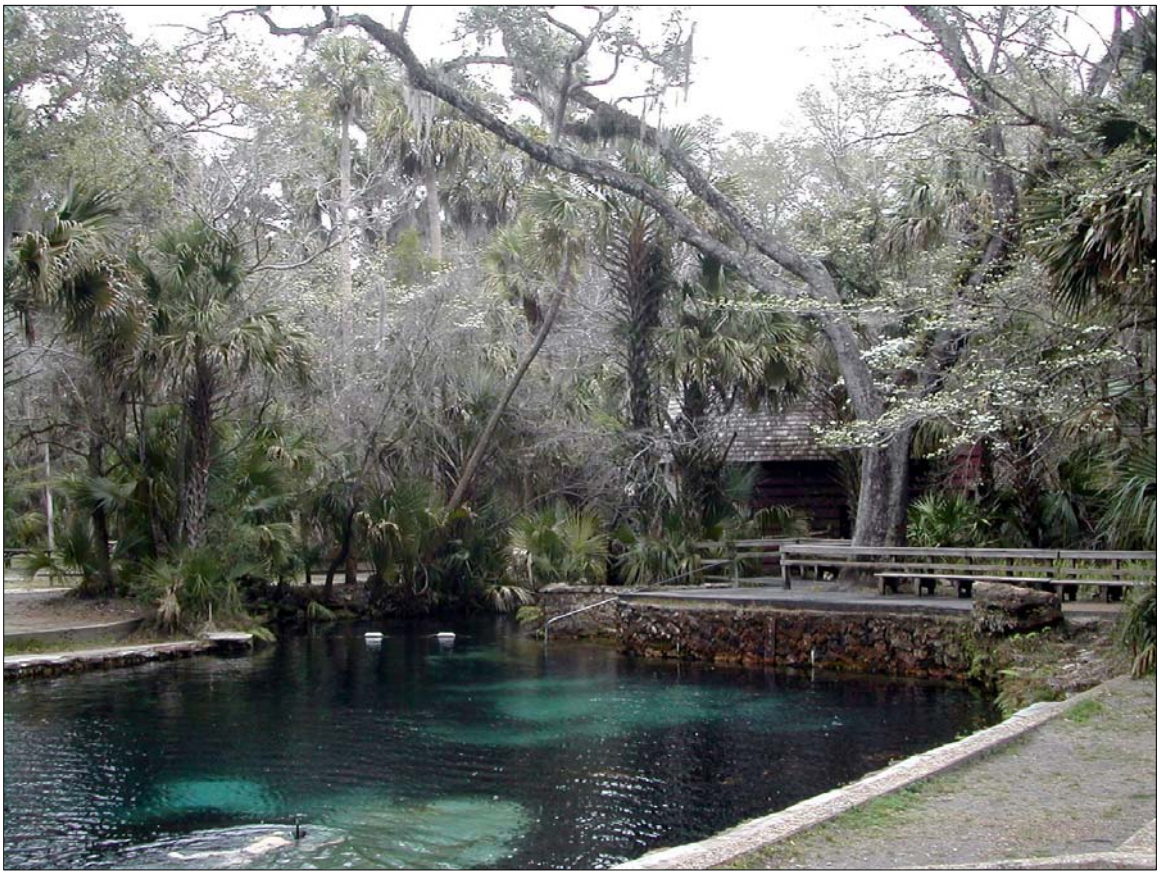
SILVER SPRINGS

Silver Springs are a very large magnitude one group of springs located at the Silver Springs tourist attraction at the western terminus of the Scenic Byway. The group of springs produce an incredible 822 cubic feet of water per second. Silver Springs has the largest long term, measured average flow of any freshwater spring group in Florida and possibly the United States. The springs are the headwaters of the Silver River, which flows through the Silver River State Park to join the Ocklawaha River.

JUNIPER SPRINGS AND FERN HAMMOCK SPRINGS

These magnitude two springs are located in the Juniper Springs Recreational Area in the Ocala National Forest. The springs are the headwaters of Juniper Creek, which meanders for about 10 miles to Lake George. Juniper Springs has a discharge of 11 cubic feet of water per second, and Fern Hammock Springs a discharge of 12.5 cubic feet of per second.

Juniper Creek, Fed By Juniper and Fern Hammock Springs
Photo courtesy of the US Forest Service



Juniper Springs
Photo courtesy of Sandra Friend, Florida Trail Association

SWEETWATER SPRINGS

Sweetwater Springs are also located on Juniper Creek, about four miles north east of Juniper and Fern Hammock Springs. Spring discharge averages 12.9 cubic feet per second, which ranks Sweetwater springs as magnitude two.

SILVER GLEN SPRINGS

Silver Glen Springs are located within the Silver Glen Springs Recreation Area of the Ocala National Forest. They are magnitude one springs with a discharge that averages 113 feet per second. The springs supply a 200 foot wide run that travels approximately 0.5 miles before emptying into Lake George.

SALT SPRINGS

The high salt content of the water discharged from Salt Springs provide a unique habitat for salt water aquatic wildlife normally found on the coast of Florida, nearly 40 miles away. The unusually high salt content is the result of the water rising to the surface through ancient salt deposits. Blue crab, needlefish, and other salt water species can be seen in the clear waters of the spring. The marine life was established at the springs thousands of years ago when this portion of Florida was part of a shallow sea. When the land rose upward, the marine creatures remained there because of the salty flow from the spring.

Salt Springs are magnitude two springs with a discharge of 81.3 cubic feet per second. The springs create a wide run which travels about four miles southeast before entering Lake George.

Salt Springs
Photo courtesy of the US Forest Service

ALEXANDER SPRINGS

Alexander Springs are magnitude one springs with a discharge rate of 107 cubic feet per minute. The springs are located within the Alexander Springs Recreation Area of the Ocala National Forest. Alexander Springs Run winds about eight miles to empty into the St. Johns River.

NATURAL RESOURCES – THE OCKLAWAHA, ST JOHNS AND TOMOKA RIVERS

The route of the Florida Black Bear Scenic Byway bridges three rivers; the Ocklawaha, the St Johns, and the Tomoka. The Ocklawaha is crossed twice by the Scenic Byway. The Ocklawaha and the Tomoka are designated Outstanding Florida Waters. The designation was created by the Florida Legislature with the intent of preventing degradation of certain water bodies.

The St. Johns River is 310 miles long, making it the longest river in Florida. The St. Johns also flows north, which is fairly unusual for a North American river. The St. Johns basin is the remnant of an ancient coastal lagoon system. When sea levels dropped thousands of years ago, the sea water was trapped behind coastal barrier islands and dunes. The water eventually flowed northward, creating the river basin. The total drop in elevation of the river, from its source in Brevard and Indian River counties to the Atlantic Ocean, is less than 30 feet. This is less than one inch per mile, and the river flows very slowly. Because of the high tannin content, the St. Johns is known as a blackwater river. In 1998 the St. Johns was designated an American Heritage River by President Clinton. The St. Johns is the only Florida river to receive this prestigious national recognition and one of only 14 rivers so recognized throughout the country.

The 110 mile Ocklawaha was an important transportation corridor for steam boats journeying to and from Central Florida to the St. Johns River. Today it is a very popular canoe and kayak route. The Ocklawaha basin includes Lake Apopka in Orange and Lake Counties and the Harris Chain in Lake County.

The short, narrow and winding Tomoka River drains into the Halifax River and is an important summer manatee habitat. The river is part of the Halifax and Tomoka Rivers Manatee Refuge. The Tomoka River Canoe Trail is a designated part of Florida's Statewide System of Greenways and Trails.

Manatee Zone sign on the Tomoka River

NATURAL RESOURCES – LISTED SPECIES

The Florida Black Bear Scenic Byway Corridor is the home to the largest populations of a number of protected species in Florida. In some cases, such as the Florida Scrub Jay, the corridor contains the largest populations in the world.

The Element Occurrence GIS Data Layer was obtained from the Florida Natural Areas Inventory. An analysis of the federal and state listed endangered, threatened, and species of special concern reported within the corridor limits of the Florida Black Bear Scenic Byway was performed.

A total of 48 listed species were found, again demonstrating the importance of the natural resources found within the corridor. Below is a table of those species.

ABBREVIATIONS USED WITHIN THE TABLE:

FEDERAL LEGAL STATUS **:**

LE - Endangered: species in danger of extinction throughout all or a significant portion of its range.

LT - Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.

STATE LEGAL STATUS:

LE - Endangered: species, subspecies, or isolated population so few or depleted in number or so restricted in range that it is in imminent danger of extinction.

LT - Threatened: species, subspecies, or isolated population facing a very high risk of extinction in the future.

LS - Species of Special Concern: species, subspecies, or isolated population which is facing a moderate risk of extinction in the future.

	SCIENTIFIC NAME	COMMON NAME	FEDERAL STATUS	FLORIDA STATUS
1	Alligator mississippiensis	American alligator	TSA	LS
2	Aphelocoma coerulescens	Florida Scrub Jay	LT	LT
3	Aramus guaraumna	Limpkin	None	LS
4	Bonamia grandiflora	Florida Bonamia	LT	LE
5	Calamintha ashei	Ashe's mint	None	LT
6	Carex chapmanii	Chapman's Sedge	None	LE
7	Coelorachis tuberculosa	Bumpy jointtail grass	None	LT
8	Conradina grandiflora	Large Flowered Rosemary	None	LT
9	Deeringothamnus rugelii	Rugel's Paw Paw	LE	LE
10	Drosera intermedia	Spoon Leaved Sundew	None	LT
11	Drymarchon corais couperi	Eastern indigo snake	LT	LT
12	Egretta caerulea	Little Blue Heron	None	LS
13	Egretta thula	Snowy Egret	None	LS
14	Eriogonum longifolium var. gnaphalifolium	Scrub Buckwheat	LT	LE
15	Etheostoma olmstedi	Tessellated Darter	None	LS
16	Eudocimus albus	White Ibis	None	LS
17	Euphorbia commutata	Wood Spurge	None	LE
18	Falco sparverius paulus	Southeastern American Kestrel	None	LT
19	Forestiera godfreyi	Godfrey's swampprivet	None	LE
20	Gopherus polyphemus	Gopher tortoise	None	LS
21	Grus canadensis pratensis	Florida sandhill crane	None	LT
22	Haliaeetus leucocephalus	Bald eagle	LT	LT
23	Hartwrightia floridana	Florida hartwrightia	None	LT

	SCIENTIFIC NAME	COMMON NAME	FEDERAL STATUS	FLORIDA STATUS
24	Illicium parviflorum	Yellow anisetree	None	LE
25	Litsea aestivalis	Pondspice	None	LE
26	Matelea floridana	Florida Milkvine		
27	Matelea floridana	Florida Spiny Pod	None	LE
28	Monotropa hypopithys	Pinesap	None	LE
29	Monotropsis reynoldsiae	Pygmy Pipes	None	LE
30	Nemastylis floridana	Celestial Lilly	None	LE
31	Neoseps reynoldsi	Sand Skink	LT	LT
32	Nolina atopocarpa	Florida beargrass	None	LT
33	Nolina brittoniana	Britton's beargrass	LE	LE
34	Pandion haliaetus	Osprey	None	LS
35	Picoides borealis	Red-cockaded Woodpecker	LE	LS
36	Pituophis melanoleucus mugitus	Florida Pine Snake	None	LS
37	Polygala lewtonii	Lewton's Polygala	LE	LE
38	Pteroglossaspis ecristata (=Eulophia)	Giant Orchid	None	LT
39	Pteronotropis welaka	Blue Nose Shiner	None	LS
40	Rana capito	Gopher Frog	None	LS
41	Sceloporus woodi	Florida Scrub Lizard	None	LT
42	Sciurus niger shermani	Sherman's Fox Squirrel	None	LS
43	Spigelia loganiodes	Florida Pinkroot	None	LE
44	Stilosoma extenuatum	Short-tailed Snake	None	LT
45	Stylisma abdita	Scrub Stylisma	None	LE
46	Trichechus manatus	Manatee, Florida	LE	LE
47	Ursus americanus floridanus	Florida Black Bear	None	LT
48	Vicia ocalensis	Ocala vetch	None	LE

THE REGIONAL FORESTER'S LIST OF SENSITIVE SPECIES:

This list includes all federally listed species and species considered "sensitive", i.e., for which the Forest Service has responsibility to ensure that their actions do not move them towards federal listing, which occur, or have occurred, or are likely to occur based on habitat presence and range, in the Ocala National Forest. "Sensitive" classification is based on FNAI/Global Heritage Rankings of G2 or G1.

There is considerable overlap with the Florida Natural Areas Inventory list.

GROUP	SCIENTIFIC NAME	COMMON NAME	FEDERAL STATUS	USFS SENSITIVE	HABITAT
Amphibian	Notophthalmus perstriatus	Striped newt		Y	smalls pond in sandhills or scrub
Bird	Mycteria americana	Wood stork	E		prairie
Bird	Aimophila aestivalis	Bachman's sparrow		Y	sandhills
Bird	Grus canadensis pratensis	Florida sandhill crane		Y	prairie
Bird	Aphelocoma coerulescens	Florida Scrub Jay	T		scrub
Bird	Haliaeetus leucocephalus	Bald eagle	T		flatwoods, cypress swamp
Bird	Picoides borealis	Red-cockaded woodpecker	E		sandhills
Bird	Aphelocoma coerulescens	Florida scrub-jay	T		scrub
Fish	Acipenser oxyrhinchus oxyrhinchus	Atlantic sturgeon	C	Y	river
Invertebrate - Amphipod	Crangonyx hobbsi	Hobbs' cave amphipod		Y	aquatic endemic
Invertebrate - Crustacean	Procambarus attiguus	Silver Glen Springs crayfish		Y	aquatic endemic
Invertebrate - Crustacean	Procambarus delicatus	Big-cheeked cave crayfish		Y	aquatic endemic
Invertebrate - Insect	Atrytone arogos arogos	Arogos skipper	C	Y	open grassy sandhills and flatwoods
Invertebrate - Mollusk	Aphaostracon pycnus	Dense hydrobe		Y	aquatic endemic
Invertebrate - Mollusk	Cincinnatia vanhyningi	Seminole Spring siltsnail		Y	aquatic endemic

Mammal	Trichechus manatus	Manatee, Florida	E		river
Mammal	Corynorhinus rafinesquii	Rafinesque's big-eared bat		Y	cypress swamp, old buildings
Mammal	Neofiber alleni	Round-tailed muskrat		Y	prairie, pond, stream
Mammal	Podomys floridanus	Florida mouse		Y	scrub, sandhills
Mammal	Sciurus niger shermani	Sherman's fox squirrel		Y	sandhills, scrub
Mammal	Ursus americanus floridanus	Florida black bear		Y	sandhills, scrub, flatwoods, hammock
Reptile	Alligator mississippiensis	American alligator	TSA		river, lake, pond
Reptile	Drymarchon corais couperi	Eastern indigo snake	T		sandhills, young scrub, open dry flatwoods
Reptile	Gopherus polyphemus	Gopher tortoise		Y	sandhills, young scrub, open dry flatwoods
Reptile	Pituophis melanoleucus mugitus	Florida pine snake		Y	sandhills, young scrub, open dry flatwoods
Reptile	Sceloporus woodi	Florida scrub lizard		Y	young scrub, scrubby sandhills
Reptile	Stilosoma extenuatum	Short-tailed snake		Y	sandhills, scrub, dry hammock
Reptile	Neoseps reynoldsi	Sand skink	T		sandhills, scrub
Vascular Plant	Bonamia grandiflora	Florida Bonamia	T		scrub
Vascular Plant	Nolina brittoniana	Britton's beargrass	E		flatwoods, sandhills
Vascular Plant	Agalinis divaricata	Pinelands false foxglove		Y	sandhills, flatwoods
Vascular Plant	Agrimonia incisa	Incised agrimony		Y	sandhills
Vascular Plant	Andropogon arctatus	Pinewoods bluestem		Y	scrub, flatwoods
Vascular Plant	Aristida mohrii	Mohr's threeawn		Y	sandhills, scrub, dry flatwoods
Vascular Plant	Aristida patula	Tall threeawn		Y	marshes, pond margins, rivers, flatwoods
Vascular Plant	Aristida rhizomophora	Florida threeawn grass		Y	wet flatwoods

Vascular Plant	Arnoglossum diversifolium	Variableleaf Indian plantain		Y	floodplain forest
Vascular Plant	Arnoglossum floridanum	Florida cacalia		Y	sandhills
Vascular Plant	Asclepias curtissii	Curtiss' milkweed		Y	scrub
Vascular Plant	Aster chapmanii	Savannah aster		Y	flatwoods, acid swamp
Vascular Plant	Berlandiera subacaulis	Florida greeneyes		Y	sandhills
Vascular Plant	Calamintha ashei	Ashe's mint		Y	scrub
Vascular Plant	Centrosema arenicola	Pineland butterfly pea		Y	sandhills
Vascular Plant	Cleistes bifaria	Small spreading pogonia		Y	wet flatwoods
Vascular Plant	Coelorachis tuberculosa	Bumpy jointtail grass		Y	pond margin, marsh
Vascular Plant	Ctenium floridanum	Florida toothache grass		Y	wet flatwoods
Vascular Plant	Forestiera godfreyi	Godfrey's swampprivet		Y	calcareous hammock
Vascular Plant	Hartwrightia floridana	Florida hartwrightia		Y	seeps
Vascular Plant	Hasteola robertiorum	Hammockherb		Y	wet hammock
Vascular Plant	Illicium parviflorum	Yellow anisetree		Y	wet hammock, swamp
Vascular Plant	Lachnocaulon beyrichianum	Southern bogbutton		Y	scrub, scrubby flatwoods
Vascular Plant	Lachnocaulon engleri	Engler's bogbutton		Y	pond margin
Vascular Plant	Lechea cernua	Nodding pinweed		Y	scrub
Vascular Plant	Lechea divaricata	Drysand pinweed		Y	flatwoods
Vascular Plant	Litsea aestivalis	Pondspice		Y	pond margin
Vascular Plant	Matelea floridana	Florida milkvine		Y	hammock
Vascular Plant	Matelea pubiflora	Trailing milkvine		Y	sandhills
Vascular Plant	Micranthemum glomeratum	Manatee mudflower		Y	lake and pond margin, swamp
Vascular Plant	Monotropsis odorata	Sweet Pinesap		Y	mesic hammock

Vascular Plant	Myriophyllum laxum	Loose watermilfoil		Y	pond, lake
Vascular Plant	Najas filifolia	Needleleaf waternymph		Y	pond
Vascular Plant	Nemastylis floridana	Fallflowering pleatleaf		Y	swamp, marsh, wet flatwoods
Vascular Plant	Nolina atopocarpa	Florida beargrass		Y	wet flatwoods
Vascular Plant	Paronychia rugelii	Rugel's nailwort		Y	sandhills, flatwoods
Vascular Plant	Persea humilis	Silk bay		Y	scrub
Vascular Plant	Phlox floridana	Florida phlox		Y	sandhills, flatwoods, hammock
Vascular Plant	Physalis arenicola	Cypresshead groundcherry		Y	sandhills, flatwoods
Vascular Plant	Physalis carpenterii	Carpenter's groundcherry		Y	dry bluff forest, hammock
Vascular Plant	Pieris phillyreifolia	Climbing fetterbush		Y	cypress and white cedar swamp, cypress pond
Vascular Plant	Pinckneya bracteata	Fevertree		Y	creek swamp, bog
Vascular Plant	Plantago sparsiflora	Pineland plantain		Y	wet flatwoods
Vascular Plant	Polygala leptostachys	Slender spike milkwort		Y	sandhills
Vascular Plant	Pteroglossaspis ecristata (=Eulophia)	Giant Orchid		Y	sandhills, pinelands, oak hammock
Vascular Plant	Pycnanthemum floridanum	Florida mountainmint		Y	sandhills
Vascular Plant	Rhynchosia michauxii	Michaux's snoutbean		Y	sandhills, dry open hammock
Vascular Plant	Rhynchospora breviseta	Shortbristle beaksedge		Y	mesic-wet flatwoods, wet prairie, bog
Vascular Plant	Rhynchospora pleiantha	Coastal beaksedge		Y	sandy pond margin
Vascular Plant	Rudbeckia nitida	Shiny coneflower		Y	wet flatwoods
Vascular Plant	Salix floridanum	Florida willow		Y	swamp, spring run bank, riverine hammock
Vascular Plant	Schoenocaulon dubium	Florida feathershank		Y	sandhills, scrub
Vascular Plant	Schoenolirion albiflorum	White sunnybells		Y	cypress swamp, wet flatwoods, hammock

Vascular Plant	Sideroxylon alachuense	Silver buckthorn		Y	sink, spring run bank
Vascular Plant	Sideroxylon tenax	Tough bully		Y	sandhills, scrub, hammock
Vascular Plant	Silphium simpsonii	Simpson's rosinweed		Y	sandhills
Vascular Plant	Sisyrinchium xerophyllum	Jeweled blue-eyed grass		Y	xeric sandhills
Vascular Plant	Spigelia loganiodes	Florida pinkroot		Y	wet calcareous hammock
Vascular Plant	Spiranthes longilabris	Giant spiral ladies'-tresses		Y	wet prairie, flatwoods
Vascular Plant	Sporobolus curtisii	Pineland dropseed		Y	flatwoods, pine barrens
Vascular Plant	Stylisma abdita	Showy dawnflower		Y	scrub
Vascular Plant	Tephrosia mohrii	Pineland hoarypea		Y	dry hammock
Vascular Plant	Verbesina heterophylla	Diverseleaf crownbeard		Y	flatwoods
Vascular Plant	Vicia ocalensis	Ocala vetch		Y	spring run bank
Vascular Plant	Zephyranthes simpsonii	Redmargin zephyrlily		Y	wet flatwoods, meadows
Vascular Plant	Eriogonum longifolium var. gnaphalifolium	Scrub Buckwheat	T		sandhills, scrub
Vascular Plant	Polygala lewtonii	Lewton's polygala	E		scrub
Vascular Plant	Sporobolus floridanus	Florida dropseed		Y	flatwoods

Sources:
USEPA
America's Heritage Rivers
http:www.epa.gov/rivers/98rivers/fsstjohn.html

Florida Department of Environmental Protection
Outstanding Florida's Waters
http://www.dep.state.fl.us/water/wqssp/ofwqa.htm

Sources:
Florida Geological Survey
Springs of Florida
http://www.flmnh.ufl.edu/springs_of_florida/charact.html

Florida Department of Environmental Protection
Springs Database http://www.dep.state.fl.us/springs/locator/salt.htm

Regional Forester's Sensitive Species List for the Ocala National Forest
United States Forest Service

Institute for Systematic Botany
Atlas of Florida Vascular Plants
University of South Florida
http://www.plantatlas.usf.edu/main.asp?plantID=1198

Conservation Strategy for the Black Bear in Florida
Compiled and Written by Thomas H. Eason, Ph.D.
Florida Fish and Wildlife Conservation Commission
From input and comments by the Florida Bear Conservation Working Group, July, 2003

Deeringothamnus rugelii
Rugel's Paw Paw in Tiger Bay State Forest, Florida and Federal Listed as Endangered
Photo courtesy of Paul Rebmann

INTRINSIC RESOURCES
RECREATIONAL RESOURCES

The Florida Black Bear Scenic Byway Corridor Advocacy Group considers the Florida Black Scenic Byway eligible for designation as a Florida Scenic Highway and All American Road due to its large and extremely varied and unique recreational resources. Resources range from Silver Springs, one of Florida's oldest tourist attractions, to wilderness camping, to target shooting at the Ocala National Forest's free rifle range, to boating on the St Johns River. While most of the recreational resources are natural resource based, they also include the Wild Waters Water Park as well as the Volusia Speedway Park, an automobile racing complex with seating for almost 10,000 racing fans.

Recreational activities within the corridor include:

Camping – all types
Hiking
Hunting
Target Shooting
Fishing
Swimming
Snorkeling
Scuba Diving
Birding
ATV Riding
Automobile Racing
Water Skiing
Water Parks
Heritage Tourism
Sightseeing
Wildlife Observation
Photography
Picnicking
Biking
Canoeing
Boating
Equestrian Activities

Photo courtesy of the US Forest Service

Beginning at the western terminus of the Florida Black Bear Scenic Byway, a survey of recreational resources includes:

1. Wild Waters Water Park – Located adjacent to the Silver Springs attraction, the seasonal, nine-acre water park has a 450,000 gallon wave pool and a varied collection of water slides.

2. Silver Springs – Silver Springs is a 350 acre nature themed attraction centered on the park's large magnitude one complex of springs, showcased to visitors through the attraction's fleet of glass bottom boats. Silver Springs has been attracting paying visitors since the late 1870's, when Phillip Morell built a glass bottomed rowboat and began selling rides over the springs. Silver Springs is owned by the State of Florida, and operated under a long term lease by Palace Entertainment. In addition to the world famous glass bottom boats, the park also offers several themed cruises on the Silver River, wildlife themed shows, rides, shopping, dining, and live entertainment.

The world famous glass bottom boats at Silver Springs.
Photo courtesy of Palace Entertainment

3. Silver River State Park – The Silver River, which originates at Silver Springs, bisects this park on its way to the Ocklawaha River. The park is

home to a pioneer cracker village and the Silver River Museum and Environmental Education Center. The center is operated by the Marion County School District in cooperation with the park. The Silver River State Park also offers canoeing on the Silver River, hiking, biking, a picnic area with grills and three pavilions, a full facility campground and 10 luxury cabins.

4. The Marjorie Harris Carr Cross Florida Greenway- The Scenic Byway crosses the 110-mile Greenway in two places, at the Ocklawaha Bridge on the western side of the Corridor, and at the SR 19 Bridge near the Northern Terminus of the North 19 Spur. In addition to offering excellent hiking, the Rodman Recreation Area is a favorite fishing resource, and provides camping and boating facilities.

5. Ray Wayside Park and Ocala Boat Basin – Owned by Marion County, this small park provides important access to the Ocklawaha River for boaters, canoeists and anglers. The park is located west of the Ocklawaha, and south of the Scenic Byway at the Ocklawaha Bridge. The boat ramp complex includes parking for boat trailers. Pavilions with grills are also available.

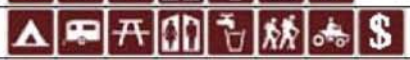
6. The Florida Trail in the Ocala National Forest is certified as part of the Florida National Scenic Trail, and has been called the “crown jewel” of the Florida Trail system. The trail crosses the route of the Scenic Byway in four places, and there is a dedicated trailhead on the Alexander Springs Loop segment of SR 19. The entire length of the trail in the National Forest is also designated as part of the Florida Statewide Greenways and Trails System. The trail traverses a range of natural communities including extensive stands of longleaf pines, and scattered communities of sand pines, other short leaf pines, and hardwoods. The trail also skirts open prairies and ponds that are excellent for viewing wildlife.

Courtesy of Deb Blick, Florida Trail Association

7. The Ocala National Forest – The Ocala National Forest offers a wide range of natural resource based recreational resources, and is one of the most heavily visited National Forests in the United States. There are 27 listed recreational areas within the 389,000 acre forest, providing access for recreational activities as varied as birding, hiking, horseback riding, heritage tourism and target shooting. Below is a matrix prepared by the US Forest Service showing these sites and the available facilities at each site.

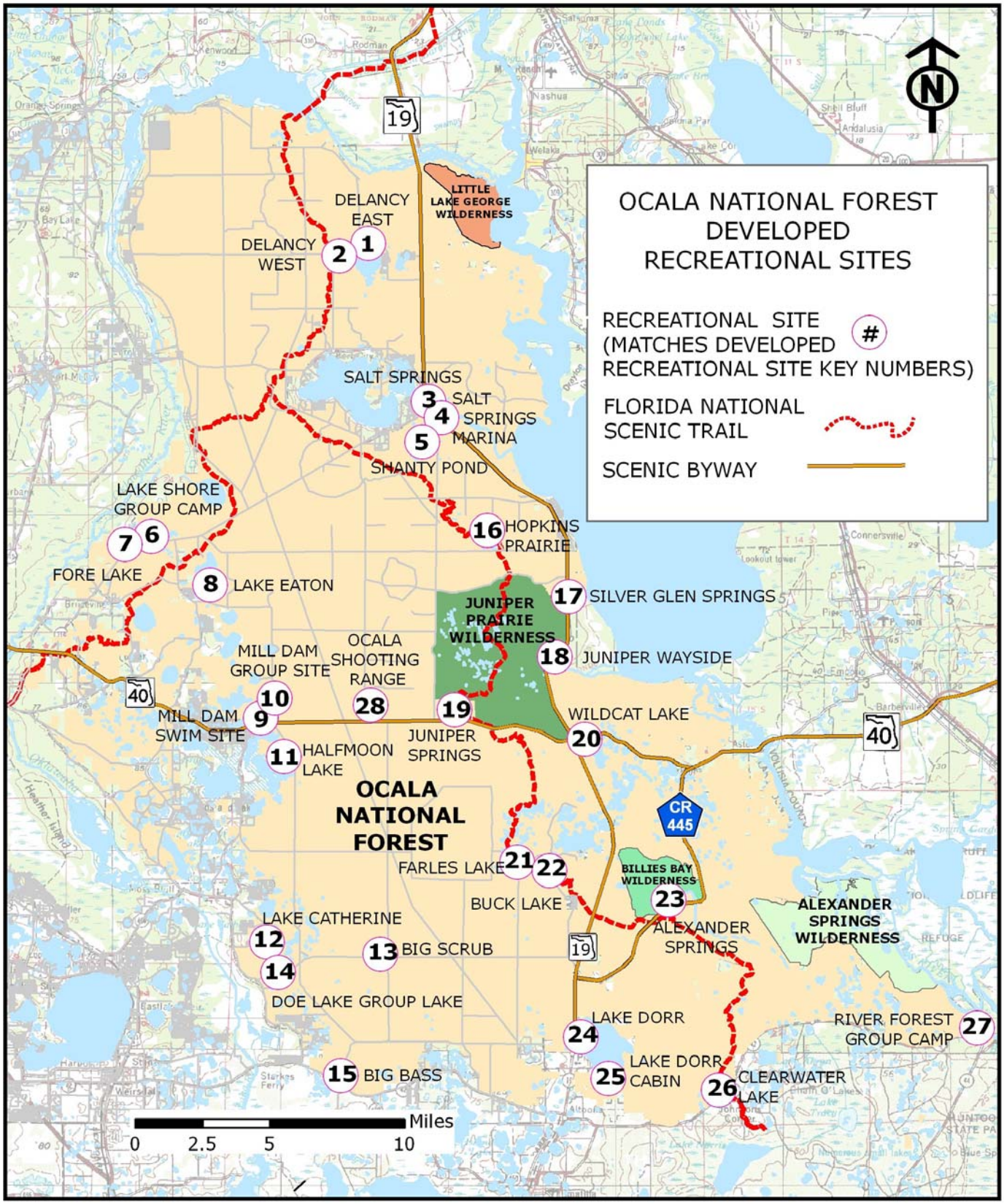
Canoeists on Alexander Creek

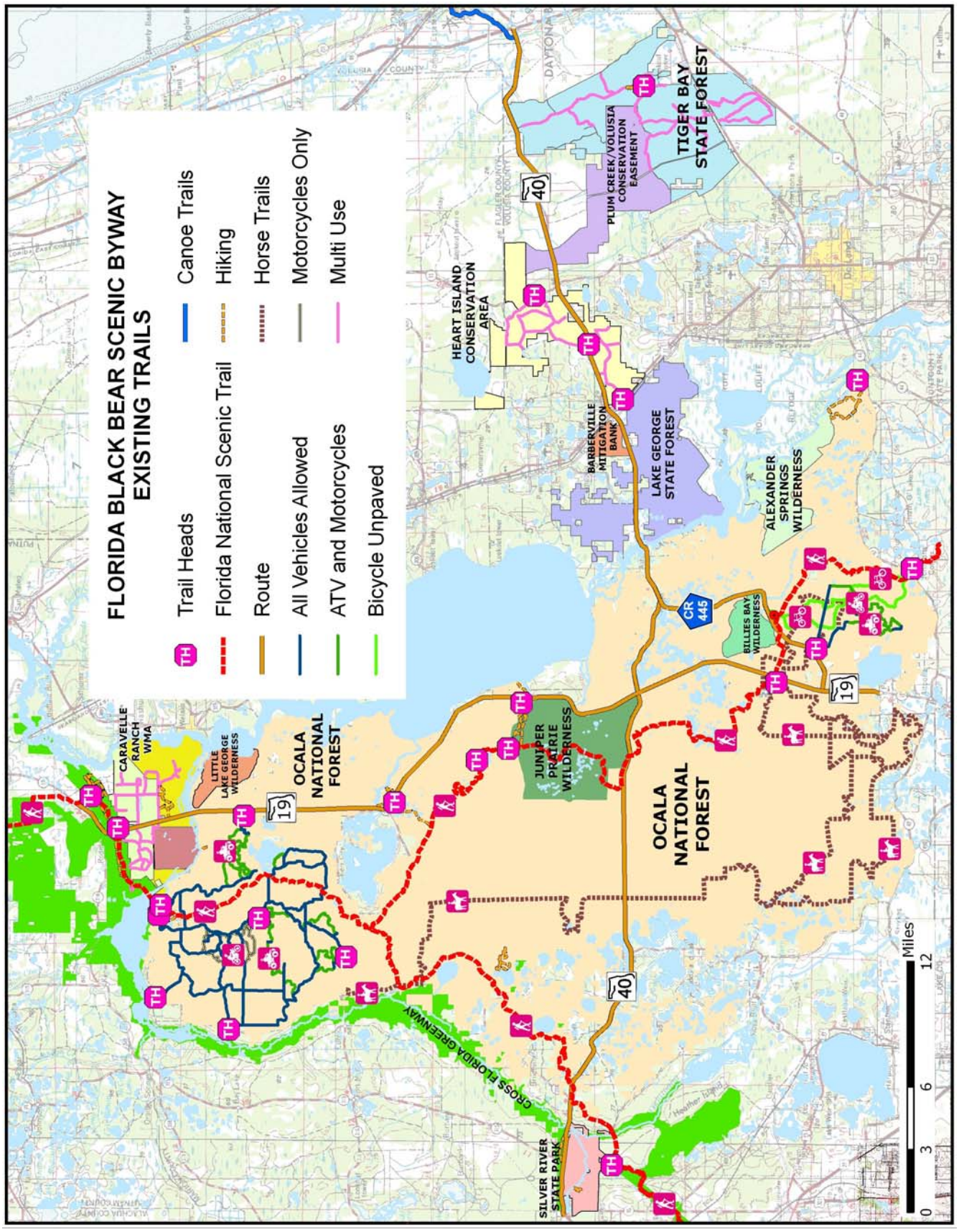
OCALA NATIONAL FOREST
DEVELOPED RECREATIONAL SITE KEY
(NUMBERS MATCH RECREATIONAL SITE MAP)

	Site Number and Name	Facilities
1	Delancy East	
2	Delancy West	
3	Salt Springs	
4	Salt Springs Marina	
5	Shanty Pond	
6	Lake Shore Group Camp	
7	Fore Lake	
8	Lake Eaton	
9	Mill Dam Swim Site	
10	Mill Dam Group Site	
11	Halfmoon Lake	
12	Lake Catherine	
13	Big Scrub	
14	Doe Lake Group Camp	
15	Big Bass	
16	Hopkins Prairie	
17	Silver Glen Springs	
18	Juniper Wayside	
19	Juniper Springs	
20	Wildcat Lake	
21	Farles Lake	
22	Buck Lake	
23	Alexander Springs	
24	Lake Dorr	
25	Lake Dorr Cabin	
26	Clearwater Lake	
27	River Forest Group Camp	
28	Ocala Shooting Range	

Key To Recreation Symbols					
	Camping		Canoeing		Primitive Hunt Camp
	Picnicking		Swimming		Picnic Shelter
	Trailer Space		Interpretive Trail		Trailer Dump Station
	Restrooms		Concession Stand		Drinking Water
	Boat Ramp	D	Day Use Only	$	Fee Required
	Shelter		Horse Trail		Scuba Diving
	All Terrain Vehicle		Telephone	R	Reservations Required
	Fishing		Hiking		Viewing Area
	Showers	E	Electrical Hookups		Skiing
	Cabin Rental				

KAYAKERS ON JUNIPER RUN
COURTESY USFS


OCALA NATIONAL FOREST
DEVELOPED
RECREATIONAL SITES
RECREATIONAL SITE (MATCHES DEVELOPED RECREATIONAL SITE KEY NUMBERS)
#
FLORIDA NATIONAL SCENIC TRAIL
SCENIC BYWAY
N
19
40
CR 445
LITTLE LAKE GEORGE WILDERNESS
DELANCY EAST
1
DELANCY WEST
2
SALT SPRINGS
3
SALT SPRINGS MARINA
4
5
SHANTY POND
LAKE SHORE GROUP CAMP
6
7
FORE LAKE
8
LAKE EATON
16
HOPKINS PRAIRIE
17
SILVER GLEN SPRINGS
JUNIPER PRAIRIE WILDERNESS
18
JUNIPER WAYSIDE
MILL DAM GROUP SITE
10
9
MILL DAM SWIM SITE
OCALA SHOOTING RANGE
28
19
JUNIPER SPRINGS
11
HALFMOON LAKE
WILDCAT LAKE
20
OCALA NATIONAL FOREST
FARLES LAKE
21
22
BUCK LAKE
BILLIES BAY WILDERNESS
23
ALEXANDER SPRINGS
ALEXANDER SPRINGS WILDERNESS
LAKE CATHERINE
12
13
BIG SCRUB
14
DOE LAKE GROUP LAKE
LAKE DORR
24
RIVER FOREST GROUP CAMP
27
15
BIG BASS
LAKE DORR CABIN
25
26
CLEARWATER LAKE
Miles
0
2.5
5
10


FLORIDA BLACK BEAR SCENIC BYWAY
EXISTING TRAILS
Trail Heads
Canoe Trails
Florida National Scenic Trail
Hiking
Route
Horse Trails
All Vehicles Allowed
Motorcycles Only
ATV and Motorcycles
Multi Use
Bicycle Unpaved
CARAVELLE RANCH WMA
LITTLE LAKE GEORGE WILDERNESS
OCALA NATIONAL FOREST
JUNIPER PRAIRIE WILDERNESS
CROSS FLORIDA GREENWAY
SILVER RIVER STATE PARK
HEART ISLAND CONSERVATION AREA
PLUM CREEK/VOLUSIA CONSERVATION EASEMENT
TIGER BAY STATE FOREST
BARBERVILLE MITIGATION BANK
LAKE GEORGE STATE FOREST
ALEXANDER SPRINGS WILDERNESS
BILLIES BAY WILDERNESS
CR 445
19
40
TH
0 3 6 12
Miles

8. Lake County Blue Ways – Lake County has submitted a Florida Uniform Waterway Marker Permit Application to the Florida Fish and Wildlife Conservation Commission (FWC), Office of Boating Safety and Waterway Management, to develop and mark a series of Blue Ways Trails on and near the St. Johns River in the Astor/Lake George area.

9. Caravelle Ranch Wildlife Management Area – Located between the Ocklawaha and the St. Johns River, the 13,383 acre management area offers seasonal hunting, fishing, canoeing and boating. Hiking, horseback riding, bicycling, primitive camping at designated sites and wildlife viewing are available, but are restricted during hunt dates.

10. The small rural communities of Astor and Volusia, located on opposite sides of the St. Johns River, have a large number of natural resource based recreational businesses. The St. Johns River is a magnet for eco-tourists, anglers and boaters. Privately owned marinas, fish camps, eco-tours and lodgings in the area are all dependent upon either the St Johns River or nearby Lake George. In addition, a number of restaurants have been established to serve the tourists who visit the area.

    Listed below are natural resource based recreational businesses found in the Astor and Volusia area:

    Astor Bridge Marina
    1575 West Hwy 40
    Astor, Florida 32102
    Phone: (386) 749-4407
    Fax: (386) 749-4408
    Toll Free: 1-866-237-6887
    info@astorbridgemarina.com
    Boat Ramp – Motel - Cottages
    Covered and Open Boat Slips
    Waterfront Restaurant

    Parramore's Fantastic Fish Camp and Family Resort
    1675 S. Moon Road
    Astor, FL 32102
    800-516-2386
    www.parramores.com
    Boat Dock - Boat Ramp - Cabins - Camping
    Full RV Hookup - Pontoon and Fishing Boat Rental

    Fish Tales RV Resort
    26015 McPherson Lane
    PO Box 233

Astor, Florida 32102
(352) 759-2393
www.fishtalesresort.com
Boat Ramp - Cabin Rentals - Boat Slips - Dry Storage
Waterfront RV Sites

Astor Landing Campground and Marina
25934 Holmar Drive
Astor, Florida 32102
(352) 759-2121
www.astorlanding.com
Houseboat and Pontoon Boat Rentals
Campground with full hook-ups
Boat docks with water, sewer and electric,
Boat ramp on the St. Johns River - Boat and RV storage yard
General store - Bath house with hot showers

Riverview Cottages
55530 Front St.
Astor, FL 32102
toll free 877-759-2294
river373737@yahoo.com
River Front Cottage Rentals

Riverview North
25125 Blackwater Lane
Astor, FL 32102
Phone: 352-759-3422
www.riverviewnorth.com
River Front Cottage Rentals

South Moon Fish Camp
1983 S. Moon Rd.
Astor, FL 32102
Phone/Fax: 386-749-2383
Boat Ramp - Handicapped Facilities - Restaurant

Blair's Jungle Den
1820 Jungle Den Rd.
Astor, FL, 32102
386-749-2264
www.blairsjungleden.com

Houseboat on the St. Johns River at Astor

11. Lake George State Forest – The 19,650 acre Lake George State Forest has approximately 3.5 miles of frontage on the St. Johns River, and offers access to the river for canoes and hand launched boats at the Bluffton Recreation Area. A fishing dock is located at Bluffton, as well as a 0.75 mile interpretive trail. The forest is open to hiking, biking, primitive camping and horseback riding, and is open to seasonal hunting. The forest is also part of the Great Florida Birding Trail.

12. The Barberville Pioneer Settlement for the Creative Arts – The settlement is an important heritage recreational resource, with the potential for substantial growth. The 25 acre site is owned partially by the County of Volusia and partially by the Volusia School Board. The settlement consists of historic area buildings that were moved to the site of the Old Barberville High School, which was built in 1919 and is listed on the National Register of Historic Places. The Pioneer Settlement has a working blacksmith shop, woodworking shop, pottery shop and steam engine. A complete turpentine still has been moved to the site.

    The Pioneer Settlement gives tours to approximately 2,000 school children a month, and is open to the public. The settlement sponsors special events throughout the year, the largest of which is the annual Fall Country Jamboree, which draws as many as 22,000 people to the two-day event. The Fall Jamboree features folk arts, blacksmithing, woodworking, living history displays and folk music.

13. The Volusia Speedway Park – This automobile racing complex consists of three different tracks; a 1/8 mile flat clay oval for "Karts", a 3/8 mile semi-banked asphalt oval, and a ½ mile semi-banked clay oval. The seating has a capacity for nearly 10,000 fans.

14. Heart Island Conservation Area – Owned and managed by the St. Johns River Water Management District, the 12,082-acre conservation area offers opportunities for hiking, horseback riding, seasonal hunting, biking, wildlife viewing, birding and primitive camping.

15. YMCA Camp Winona – This 60-acre camp for children was founded in 1919 and is accredited by the American Camp Association.

16. Tiger Bay State Forest – Recreational resources available in the forest include seasonal hunting, hiking, horseback riding, primitive camping, birding and fishing. There is parking for horse trailers at the designated equestrian trailhead and an equestrian camping area.

17. The Tomoka River – The Tomoka River Canoe Trail is a designated part of the Statewide System of Greenways and Trails. The river provides important summer habitat for manatees.

VISITOR CENTERS

There are four visitor centers located within the Florida Black Bear Scenic Byway Corridor where the visitor can obtain information on recreational resources available within the Corridor and surrounding areas.

1. The Ocklawaha Visitor Center and Trailhead –The Ocklawaha Visitor's Center and Trailhead, was built and donated by Silver Run Properties, Inc. in 1999. The center is maintained and operated by Marion County and the US Forest Service. The center has maps, books and brochures of the area's recreational and natural resources. The center is located near the western terminus of the byway at the intersection of CR 315 and the Scenic Byway.

The Marjorie Harris Carr Cross Florida Greenway Visitor Center-East

2. The Marjorie Harris Carr Cross Florida Greenway Visitor Center-East – This visitor center is located near the northern terminus of the North SR 19 Spur on Buckman Lock Road south of Palatka. The Marjorie Harris Carr Cross Florida Greenway Visitor Center includes historical displays explaining the history of the Cross Florida Barge Canal and its evolution into the Greenway. The center serves as the primary trailhead for equestrian and hiking trails on the Cross Florida Greenway's east end.

3. The Salt Springs Visitor Center – This visitor center is operated by the US Forest Service, and provides maps, brochures, and permits. It is Located on the Salt Springs Loop in the small community of Salt Springs.

4. The Pittman Visitor Center – Also operated by the US Forest Service, this visitor center is located on the south SR 19 Spur north of the rural community of Pittman. This visitor center also provides maps, brochures and permits.

INTRINSIC RESOURCES
SCENIC RESOURCES

The Florida Black Bear CAG is seeking designation of State Road 40 and the associated Loop and Spur roads as a Florida Scenic Highway and All American Road on the strength of the road's natural, recreational, and scenic resources. The photographs below illustrate the scenic resources of the corridor.

Scenic Resources Visible From The Roadway

The Florida Black Bear Scenic Byway, east of Silver Springs

The Ocklawaha Bridge

Forest Road

Central Fire Tower

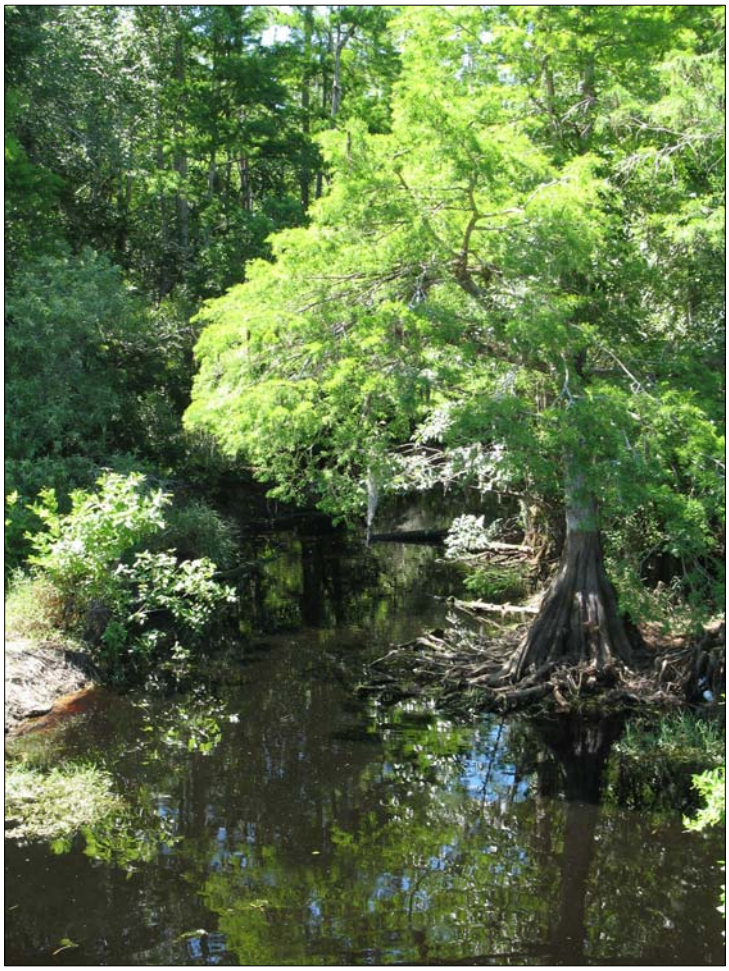
Sand Pine and Xeric Oak Scrub

Long Leaf Pine

Sand Pine - *USFS*

The St Johns River, From the Astor Bridge

Hydric Hammock, Volusia County



Haw Creek

Little Haw Creek In The Dry Season

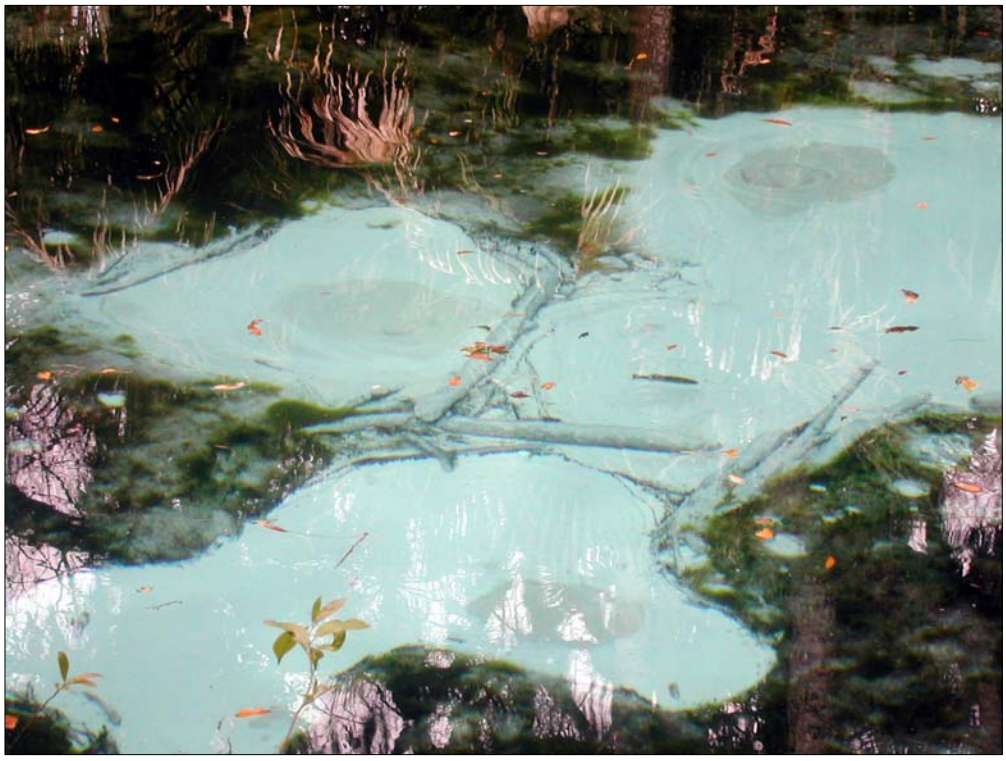
The Tomoka River

SCENIC RESOURCES WITHIN THE CORRIDOR

The Scenic Byway and the Big Scrub from the Central Fire Tower
Photo courtesy of the US Forest Service

Astor Bridge

Foot Bridge Over Juniper Run
Photo Courtesy of US Forest Service



Sand Bubblers on Juniper Run – *Sandra Friend*

River Road,
Lake George State Forest

Photo Courtesy of the Florida Division of Forestry

Lake George
Trail

Photo Courtesy of the US Forest Service

HISTORICAL RESOURCES

The CAG has developed several goals, objectives and strategies to interpret the local history of the Scenic Byway Corridor. Goal 4 is “Expand public knowledge and understanding of the Intrinsic Resources of the Florida Black Bear Scenic Byway Corridor.” Objective 4.1 is “Develop a scrub interpretive center and Ocala National Forest museum within the Corridor.”

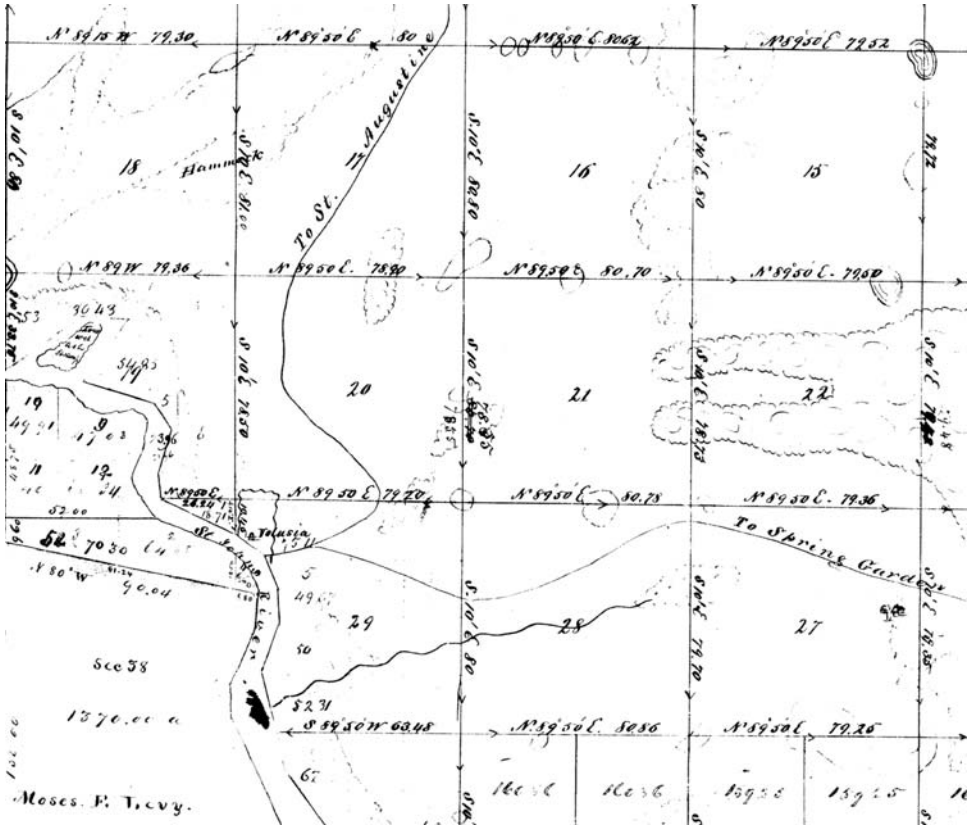
Strategy 4.2.2 states “ Construct information kiosks throughout the Corridor that explain the significance of the Intrinsic Resources of the Scenic Byway Corridor.”

In addition the Barberville Pioneer Settlement is planning the construction of a history interpretive center at the Settlement. The CAG intends to be active in that effort.

Tomoka Turpentine Still relocated to the Pioneer Settlement

BARBERVILLE AND VOLUSIA COUNTY

Volusia County takes its name from the small community of Volusia located on the east bank of the St Johns River directly across from the community of Astor. The origins of the name Volusia are very murky.



Portion of 1849 Government Land Office Survey

There was an Indian trail which led from the St Johns River at Volusia through Barberville to present day Ormond Beach. This trail very roughly parallels present day SR 40. The 1849 Government Land Office plat shows roads branching off from the trail near the river and running from Volusia to Spring Garden (DeLeon Springs), and northeast to St Augustine. During the Spanish period, this Indian trail became known as the Spanish Trail. Barberville is located six miles east of the St Johns, and before the railroad depended upon the river for trade.

The early economy depended upon farming, running cattle and hogs in the flatwoods, logging and turpentine extraction. The nearly complete Tomoka turpentine still can be seen at the Barberville Pioneer Settlement, as well as

the high wheel logging carts that were pulled by oxen. After the Civil War, the Dillard family grew cotton on 460 acres between Volusia and Barberville, which was shipped out by steamer from Volusia. The Underhill, Barber and Minshew families also grew cotton and sold it to the Dillards. The fern industry was profitable even during the Great Depression, and continues today.

ASTOR, ASTOR PARK AND THE COMMUNITY OF VOLUSIA

The European presence in the Astor and Volusia area goes at least as far back as the establishment of Spalding's Upper Store in the 1760's. The first accurate description of the area's natural resources was made by the naturalist William Bartram, who visited the area and stayed at Spalding's store in 1774. Bartram journeyed into the Big Scrub and visited Silver Glen Springs and Juniper Springs.

In 1819 Moses E. Levy purchased a large tract of land from the Spanish government, which included the area which was to become Astor and Astor Park. Levy built a plantation which included a sugar mill in what is now Astor Park. Levy had a dream of creating a haven for European Jews in the Florida Wilderness, but the dream never materialized. During the Seminole Wars, his plantation was burned by the Seminoles, and Levy gave up and left the area.

During the Seminole Wars, several forts were built in the Astor and Volusia area, and there was a small skirmish near Astor when US Army troops were attacked by Seminoles as they were crossing the St. Johns.

William Astor, the grandson of John Jacob Astor, the first American millionaire, purchased the Moses Levy grant during the peak of the St Johns steamboat era. Astor originally named the small community on the west bank of the river Manhattan, but it was later changed to Astor. William Astor built a hotel and a railroad to the Eustis area, and planted citrus.

William Astor died in 1894, leaving most of his holdings to his son John Jacob Astor IV, who drowned on the Titanic in 1912. John Jacob Astor's son William Vincent Astor lacked his father and grandfather's interest in the small wilderness empire. The advent of Florida's modern railroad system caused a severe drop in river traffic, and the Great Freeze of 1895 nearly wiped out the citrus industry in the area. The area entered a long economic decline, and the Astor's holdings were sold off.

The Volusia Oak, AKA the Dillard Oak – According to local legend, when a road crew showed up during the 1920s to remove the oak in order to straighten the approach to the St Johns River Bridge, Barney Dillard, a storekeeper and farmer, got his shotgun and favorite chair and sat under the tree, keeping the road crew at bay until they gave up and left. According to a slightly different version, six armed members of the Dillard family showed up to protect the tree. Whatever the case, the tree is still there.

THE OCALA NATIONAL FOREST

Because of the extremely poor soil of the scrub, settlement of the area that was to become the Ocala National Forest was slow and scattered. Nevertheless, by the 1890's communities such as Kismet, Kerr City, and Pat's Island were established on a tenuous agricultural, tourism, and forest resource basis. But thousands of acres of public lands were never homesteaded, and the Great Freeze of 1895 helped turn several of the small forest communities into ghost towns.

President Theodore Roosevelt established the Ocala National Forest in 1908. The original boundaries encompassed approximately 165,000 acres of mainly sand pine scrub, but subsequent acquisitions have brought the total to over 382,000 acres.

Like many public lands during the Great Depression of the 1930's, the Ocala National Forest received considerable public works and conservation improvements from the Civilian Conservation Corps (CCC). Two companies of the CCC were based in the Ocala National Forest and many of the structures and improvements remain. The CCC developed recreation sites at Mill Dam, Juniper Springs, and Alexander Springs. Remaining major structures include the Mill House at Juniper Springs and the dining hall at Doe Lake.

SILVER SPRINGS AND THE SILVER RIVER AREA

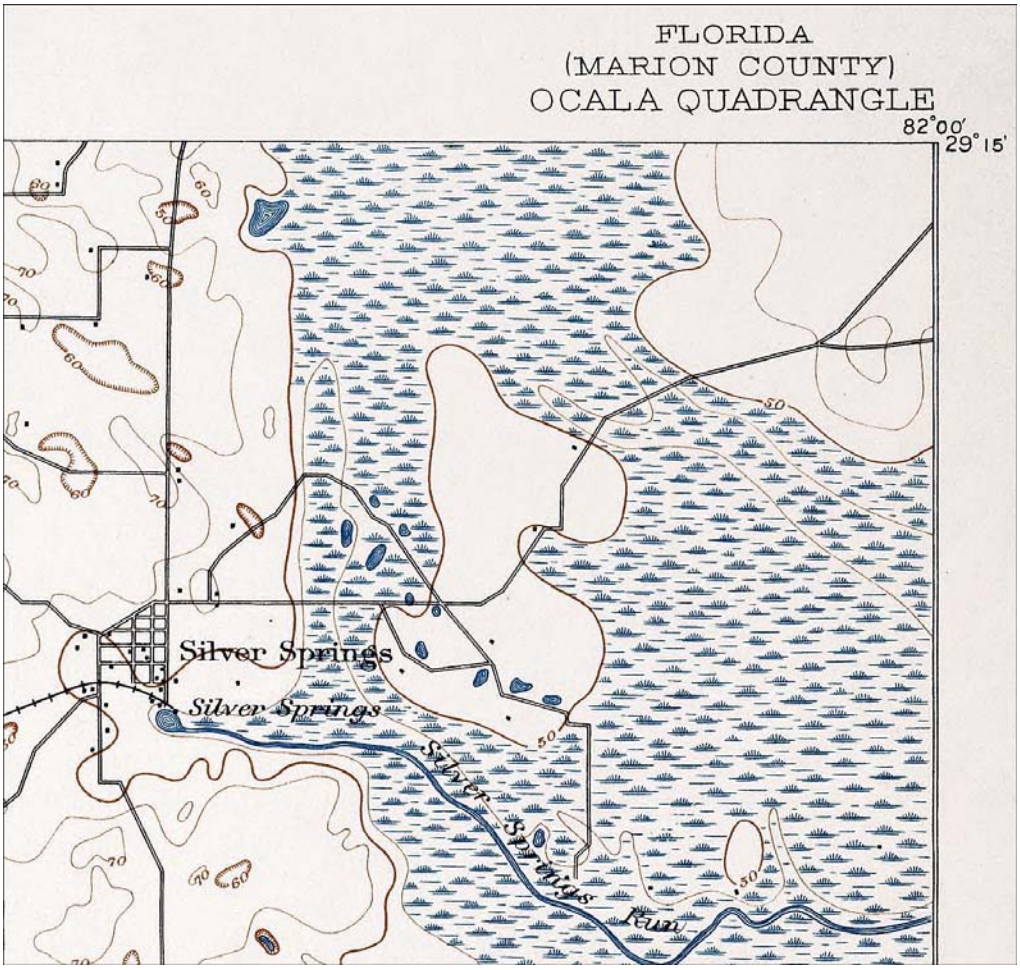
Silver Springs and the Silver River were used as far back as the 1820s to transport military supplies to nearby Fort King, which was located just north of the springs. The earliest historic occupation on the Silver River occurred during the Second Seminole War when Lewis Ballard was granted a permit to settle there. Ballard's homestead and that of Param Moody is included on the original survey plat of 1844.

In 1855 Jehu Foster Marshall established a sugar plantation on the south bank of the Silver River near the springs. During the Civil War, Marshall was commissioned a Colonel in the Confederate Army. He was killed at the Second Battle of Manassas, and his widow ran the plantation until March of 1865 when Union raiders looted the plantation and burned it to the ground. A running fight between the raiders and the Ocala Home Guard ensued. After crossing the Ocklawaha River, the Union troops burned the Sharpe's Ferry Bridge behind them. They were then pursued by units of the Florida Cavalry all the way back to their base in St. Augustine.

In 1878 Hullam Jones is credited with being the first to mount a small glass plate in the bottom of a dugout canoe, thereby spawning a unique tourism industry. Phillip Morell then took things a step further and put a piece of glass in the bottom of a rowboat and began selling rides over the springs. A hotel was soon built at the springs, and a succession of tourism entrepreneurs expanded the facilities over the years, and by 1952 the springs attracted 800,000 visitors a year. In 1972 Silver Springs was declared a registered Natural Landmark by the United States Department of the Interior and the National Park Service.

Over the years Silver Springs has been used in the filming of many movies and television shows. Six of the original Johnny Weissmuller Tarzan movies and over 100 episodes of the television series Sea Hunt were shot in the springs.

In 1993 the springs were sold to the State of Florida, and the park is currently leased to Palace Entertainment.



Portion of 1895 Quad Map showing Silver Springs

THE FLORIDA MASTER SITE FILE

The Florida Master Site File records two historical structures and sites within the corridor that are listed on the National Register of Historic Places:

MR02327 - Kerr City Historic District: Located on the northern shore of Lake Kerr near Salt Springs, the Kerr City Historic District is a genuine Old Florida ghost town, and consists of 18 unaltered buildings dating back to the 1880's.

VO04375 – Barberville Central High School: The Barberville Central High School is the centerpiece of the Barberville Pioneer Settlement for the Creative Arts. Construction of the school began in 1919 and the school was dedicated in March of 1920. It consisted of a large building, which held the high school, and a smaller building which held an elementary school. The two buildings are connected by a breezeway. The high school closed in 1940, and both buildings were used as an elementary school until 1969. The building lay vacant until 1976, when it was leased to the Pioneer Settlement for use as a cultural arts center. In 2000, the site was deeded to the Settlement. The buildings are currently undergoing renovation.

There are 158 Historic Structures recorded within the corridor limits. Two structures, The Barberville Post Office (V004295) and the Lemmon Plantation/Gissy House (V004297) are considered potentially eligible for NRHP listing by the State Historic Preservation Officer.

Twenty additional historic structures are considered eligible for NRHP listing by the field evaluators.

IMPORTANT SITES NOT NRHP LISTED:

VO004640 - The Joseph Underhill House: located adjacent to the Barberville Pioneer Settlement for the Creative Arts, has recently been acquired by the Settlement. The two-story house, constructed of locally manufactured bricks, is considered potentially eligible for NRHP listing by the State Historic Preservation Officer. The settlement is applying for listing for the house.

MR00129 - Pat's Island Community Archaeological and Historic District: Pat's Island is a popular historic area located in the Ocala National Forest. The island is not surrounded by water, but is actually an area of slightly more fertile soil that supports long leaf pine and other trees and plants not found in the surrounding scrub. The island
was named after it's first postmaster, Patrick Smith, who settled there in the 1840's.

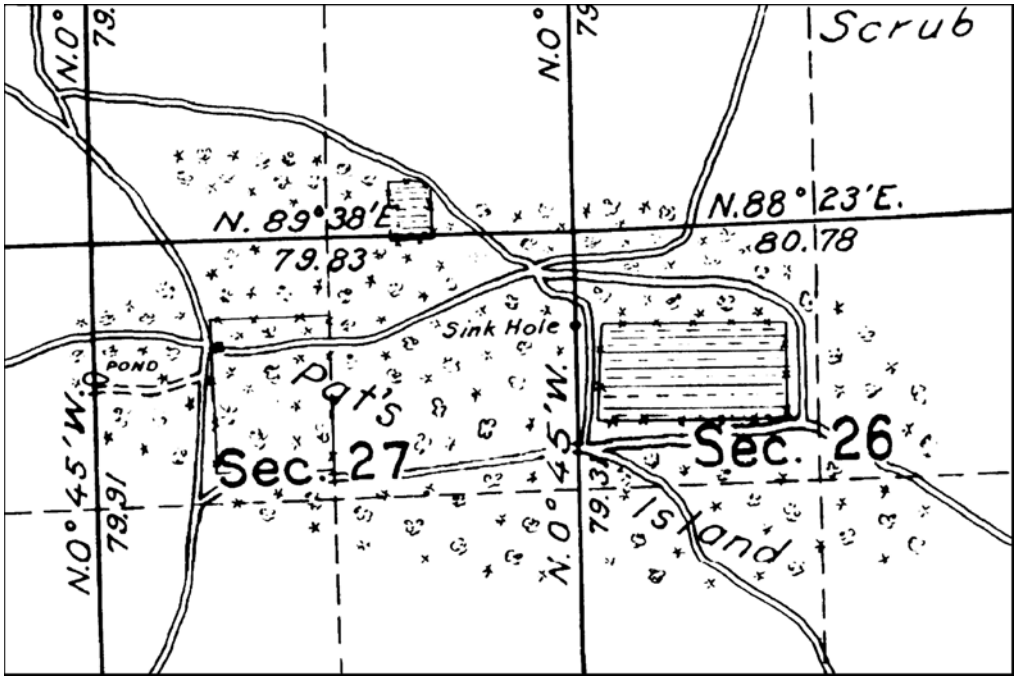
At its peak, there were about a dozen families on the 1,400-acre island. The community had its own church, school, post office and self-appointed lay ministers.

The island was a very difficult place to scrape out a living. The inhabitants barely survived by farming, hunting and moonshining. People gradually gave up and drifted away. By the 1935 the island was completely abandoned.

In 1933, the author Marjorie Kinnan Rawlings made several visits to the island and spent time with Calvin and Mary Long, the last two residents of the island. Calvin Long's childhood story of raising a deer from a fawn became the basis of her Pulitzer Prize winning novel "The Yearling". The book was made into a movie starring Gregory Peck, Jane Wyman and Claude Jarman, Jr. and was filmed on the island in the 1940's.

The popular six-mile Yearling Trail provides access to Pat's Island and remnants of the community such as the cemetery and cattle dipping vat.

Day hikers on the Yearling Trail at the Pat's Island Cattle Dip Vat



Portion of 1927 survey showing Pat's Island
WWW.Labins.org

Florida Memory Project

The Astor Bridgekeeper's House was once located on the St. Johns River at Astor. It was moved to the Barberville Pioneer Settlement for the Creative Arts, and now serves as the entrance to the Settlement.

Long Family Cemetery, Pat's Island
Photo Courtesy of Nancy Moreland

Photo Courtesy
of Sandra Friend,
Florida Trails Association

Sources:

A Cultural Resources Survey of a Segment of State Road 40 in Marion, Lake and Volusia Counties Project # 36080-1526, 11140-1508, 79100-1520

A Preliminary Cultural Resource Evaluation: SR 40 and CR 42 Alternatives Analysis, Project # 36080-1526

Cultural Resources Overview – Ocala National Forest, Florida
US Forest Service, 1984

Florida Heritage Site F-415
Marion County Historical Commission and the Florida Department of State

http://www.silversprings.com/heritage.html

INTRINSIC RESOURCES
ARCHAEOLOGICAL RESOURCES

The archaeological resources within the corridor limits of the Florida Black Bear Scenic Byway are extensive and varied. An analysis of the Florida Master Site File "Sites" GIS data layer shows that there are a total of 1,007 recorded sites located within the corridor limits of the Florida Black Bear Scenic Byway. This data layer includes both historic and prehistoric sites.

A total of 49 of these sites are considered eligible for listing on the National Register of Historic Places (NHRP) by field evaluators. Fifty seven of the 1,007 sites are considered potentially eligible for listing on the NRHP by the State Historic Preservation Officer.

The Florida Master Site File "NRListed" GIS data layer identifies three archaeological sites within the corridor limits that are listed on the National Register of Historic places. These sites are located in the flood plain of the St Johns River, an area rich in archaeological resources. These sites are:

- LA00088 – Bowers Bluff Middens Archaeological District:
  Located in the Ocala National forest, the district contains 3 Archaic Period (2000 b.c.e. – 300 b.c.e.) shell middens, the largest being 380 feet long, 100 feet wide, and 15 feet high. The site was listed on the NRHP in 1980.

- LA00089 – Kimble Island Midden Archaeological Site:
  Also located in the Ocala National Forest, but earlier in the Archaic Period (3000 b.c.e. – 2000 b.c.e.), the site consists of a giant pre-ceramic snail shell midden measuring 700 feet by 390 feet and 17 feet high.

- VO00019 – Mount Taylor: Archaeologist John M. Goggin used Mount Taylor as the type site for the Mount Taylor Period (6000 – 4000 BP). Mount Taylor is an excellent example of a pre-pottery Archaic site since no pottery has ever been found there.

Bluffton Midden, 1950's
Florida Memory Project

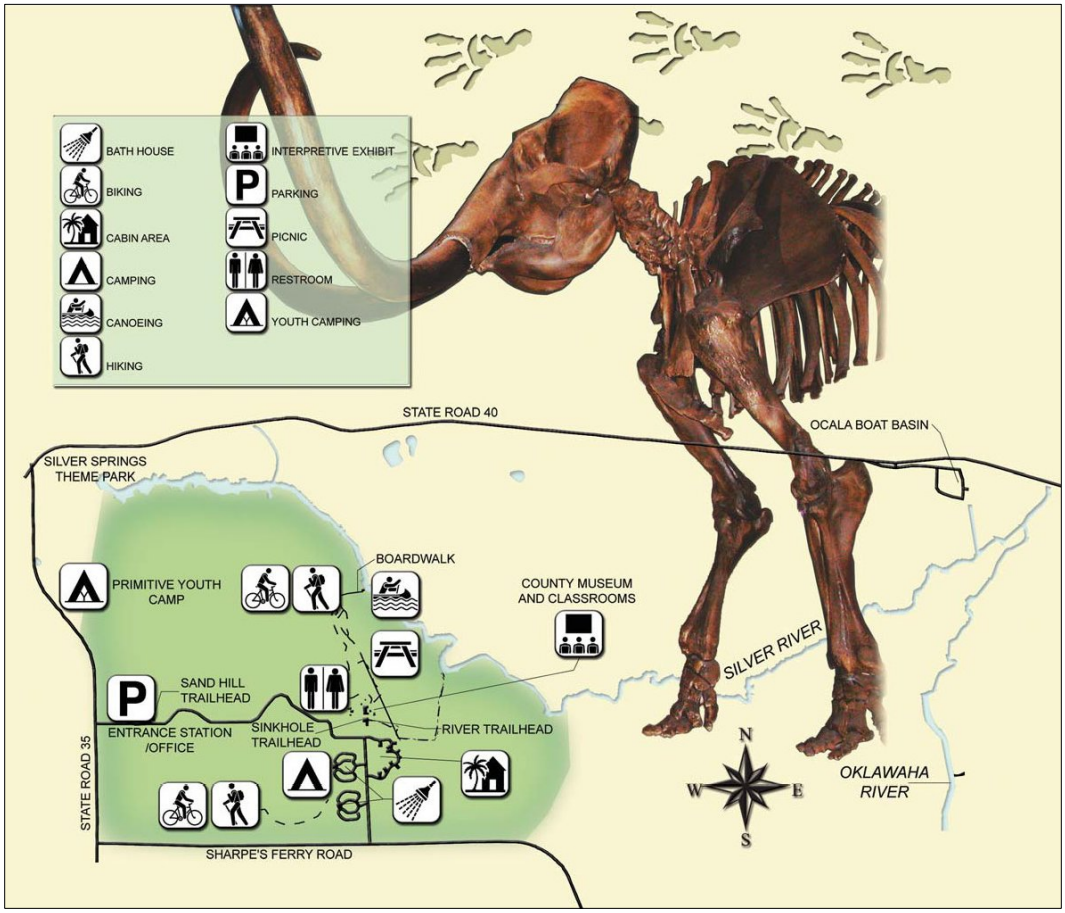
The corridor contains the sites of many former shell middens, such as Blufton, Astor, and Salt Springs, that took Native Americans centuries to construct. Unfortunately, many of these shell mounds made cheap and easily accessible sources of construction materials for 19th and 20th century road builders. Many of these mounds now lay beneath the asphalt of Lake and Volusia County roads and highways.

Preserved Mound at Silver Glen Springs

SILVER RIVER STATE PARK

The Silver River Museum and Environmental Education Center is located within the Silver River State Park. The museum is operated by the Marion County Public Schools through a partnership with The Florida Department of Environmental Protection. The museum exhibits include Florida archaeology as well as history, paleontology, natural history and ecology.

The Silver River State Park contains several important archaeological sites, including the Guest Mammoth Site (8MR130), where archaeologists have found Paleoindian artifacts in association mammoth bones, strongly suggesting that this is a site where a mammoth was killed and butchered by the Paleoindians.



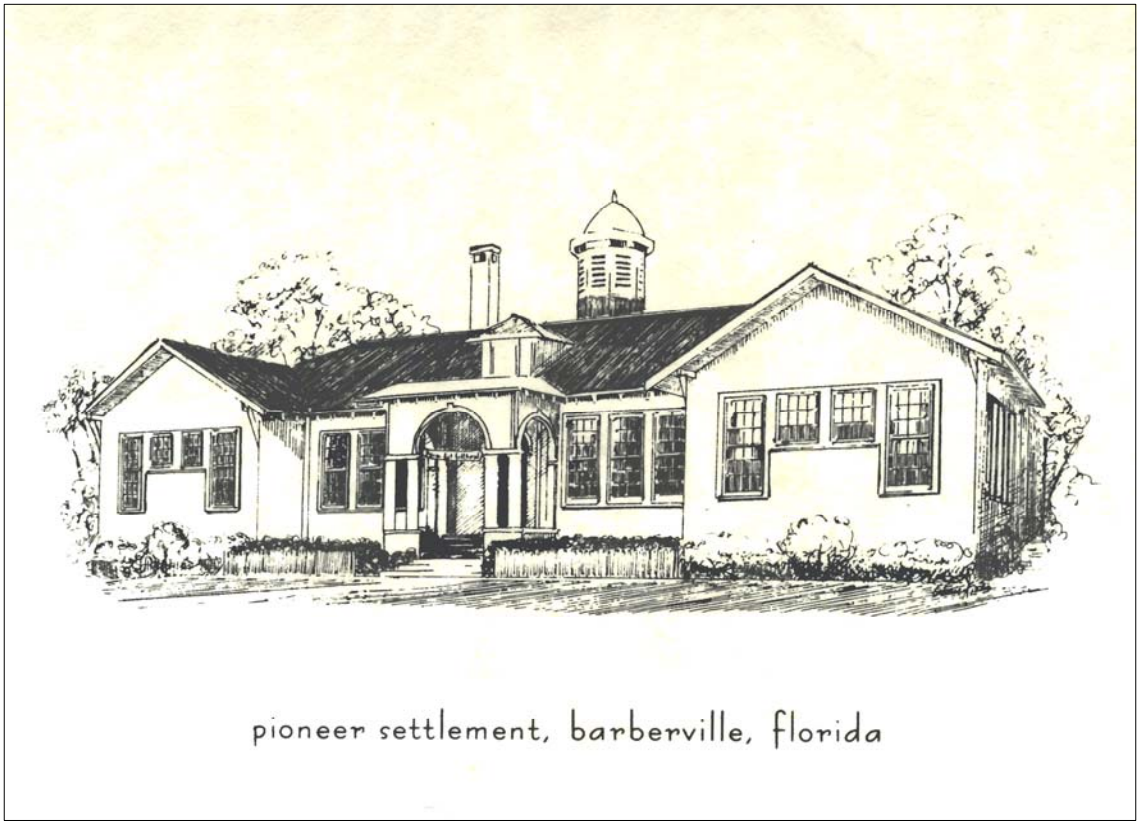
Silver River State Park Map

Intrinsic Resources
Cultural Resources

The most significant cultural resource found within the preliminary corridor limits of the Florida Black Bear Scenic Byway is the Barberville Pioneer Settlement for the Creative Arts.

The mission statement of the Settlement:

"An educational institution whose general nature and object will be to render constructive educational and cultural services to the community through the collection, preservation, conservation and exposition of objects which are the cultural heritage of this community. Particular emphasis shall be directed to a vital program to enrich the lives of the youth of this community. To achieve this purpose, a settlement may be created for the benefit of the public to house and maintain collections, exhibits, a reference library, facilities for research and teaching, and other such facilities as may be necessary."



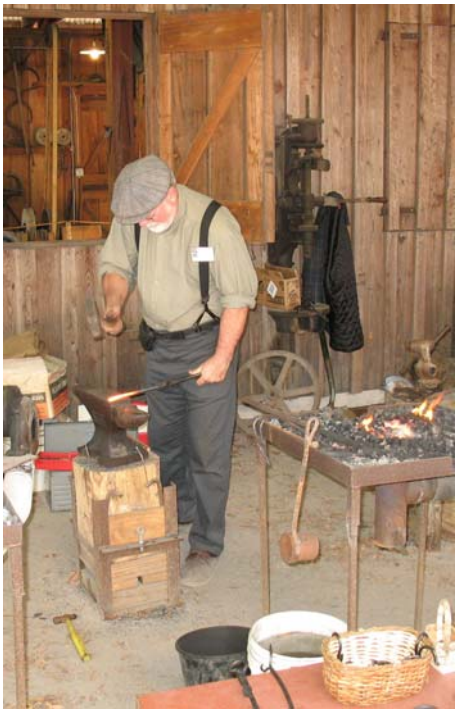
The Pioneer Settlement was founded in 1976 at the old Barberville Central High School as a cultural arts center, owned by the Volusia County School Board. The land and existing buildings were deeded to the Settlement in 2000. Since its inception, the Settlement has grown to include, among many other things, a large collection of historical buildings, the state's largest working blacksmith shop, a nearly complete turpentine still and a working steam engine.

Each month approximately 2000 students visit the Settlement to experience Florida's rich pioneer history and culture. The students come from Volusia schools and across Florida to learn firsthand what life was like for Florida's pioneers. Over 400 volunteers help to keep the Settlement operating.

The Settlement sponsors many special events throughout the year. The largest event is the Annual Fall Country Jamboree during the first weekend in November. Last year over 22,000 people attended the two-day event which featured folkart, blacksmithing, folkways, entertainment, living history displays, farm animals, children's stage and hands-on area, pioneer food and an arts and craft show.

Other events include Folk Art Days, a two-day, hands on instruction in Florida Pioneer crafts such as blacksmithing, tatting and soapmaking. Children's summer programs are available in June and July.

Fall Country Jamboree



INTRINSIC RESOURCES
SUMMARY OF FINDINGS AND DESIGNATION CRITERIA

DESIGNATION CRITERIA 1
RESOURCES MUST BE VISIBLE FROM THE ROADWAY.

The majority of the roadway frontage is publicly owned or managed conservation lands. Most of the major natural communities represented in the corridor are within the viewshed of the roadway. Please see the Land Use/Land Cover map on page 10 and the Conservation Lands map on page 61.

DESIGNATION CRITERIA 2
THE CORRIDOR MUST "TELL A STORY" THAT RELATES TO ITS INTRINSIC RESOURCES.

Please see Section 5, "Corridor Story".

DESIGNATION CRITERIA 3
THE ROADWAY MUST BE A PUBLIC ROAD THAT SAFELY ACCOMMODATES TWO-WHEEL DRIVE VEHICLES.

The entire roadway and loop roads consist of two and four lane paved roads that can accommodate two-wheel drive vehicles and tour buses.

DESIGNATION CRITERIA 4
THE CORRIDOR MUST EXHIBIT SIGNIFICANT, EXCEPTIONAL AND DISTINCTIVE FEATURES OF THE REGION IT TRAVERSES.

The corridor exhibits a unique combination of world class natural, scenic and recreational resources. The corridor contains the world's largest sand pine forest, a large portion of the world's xeric oak scrub, endemic listed species found nowhere else, and three magnitude one springs.

The corridor bridges three distinctive rivers; the Ocklawaha and the Tomoka are designated Outstanding Florida Waters, and the St Johns is an American Heritage River, the only river in Florida to receive this designation and one of only fourteen in the United States.

The corridor contains an extensive and varied network of natural resource based recreational resources; the Ocala National Forest alone has 27 listed recreational areas.

A detailed analysis of the Corridor's features is found under Natural Resources (Page 60), Recreational Resources (Page 81), Scenic Resources (Page 94), Historical Resources (Page 103), Archaeological Resources (Page 113), and Cultural Resources (Page 116).

DESIGNATION CRITERIA 5
THE ROADWAY GENERALLY SHOULD BE MORE THAN ONE MILE IN LENGTH AND, IF APPROPRIATE, PROVIDE ACCESS TO THE RESOURCES.

The roadway is 60 miles long, and the loop roads total 55.7 miles. Resources are accessible from either the roadway or the loop roads. Additional access to the resources is provided by an extensive network of US Forest Service and Florida Division of Forestry roads, as well as hiking, biking, OHV and equestrian trails.

DESIGNATION CRITERIA 6
A MAJORITY OF THE CORRIDOR MUST EXHIBIT SCENIC QUALIFYING RESOURCES. THESE RESOURCES MUST BE AS CONTINUOUS AS POSSIBLE THROUGHOUT THE CORRIDOR.

The Florida Black Bear Scenic Byway Corridor Advocacy Group is seeking designation as a Florida Scenic Highway and all American Road on the strength of the natural, recreational and scenic resources of the corridor. Over half of the length of the roadway fronts publicly owned or managed conservation lands. The forest experience presented by the roadway is only broken by the rural communities located on the route.

DESIGNATION CRITERIA 7
A CORRIDOR ADVOCACY GROUP (CAG) MUST BE ORGANIZED TO SUPPORT THE SCENIC HIGHWAY DESIGNATION.

The first meeting of the group that became the Florida Black Bear Scenic Byway Corridor Advocacy Group was held September 7, 2005.
The CAG has held meetings at least once a month since its inception. Meetings have been held at Camp Ocala in the Ocala National Forest, The Marion County Public Library in Ocala, The Barberville Pioneer Settlement for the Creative Arts, the Ormond Beach City Hall, the Forest Corners Public Library, the Lake George Ranger Station and the Astor Public Library.

The CAG has established regular meeting dates of the second Thursday days of the month at 10:00 am. The meeting place is rotated around the corridor. This gives an opportunity for people from throughout the corridor to attend. Sample agendas and a list of meetings held by the CAG are included in Appendix A.

An informational website for the CAG is located at www.sr40.com. The site is used to post meeting dates, documents and other information concerning the project.

DESIGNATION CRITERIA 8
A COMMUNITY PARTICIPATION PROGRAM MUST BE DEVELOPED AND IMPLEMENTED.

The Florida Black Bear Scenic Byway Corridor Advocacy Group (CAG) uses several methods to gain public participation.

- Regular Meetings

The CAG has held regular monthly meetings since the training meeting in September of 2005. The CAG held bi-weekly meetings while developing the goals, objectives and strategies. In order to make the meetings as convenient as possible for participants, the meetings have been held at various locations along the corridor. Recently, the meetings have been alternating between the US Forest Service's Lake George Ranger District Headquarters near Mill Dam and the Barberville Pioneer Settlement. Meetings have been held at both ends of the corridor, in Ocala and Ormond Beach. The CAG will continue to hold regular meetings at places convenient to the public.

- Public Events

Participating in local festivals and events is a very effective method of engaging the public. At these events, literature and maps are distributed, and CAG members have the opportunity to educate the public to the benefits of participating in the Florida Scenic Highways Program. Signatures for the petition of support are solicited, and CAG members are able to discuss the concerns of the public, face to face in a casual and unhurried atmosphere.

CAG members at the 2007 Marion County Springs Festival.

The CAG set up a booth for two days at the Barberville Pioneer Settlement for the Creative Arts during their Annual Fall Country Jubilee, an event that attracted 20,000 participants. Three hundred signatures were obtained on the CAG's petition of support.

The CAG has also had representatives give presentations to the Astor Community Association, the Astor Kiwanis Club and the Ocala/Marion Chamber of Commerce Environmental Issues Committee.

Other events that the CAG has participated in:

- The Black Bear Festival, Umatilla
- The Rima Ridge Run, Tiger Bay State Forest
- Astor's Annual Forest Day Dinner
- St Johns River Festival, Palatka
- Silver Springs Concert Series
- Marion County Springs Festivals, Ocala and Dunellon

- CAG Web Page

An informational web page has been set up at www.sr40.com, where meeting notices, project information, and documents such as the petition of support and letters of support are made available to the public. The CAG is transitioning to a more developed website at www.flbbb.org which was created and is being maintained by a CAG volunteer.

DESIGNATION CRITERIA 9
STRONG LOCAL SUPPORT MUST BE DEMONSTRATED.

The CAG received 2,408 signatures on its petition of support. Twenty-seven letters from citizens, local elected officials, local citizens groups and government agencies supporting the designation of SR 40 as a Scenic Highway have been received. The project has also received resolutions of support from the East Central Florida Regional Planning Council, the Ocala/Marion TPO, the Lake/Sumter MPO, the Volusia MPO, the City of Ormond Beach, the City of Daytona Beach, and Marion, Lake, Putnam and Volusia counties.

DESIGNATION CRITERIA 10
A CORRIDOR MANAGEMENT PLAN MUST BE DEVELOPED WITH THE ENDORSEMENT OF LOCAL GOVERNMENTS AND A CORRIDOR MANAGEMENT ENTITY (CME) CREATED.

The Corridor Management Plan has been endorsed by the local governments through signatures on the Corridor Management Plan. The signed Corridor Management Entity Agreement is located in Appendix D.

VISION STATEMENT
OF THE
FLORIDA BLACK BEAR SCENIC BYWAY

Visitors travel along SR 40 to access world-class resource-based recreational adventures and outdoor learning experiences in a vibrant, scenic landscape of natural pinelands and wetlands. The corridor between Ormond Beach and Silver Springs serves as the backbone for a network of scenic roads and interpretive trails that foster an understanding and appreciation of the Greater Ocala Ecoregion and its inhabitants. Visitors traverse a cross-section of landscapes as the corridor takes them over picturesque rivers, beside pristine springs, marshes, and swamps, and through sandhills, scrub, flatwoods, and hammock forests.

Creative leading-edge environmental design and management of roads, trails, and facilities maximizes opportunities to experience the region's unique flora and fauna in its native habitat, while protecting ecological resources and maintaining local historic character. Traveler's safety is enhanced through careful planning and engineering, with respect for the corridor's aesthetic values. Local communities flourish through participation in tourism development opportunities based on the corridor's distinctive ecological and cultural resources.

Goal 1: Preserve, maintain, protect and enhance the Intrinsic Resources of the Florida Black Bear Scenic Byway.

Objective 1.1: Create a Corridor Master Plan that will coordinate overall long and short-term activities along the corridor.

Strategy 1.1.1: Identify and seek grants, funding sources and partnerships to enable the completion of the Corridor Master Plan.

Strategy 1.1.2: Create and maintain a database that describes both the natural and man-made features such as topography, soils, hydrology, vegetation, distribution of endangered and threatened species, historic sites and structures, archaeological sites, public lands, conservation easements, recreational sites, signs and utilities.

Strategy 1.1.3: Conduct an inventory of threatened, endangered, and species of special concern within the corridor. Collaborate with Corridor Stakeholders to complete the Inventory, and record the completed inventory with the Florida Natural Areas Inventory. Update the listed species inventory as species are documented and record with the Florida Natural Areas Inventory.

Strategy 1.1.4: Conduct an inventory and evaluation of historic structures and sites, and archaeological sites within the Corridor, defining those requiring further designation, protection, and/or restoration or improvement. Record the completed Inventory with the Florida Master Site File. Update the historical and archaeological inventory as sites are documented and record with the Florida Master Site File.

Strategy 1.1.5: Incorporate the Scenic Byway Design Guidelines contained in Scenic Byways, A Design Guide for Roadside Improvements, published by the USDA Forest Service for the U.S. Department of Transportation, Federal Highway Administration, into the Corridor Master Plan.

Strategy 1.1.6: Incorporate the Guiding Principles contained within the SR 40 Corridor Concept Plan and Guiding Principles, Final Report produced by the State Road 40 Collaborative Task Force, February 2006, into the Corridor Master Plan.

Objective 1.2: Reestablish and preserve habitat connectivity.

Strategy 1.2.1: Create partnerships with State and local governments, agencies, and citizens groups to preserve and enhance ecosystem connectivity throughout the corridor through the use of overpasses, under passes and other appropriate means.

Strategy 1.2.2: Work to create partnerships with State and local governments, agencies, citizens groups, landowners and other stakeholders to restore altered hydrologic, wetland and aquatic system connectivity across the Scenic Byway Corridor, and to minimize future alteration of those systems.

Strategy 1.2.3: Encourage the design of trail systems that will protect large, intact and contiguous natural ecosystems and maintain connectivity between wetlands and uplands.

Strategy 1.2.4: Support the public acquisition of environmentally sensitive lands and conservation easements within the Corridor.

Strategy 1.2.5: Support regional land acquisition efforts in order to preserve and expand regional habitat connectivity.

Objective 1.3: Restore, supplement and promote natural processes to maintain ecosystems along the corridor.

Strategy 1.3.1: Collaborate with and educate the state, county, local and private landowners to promote vegetation management practices that will conserve, maintain, enhance, and restore the biodiversity and integrity of native ecosystems.

Strategy 1.3.2: Support vegetation management, including prescribed burns, herbicide applications, and other treatments to restore and maintain ecosystems on public lands.

Strategy 1.3.3: Work with private landowners adjacent to public lands to obtain conservation easements and support the development of appropriate Land Trusts to hold these easements.

Strategy 1.3.4: Collaborate with national, state, county, local, and private landowners to promote forest management in accordance with national and state Best Management Practices.

Objective 1.4: Promote and support prescribed burning of forest ecosystems.

Strategy 1.4.1: Collaborate with national, state, county, local, and private forest land owners to encourage periodic prescribed burning. Provide improved interpretation and public information on the ecological and economic values of the practice.

Strategy 1.4.2: Improve safety with variable message electronic signage to warn motorists about smoke, fog and other fire-related circumstances such as road closures and detours.

Objective 1.5: Make the Florida Black Bear Scenic Byway Corridor a showcase for native plants.

Strategy 1.5.1: Work with local, state and federal agencies, public and private landowners, and other organizations to promote the use of native vegetation within the Scenic Byway Corridor.

Strategy 1.5.2: Encourage the use of context sensitive design that maintains the traveler's sense of place and viewshed continuity, including landscaping with native species and materials along right-of-ways and frontages.

Strategy 1.5.3: Encourage the recovery and reuse of native plant materials, including surface soils, sods, and woody debris removed during construction, maintenance activities and clearing and grubbing operations for nearby ecological restoration work.

Strategy 1.5.4: Work with the Marion County Invasive Species Management Council and associated groups to partner with corridor landowners and managers to eradicate non-native invasive plants within and near the Scenic Byway Corridor.

Strategy 1.5.5: Partner with the Marion County Invasive Species Management Council to establish similar organizations in Lake and Volusia Counties.

Strategy 1.5.6: Cooperate with invasive species management efforts by helping establish a cross-Florida cogon grass-free control line.

Strategy 1.5.7: Coordinate with local governments and FDOT to establish a highway wildflower program on corridor right-of-ways. Wildflowers should be seeded to mimic natural distributions of appropriate native species.

Strategy 1.5.8: Coordinate with local governments and FDOT maintenance so that highway shoulders are mowed at the proper time to encourage self seeding.

Objective 1.6: Maintain and enhance the Corridor Viewshed.

Strategy 1.6.1: Incorporate the Scenic Byway Design Guidelines contained in Scenic Byways, A Design Guide for Roadside Improvements, published by the USDA Forest Service for the U.S. Department of Transportation, Federal Highway Administration in all roadwork plans.

Strategy 1.6.2: Identify existing and potential sites for scenic turnouts, photo stops, and wildlife viewing, and provide signage, interpretive information, and safe access from the highway.

Strategy 1.6.3: Work with utility companies to bury cables along the byway, where feasible.

Strategy 1.6.4: Work with local governments, developers, and businesses to encourage context sensitive design, frontage plantings and set backs to maintain corridor integrity.

Strategy 1.6.5: Coordinate with FDOT to design and construct guardrails that enhance or, at a minimum, do not detract from the scenic beauty of the surrounding landscape and obstruct views as little as possible. Coordinate with state and federal agencies with jurisdictional and regulatory authority within and adjacent to the corridor to ensure that guardrail plans accommodate wildlife and trail crossings and are sensitive to indigenous plant species.

Strategy 1.6.6.: Work with land managers and owners to consider the **c**areful and strategic management of roadside vegetation along the corridor to preserve and enhance vistas.

Objective 1.7: Conserve the unique and varied wildlife of the Florida Black Bear Scenic Byway Corridor.

Strategy 1.7.1: Identify private lands along the corridor with high ecological value and encourage owner participation in conservation easements, or State and Federal conservation and landowner incentive programs.

Strategy 1.7.2: Promote State and US Forest Service “Be Bear Aware” messages throughout the corridor.

Strategy 1.7.3: Mitigate the effect of the Byway as a barrier to wildlife through crossings designed for species-specific and ecosystem-wide needs, identifying need for relocations, providing education and signage, and working with FDOT for wildlife considerations in highway design.

Strategy 1.7.4: Collaborate with local, state and federal efforts to control or eradicate non-native fauna that can displace, out compete, or otherwise imperil native species.

Strategy 1.7.5: Encourage and support the use of wildlife-proof trash receptacles at businesses, residences, and public facilities. Coordinate with waste management industries to provide bear-proof dumpsters to clients.

Strategy 1.7.6: Encourage and support private and public recreation managers to provide monofilament recycling stations and appropriate signage at boat ramps, piers, and marinas.

Objective 1.8: Promote managed outdoor recreation in a natural setting at a level of use that is consistent with what the land and resources can support.

Strategy 1.8.1.: Encourage strategic vegetation management, using prescribed burns, herbicide applications, mechanical techniques and other appropriate means coordinated and integrated with seasonal cycles and natural growth patterns to cost-effectively achieve road and trail verge vegetation management objectives.

Strategy 1.8.2: Coordinate among public land managers to provide interconnected trails through public lands along and across the corridor and work with private landowners to obtain easements where needed.

Strategy 1.8.3: Support public lands, trail associations, and user groups, in efforts to establish carefully located, coordinated trailheads that are easily and safely accessed, and well signed.

Strategy 1.8.4: Promote development of trailheads with facilities and educational messages designed to address the needs of specific user groups, including hikers, equestrians, OHV and bicycle riders.

Strategy 1.8.5: Work with public and private entities to provide better signage and safer access to boat ramps and trailheads along the corridor.

Strategy 1.8.6: Work with public and private entities to provide interpretive information on species such as manatee, alligator and pelican that require special attention from boaters and anglers.

Strategy 1.8.7: Coordinate with all recreation-providing entities and the Tread Lightly!® and Leave No Trace® programs to provide consistent messages that promote cooperative and ecologically sensitive recreational behavior, reduce user conflicts, human-wildlife conflicts, and resource damage.

Strategy 1.8.8: Promote sustainable motorized uses on off-highway vehicle (OHV) designated trails and the recreational driving of street legal vehicles on Forest Service designated roads.

Strategy 1.8.9: Work with public land managers to ensure that the roads for street legal vehicles and trails for OHVs are adequately maintained to provide safe riding conditions and to maintain an adequate level of enforcement and patrols to ensure public safety, natural resource protection, and the security of life and property.

Strategy 1.8.10: Actively solicit OHV organizations to promote and encourage a strong land ethic and safe riding techniques among motorized trail users by supporting and promoting educational programs for OHV users, including the NOHVCC Tread Lightly!® program and the Ocala National Forest Association's local training efforts.

Strategy 1.8.11: Support and promote hunting as a traditional recreational activity and a game management tool.

Goal 2: Create and maintain a safe Scenic Byway Corridor for all users while significantly reducing wildlife roadkill and improving habitat connectivity.

Objective 2.1: Improve traffic safety.

Strategy 2.1.1: Work with local governments and FDOT to create and implement traffic calming measures through the roadside communities within the Corridor.

Strategy 2.1.2: Provide safe vehicular access to existing and future roadside facilities. Provide scenic turnouts.

Strategy 2.1.3: Work with public land agencies, law enforcement agencies, the FDOT and counties to assist with traffic management and driver safety when land management activities affect the byway, particularly relating to prescribed fires and access of logging trucks.

Strategy 2.1.4: Facilitate and support the appropriate use of Firewise Community guidelines along the corridor and encourage local governments to adopt the guidelines in their Comprehensive Plans.

Strategy 2.1.5: Provide emergency call boxes on long stretches of the byway through nonresidential areas, particularly where cell phone reception is poor.

Objective 2.2: Reduce wildlife roadkill:

Strategy 2.2.1: Work with the Florida Fish and Wildlife Conservation Commission, the United States Forest Service, public land managers, and FDOT to identify, monitor and address areas of high wildlife roadkill.

Strategy 2.2.2: Reduce wildlife hazards to motorists through signage, reduced speeds, traffic calming, road design, wildlife crossings and other appropriate means.

Strategy 2.2.3: Promote, encourage, and support research into new and innovative techniques for reducing wildlife roadkill that can be used throughout the state and nation.

Strategy 2.2.4: Create partnerships to develop new technologies for viewshed-benign fencing to be used in conjunction with wildlife crossings.

Objective 2.3: Enhance non-motorized facilities within the Scenic Byway Corridor.

Strategy 2.3.1: Create and improve bicycle, pedestrian, and equestrian crossings within communities along the corridor to enhance the visitor experience and improve non-motorized transportation connectivity.

Strategy 2.3.2: Create crossings for recreation trails appropriate for recreation type. Improve signage to alert motorists to trail crossings on the Scenic Byway and Loop roads.

Goal 3: Build and maintain community support for the Florida Black Bear Scenic Byway.

Objective 3.1: Create an inclusive Corridor Advocacy Group

Strategy 3.1.1: Actively involve the local communities, governments, and government agencies, Corridor residents, businesses, public land managers, citizen's groups and other stakeholders in Corridor planning.

Strategy 3.1.2: Create and publicize a web site that will provide the public with easily accessed, up to date information on Corridor Advocacy Group meetings and activities.

Objective 3.2: Coordinate actions with all Corridor Stakeholders.

Strategy 3.2.1: Involve all interested and affected government officials, citizens, landowners, businesses, and public land managers in the implementation strategy.

Goal 4: Expand public knowledge and understanding of the Intrinsic Resources of the Florida Black Bear Scenic Byway Corridor.

Objective 4.1: Develop a scrub interpretive center and Ocala National Forest museum within the Corridor.

Strategy 4.1.1: Identify and seek grants and other funding sources for the planning, construction and operation of the scrub interpretive center and Ocala National Forest museum.

Strategy 4.1.2: Form partnerships with the USFS, Save Our Big Scrub, the Ocala National Forest Association, and other groups and organizations that will work to assist and expedite the planning, construction and operation of the scrub interpretive center and Ocala National Forest museum.

Strategy 4.1.3: Incorporate a learning center educating the public about needs and strategies for ecologically sensitive road and trail design and management.

Objective 4.2: Develop means of communicating the significance of the Intrinsic Resources of the Florida Black Bear Scenic Byway to the traveling public as well as area residents.

Strategy 4.2.1: Conduct an interpretive signage and wayfinding study to identify the location and content of interpretive and wayfinding signs along the Byway Corridor.

Strategy 4.2.2: Construct information kiosks throughout the Corridor that explain the significance of the Intrinsic Resources of the Florida Black Bear Scenic Byway.

Strategy 4.2.3: Develop brochures and audio tours of the Byway Corridor.

Strategy 4.2.4: Partner with the Barberville Pioneer Settlement to encourage and promote cultural interpretation of the Byway Corridor Resources.

Strategy 4.2.5: Coordinate and partner with the University of Florida, Institute of Food and Agricultural Sciences, nonprofit organizations and governmental agencies to make available interpretive and educational information at visitor centers along the corridor.

Strategy 4.2.6: Provide education and interpretation materials targeted at different user groups on habitats, wildlife and plant species of interest.

Strategy 4.2.7: Provide education for residents and visitors along the corridor of the resources and their management needs.

Strategy 4.2.8: Provide education of the human history in the corridor area, and interpretation of historical sites and general archeological areas that can be visited.

Strategy 4.2.9: Make the Florida Black Bear Scenic Byway a learning showcase demonstrating leading edge strategies for ecologically sensitive road and trail design and management.

Strategy 4.2.10: Cooperate with managing organizations to improve existing visitor centers. Cooperate with managing organizations in the creation of new visitor centers.

Strategy 4.2.11: Develop educational materials demonstrating the importance of wildlife crossings for wildlife habitat connectivity and traffic safety for display at roadside kiosks and visitor centers.

Objective 4.3: Coordinate educational programs with existing institutions.

Strategy 4.3.1: Coordinate with Stetson University to provide educational programs through the Elder Hostel Program with classes at Silver River State Park and/or Barberville Pioneer Settlement.

Strategy 4.3.2: Coordinate and develop programs in cooperation with the Adjunct Classrooms of Volusia County Schools at the Pioneer Settlement and Marion County Schools at Silver River State Park. These programs should be applicable to both school programs and non school programs and meet Sunshine State Standards as appropriate.

Strategy 4.3.3: Develop “Trunk Shows” (portable educational kits) for school classes.

Goal 5: Promote and encourage sustainable economic development through Intrinsic Resource based business activities that help to implement other goals of the Florida Black Bear CAG while providing economic opportunities for local and regional residents.

Objective 5.1: Promote and encourage nature and heritage based tourism.

Strategy 5.1.1: Coordinate with tourism development agencies and local businesses to promote nature and heritage based tourism.

Strategy 5.1.2: Support the development of a Model Equestrian Program that will build upon Marion County's position as the "Horse Capitol of the World" to create trail riding opportunities throughout the Corridor, coupled with mounted Trail Ranger and educational programs.

Strategy 5.1.3: Partner with all Scenic Highways to create promotional and educational opportunities designed to enhance their individual goals and to market the regional intrinsic resources to promote tourism to their respective areas.

Strategy 5.1.4: Collaborate with local business owners and Chambers of Commerce to support new tourism entrepreneurs, such as outfitters and guides.

Objective 5.2 - Provide appropriate infrastructure within the corridor to enable visitors to have an enlightening and enjoyable experience without adversely impacting the resources.

Strategy 5.2.1: Establish trailheads at the Florida Trail crossings on the Scenic Byway. Trailheads should provide parking spaces and a kiosk with trail information provided by the Florida Trail Association. If feasible, restroom facilities and potable water would be a further enticement for motorists to utilize these facilities.

Strategy 5.2.2: Consider trail crossings in roadway design to assure user safety.

Strategy 5.2.3.: Build on existing efforts to improve working waterfronts, offering options for tourist observation and visits where feasible.

Goal 6: Support the Land Management Plans of the Public Lands within the Scenic Byway Corridor.

Objective 6.1 – The plans and actions of the Corridor Management Entity shall be consistent with those of the Land Management Plans of the Public Lands within the Corridor.

Strategy 6.1.1: The Vision and Corridor Management Plan shall support the Land Management Plans of the following:

The Silver River State Park
The Marjorie Harris Carr Cross Florida Greenway
The Ocala National Forest
The Caravelle Ranch Wildlife Management Area
The Lake George State Forest
The Tiger Bay State Forest
The Heart Island Conservation Area
The Barberville Mitigation Bank

Strategy 6.1.2: Policies and initiatives of the CME that are not directly addressed by the Land Management Plans shall be consistent with the Land Management Plan's intent and goals.

Goal 7: Support the Comprehensive Plans of the local jurisdictions within the Scenic Byway Corridor.

Objective 7.1 – The plans and actions of the Corridor Management Entity shall be consistent with those of the local governments.

Strategy 7.1.1: The Vision and Corridor Management Plan shall support the Comprehensive Plans of the following local governments:

Marion County
Lake County
Putnam County
Volusia County
The City of Ormond Beach
The City of Daytona Beach

Strategy 7.1.2: Strategies and initiatives of the CME that are not directly addressed by local Comprehensive Plans shall be consistent with the Comprehensive Plans intent and goals.

FLORIDA BLACK BEAR SCENIC BYWAY CORRIDOR STORY

The Florida Black Bear Scenic Byway provides access to a mosaic of natural lands from Silver Springs to Ormond Beach, traversing one of Florida's most intrinsic ecosystems known as the "Big Scrub." SR 40 serves as the backbone for this corridor with a network of scenic roads and interpretive trails crossing eastern Marion County and parts of Lake, Putnam and Volusia Counties. It is a 60 mile corridor with 56 miles of loop and spur roads; all are protected by private and public lands, the Ocala National Forest, Lake George State Forest, Heart Island Conservation Area and Tiger Bay State Forest. Commonly spotted along the corridor is the Florida black bear, a threatened species and a fitting namesake for this exceptional scenic byway.

The Big Scrub, the worlds largest continuous sand pine forest created from ancient sand dunes, lies at the heart of the corridor along with Florida's largest population of black bear. Among the rolling sand hills are vast wet and dry prairies and crystalline springs. Lush floodplain forests lay at the foot of a designated American Heritage River, the St. Johns. Where water meets bedrock, notable features include sinkholes, caves and springs. Indigo snakes and sand skinks are endangered species along with the Florida Scrub jay, a threatened species. They make their home in the Big Scrub along with many rare plants, including the Florida bonamia, scrub buckwheat, scrub paw-paw and Lewton's polygala. Long leaf pine penetrates the scrub forest with spectacular views of wiregrass forming a soft haze on the forest floor.

Freshwater springs such as Silver Springs, Fern Hammock Springs, Salt Springs and Silver Glen Springs are the most popular public attraction within the Big Scrub, creating crystalline rivers lined with lush forest and cypress floodplains that stand in sharp contrast to the sandy scrub environment. Since 1878, Silver Springs, one of the largest springs in the world, has been a focal point for regional tourism centered on Silver Springs Attraction with its signature glass bottom boats. It is recognized world-wide as a historical setting for the film and television industry. At Fern Hammock Springs, nicknamed "The Aquarium," spring boils look like underwater dust storms with gray images flickering across a turquoise base. Silver Glen Springs, the "Natural Well," hosts swirling schools of mullet, striped bass, blue crab, sting rays, and seagoing fish that have taken up permanent residence in this warm, brackish outflow that merges with the St. Johns River.

The human legacy runs deep within the corridor. Shell middens (mounds of discarded fresh water shellfish remains) at Bluffton Recreation Area and elsewhere mark village sites of the Timucuan Indians, an ancient culture of farmers and hunters that inhabited the region for nearly 10,000 years.

From the Age of Exploration through the mid-1700s, European and American explorers established fortifications and small settlements along the St. Johns River.

James Spalding was one such pioneer who created a trading post at Astor in 1763. In 1765 & 1774, botanist William Bartram explored the nooks and crannies of the St. Johns and many of its spring fed tributaries. He gave a romantic description of Salt Springs as “an amazing crystal fountain which meanders six miles through green meadows, pouring its limpid waters into the great Lake George, white sand and small particles of shells are thrown up with the waters.” Inspired by Bartram’s romantic description of Salt Springs, Samuel Taylor Coleridge penned his epic poem *Kubla Khan*.

By 1858, homesteading began in the more fertile lands around the Big Scrub, and in the 1870s, a circuit-riding preacher traversed the hills by horseback, preaching in the communities of Salt Springs, Pat’s Island, Astor and Paisley. In the fall of 1876, Reuben and Sara Jane Long established a homestead in the Big Scrub on Pat’s Island, a unique, high and dry island of long leaf pine within the scrub. When the government offered to buy their land, the settlers of Pat’s Island moved, but the Long family cemetery remains – as does the legacy of their young son Marvin, who raised a fawn and had his tale retold many years later in *The Yearling* by Pulitzer Prize-winning novelist Marjory Kinnan Rawlings.

On November 24, 1908, President Theodore Roosevelt designated 202,000 acres of scrub as national forest lands, today known as the Ocala National Forest. It was the first national forest east of the Mississippi and the second within the Continental United States. Its vast and varied landscape stretches from Florida's midsection, passing through Marion, Lake and Putnam Counties. Dense sand pine, xeric oak scrub and infertile, dry sandy soil made the Ocala Forest a poor choice for settlement and agriculture.

Stories of the ancient people of this land and the hardy Florida pioneers who came later, and further explanations of the natural environment are interpreted through exhibits, original buildings and artifacts at Silver River State Park and Museum in Silver Springs and at the Pioneer Settlement for the Creative Arts in Barberville.

The Florida Black Bear Scenic Byway provides a connection between communities and the outdoors. Campgrounds such as at Salt Springs are popular with the ‘snowbirds’ escaping brutal northern winters. Gray hair and Midwestern accents define this tidy community where no one minds giving their name, and roughing it is making the short hike to the picturesque springs to watch the mullet and the blue crab.

The Florida Trail in the Ocala National Forest is a certified Florida National Scenic Trail, and has been called the “crown jewel” of the Florida Trail system. It traverses a range of natural communities including extensive stands of longleaf pines, and scattered communities of sand pines, other short leaf pines, and hardwoods. The trail also skirts open prairies and ponds that are excellent for viewing wildlife.

For a deeper exploration of the forest, off-highway vehicle trails will guide visitors to places like Lake DeLancey, a shallow lake encircled by a prairie ecosystem. Tall prairie grass will hide the water, while catfish, large mouth bass, sunfish and bluegill

swim beneath the lily pads. These OHV trails traverse through sections that are relatively open for spotting wildlife such as deer, fox squirrel, and red-cockaded woodpeckers. For a more quiet exploration, horseback trails offer safe passage through the leaning sand pines of the Big Scrub and the straight sturdy long leaf pines of the flat woods. There are also numerous lakes and grassy prairies where wiregrass thrives, carpeting the forest floor in a misty haze that turns to lilac in winter.

Hunting in the Ocala National Forest is an activity that has linked people to the land since humans first walked on the forest. The search for the perfect Thanksgiving turkey is still a tradition among local residents. Their stories have been passed from generation to generation and are very much a part of the Ocala.

Canoes have carried people and materials on Florida's rivers, lakes and streams for thousands of years. Fishing meant survival for the native people. Today's boaters and anglers flock to Lake George, Lake Kerr and dozens of smaller lakes for world class bass and bream fishing, while paddlers seek out the beauty of the clear cool springs and the challenging turns of the Ocklawaha River, a dark, slow-moving, twisting river with little fluctuation in water level.

The bicycle has become a popular mode of travel for over a century. It not only moves the body but also the intellect, the sprit and the imagination. A visit to the Heart Island Conservation Area will allow visitors to escape to another time, centuries ago, seeing what Florida was like when it was undeveloped. A great number of species lives on the Island, including the Florida black bear, the gopher tortoise, deer, otters and woodpeckers to name a few.

The Florida Black Bear Scenic Byway provides access to a multitude of natural, scenic, recreational and heritage resources. From casual observation to hands-on exploration via SR 40, loop roads, park trails, waterways, visitor education centers, museums and roadside stations, there are a variety of ways to experience, learn from and enjoy the unique features that belong to this significant region of Florida.

FLORIDA BLACK BEAR SCENIC BYWAY
CORRIDOR MANAGEMENT ENTITY

Below are the signed members of the Corridor Management Entity (CME). The CME agreement and signature pages are located in Appendix D. The CME agreement will be in effect upon Scenic Highway Designation.

Carrie Christman Florida Black Bear Scenic Byway CAG Chair Deputy District Ranger, Ocala National Forest Lake George Ranger District 17147 East Highway 40 Silver Springs, FL 34488 (352) 625-2520 cchristman@fs.fed.us Isaac Turner City Manager City of Ormond Beach P.O. Box 277 Ormond Beach, FL 32175 (386) 676-3200 turner@ormondbeach.org Commissioner Welton Cadwell (For the East Central Florida Regional Planning Council) 315 West Main Street P.O. Box 7800 Tavares, FL 32778 (352) 343-9850 wcadwell@lakecountyfl.gov Commissioner Linda Stewart Lake County BOCC 315 West Main Street P.O. Box 7800 Tavares, FL 32778 (352) 343-9850 lstewartl@lakecountyfl.gov	Monso Tatum Jr. Florida Black Bear Scenic Byway CAG Vice Chair P.O. Box 6 Barberville, FL 32105 386-749-2959 osnom_mutat@msn.com Chairman Brad Purcell Putnam County BOCC P.O. Box 758 Palatka, FL 32177 (386) 329-1216 brad@putnam-fl.com Michael Woods Lake-Sumter MPO 1616 South 14th Street Leesburg, FL 34748 (352) 315-0170 MWoods@LakeSumterMPO.com Council Chair Frank Bruno County of Volusia Thomas C. Kelly Administration Center 123 W. Indiana Ave. DeLand, FL 32720 (386) 626-6582 fbruno@co.volusia.fl.us

Elisabeth Ehrlich Resident, West Volusia P.O. Box 205 Barberville, FL 32105 ehrlicht@hotmail.com Anthony Ehrlich Resident, West Volusia P.O. Box 205 Barberville, FL 32105 ehrlicht@hotmail.com Mayor Fred Costello City of Ormond Beach P.O. Box 277 Ormond Beach, FL 32175 (386) 677-0311 costello@ormondbeach.org Robert LaMont DEP/Silver River State Park 1425 NE 58th Avenue Ocala, Florida 34470 (352) 236-7148 Jessi J. Smith Executive Director, Barberville Pioneer Settlement P.O. Box 6 Barberville, FL 32105 (386) 749-2959 JJSmith@pioneersettlement.org	Renee Tallevast West Volusia Tourism Advertising Authority and the River of Lakes Heritage Corridor 200 E. Rose Avenue Orange City, FL 32763 (386) 775-2006 info@river-of-lakes.com Pauline Copello Pauline's Lucky Market Garden P.O. Box 205 Barberville, FL 32105 copelloj@bellsouth.net Criss Specht ABI Marketing and Promotion 3330 Se 30th Terrace Ocala, FL 34471 (352) 694-9478 zbriteidea@cox.net Commissioner Charlie Stone Chairman, Marion County BOCC 601 S.E. 25 Ave. Ocala, Fl 34471 Phone: (352) 438-2323 James Chisholm Daytona Beach City Manager P.O. Box 2451 Daytona Beach, FL 32115 (386) 671-8010.

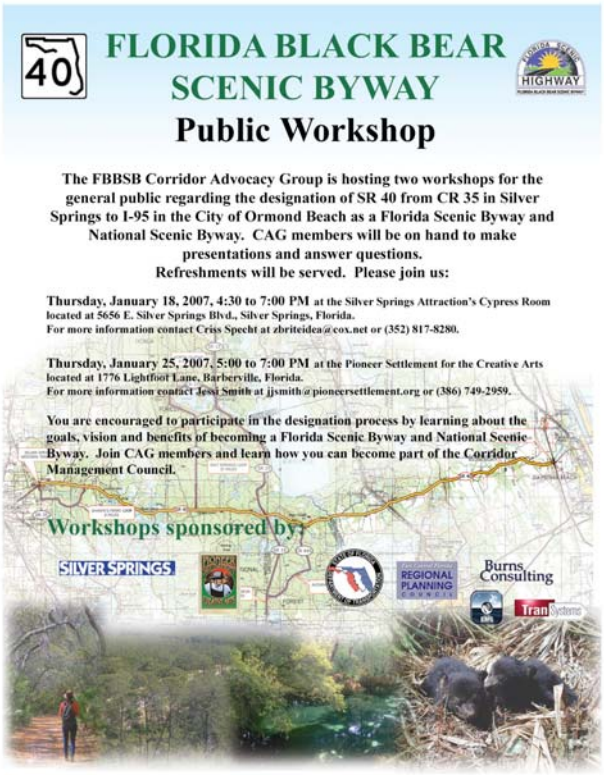
SECTION 7
COMMUNITY PARTICIPATION PLAN

The Florida Black Bear CAG recognizes that community involvement is essential to the success of the Scenic Byway. Below is a summary of the CAG's efforts so far to engage the public, followed by the CAG's marketing plan.

- Community Workshops

The CAG has hosted two workshops for the sole purpose of community participation. Because of the size of the corridor, one meeting was held on January 18, 2007 at the Silver Springs attraction and another was held at the Barberville Pioneer Settlement on January 25, 2007. A total of 875 Property owners and stakeholders were identified and sent meeting flyers. Silver Springs donated the meeting room and refreshments for the January 18th meeting. The Pioneer Settlement also provided the meeting room and volunteers from the settlement prepared refreshments.

At both community meetings, information tables were set up by local groups and organizations supporting the project. A presentation on the background of the project and the Florida Scenic Highways Program was given, followed by public questions and comment.



- Public Events

Participating in local festivals and events is a very effective method of engaging the public. At these events, literature and maps are distributed, and CAG members have the opportunity to educate the public to the benefits of participating in the Florida Scenic Highways Program. Signatures for the petition of support are solicited, and CAG members are able to discuss the concerns of the public, face to face in a casual and unhurried atmosphere.

Events that the CAG has participated in:

- Barberville Pioneer Settlement Fall Jamboree (2005 and 2006, two days each)
- The Black Bear Festival, Umatilla (2005 and 2006)
- The Rima Ridge Run, Tiger Bay State Forest
- Astor's Annual Forest Day Dinner
- St Johns River Festival, Palatka
- Silver Springs Concert Series
- Ocala National Forest OHV Trails Day

Project presentations have been given to the following groups and committees:

- The Astor Community Association
- The Astor Kiwanis Club
- The Ocala/Marion Chamber of Commerce Environmental Issues Committee
- The Lake-Sumter MPO Bicycle Pedestrian Advisory Committee
- The SR 40 PD&E Public Advisory Group
- Putnam County Transportation Committee

- CAG Web Page

An informational web page has been set up at www.sr40.com, where meeting notices, project information, and documents such as the petition of support and letters of support are made available to the public. The CAG is transitioning to a new, more sophisticated website at http://www.flbbb.org/. This site was built and is being maintained by a CAG member.

- The Florida Black Bear Scenic Byway Marketing Plan

The following marketing plan was produced for the CAG by a member who is also a local marketing professional.

FLORIDA BLACK BEAR SCENIC BYWAY MARKETING PLAN FY 2008 – 2009

Prepared by
A Bright Idea by Stacie C. Specht

Florida Black Bear Scenic Byway Vision Statement:

Visitors travel along SR 40 to access world-class resource-based recreational adventures and outdoor learning experiences in a vibrant, scenic landscape of natural pinelands and wetlands. The corridor between Ormond Beach and Silver Springs serves as the backbone for a network of scenic roads and interpretive trails that foster an understanding and appreciation of the Greater Ocala Ecoregion and its inhabitants. Visitors traverse a cross-section of landscapes as the corridor takes them over picturesque rivers, beside pristine springs, marshes, swamps and sand hill, scrub, flat wood and hammock forests.

Creative leading-edge environmental design and management of roads, trails and facilities maximizes opportunities to experience the region's unique flora and fauna in its native habitat, while protecting ecological resources and maintaining local historic character. Traveler's safety is enhanced through careful planning and engineering, with respect for the corridor's aesthetic values. Local communities flourish through participation in tourism development opportunities based on the corridor's distinctive ecological and cultural resources.

Marketing Goal:

To build awareness and community support of the Florida Black Bear Scenic Byway and to promote the natural, cultural and historic recreational resources, as well as, the rare diversity of forests, plants and animals that exist along the byway. Encourage and create new sustainable economic growth and social events that will enhance the different communities found along the byway.

Objectives and strategies:

1. ***Host community participation programs and special events for local individuals, groups and organizations***:

- January, 2008, TBD, CPP, Silver Springs – Annual West Side Community Meeting,
- January, 2008, TBD, CPP, Barberville Pioneer Settlement, Annual East Side Community Meeting
- March 2008 – TBD: Special Event
- June 2008 – TBD: Special Event
- September 2008 – TBD: Special Event

2. Memberships:

- Join local Chambers in all counties
- Join FLA USA

3. Promotional material and mailings:

- Develop a logo for branding purposes and use this on all print information
- Produce a four-color poster for each community meeting and special event
- Produce a four-color map with points of interest for local residents and visitors
- Produce a four-color rack card or brochure to distribute in visitor information centers throughout the USA
- Produce a quarterly news letter to stakeholders, travel industry, tour bus operators, meeting planners, civic groups/leaders and elected officials
- Produce media kits for distribution to publications and travel writers

4. Advertising

- Promote community meetings and events with display ads in the Star Banner, West Volusia News, Daytona News Journal and the Lake Sentinel

5. ***Website***:

- Develop a “no frills” (five page or more) website and e-mail address where interested groups and individuals can learn about the natural, cultural and historic resources and recreation facilities available along the byway and post special events
- Develop an e-mail list for mass distribution of electronic newsletter

6. Publicity:

- Pitch feature stories on the byway to travel writers, daily, weekly and monthly publications
- Send out media kits to interested parties
- Send out news releases for relevant programs and events
- Organize and conduct FAM trips for Marion County, Lake County and Volusia County officials, tourism and travel groups

7. Grants:

- Research grants with tourism organizations

Budget (TBD)

- Design
- Consulting
- Advertising
- Printing
- Postage and mailing
- Distribution
- Memberships
- Web site
- FAM trips

Timeline –

2007…December

- Create logo
- Create display ads for community participation program
- Conduct fundraising for CPP
- Purchase media space
- Write Corridor Story of Florida Black Bear Scenic Byway, plus 2-3 digital photos for use in media kits
- Collect brochures from recreational sites to include in media kits
- Compile media kits (250) and distribute as needed
- Plan FAM trip for Marion County Officials
- Plan Community Participation programs

2008…January

- Create web site early January
- Develop budget
- Print four-color poster for community participation program
- Print black and white flyers for community participation program
- Write/distribute press release on community participation program
- Mail out promotional meeting flier with cover/invitation letter to land holders, businesses and civic groups
- Conduct Community Participation Program at Silver Springs and Barberville
- Conduct FAM trip for Marion County officials
- Apply for grants from the Ocala/Marion County Visitor and Convention Bureau and other Tourism Development Councils for promotional materials and advertising

February

- Update web site
- Plan for Special Event in March
- Design and print display ads/flyers/posters and buy media for SE
- Write and distribute press release on upcoming event
- Compile and print quarterly news letter
- Plan for FAM trip for Lake County officials

March

- Update web site
- Distribute flyers/posters for special event
- Place ads for Special Event
- Conduct Special Event
- Conduct FAM trip for Lake County officials
- Distribute quarterly news letter

April

- Update web site
- Plan for Special Event in June
- Compile information for quarterly news letter in June
- Plan for FAM trip for Volusia County officials

May

- Update web site
- Plan for Special Event in June
- Design and print display ads/flyers/posters and buy media for SE
- Write and mail out press release for upcoming event
- Compile information and print quarterly news letter for June
- Conduct FAM trip for Volusia County officials

June

- Update web site
- Distribute flyers/posters for special event
- Place ads for Special Event
- Distribute quarterly news letter
- Conduct Special Event

July

- Update web site
- Plan for Special Event in September
- Compile information quarterly news letter for September

August

- Update web site
- Plan for Special Event in September
- Design and print display ads/flyers/posters and buy media for SE
- Compile information and print quarterly news letter for September

September

- Update web site
- Distribute flyers/posters for special event
- Write and distribute press release for upcoming event
- Place ads for Special Event
- Distribute quarterly news letter
- Conduct Special Event

October

- Update web site
- Compile information annual news letter for January

November

- Update web site
- Compile information annual news letter for January

December

- Update web site
- Update Marketing Plan
- Compile information and print annual news letter for January

LOCAL SUPPORT

The Florida Black Bear Scenic Byway CAG has received considerable local support for the designation of the corridor as a Florida Scenic Highway. The CAG has been very successful in collecting signatures on their petition of support, in receiving resolutions of support from the local governments, and has received letters of support from elected officials, local groups, and local residents.

RESOLUTIONS OF SUPPORT

The following local governments and planning organizations have passed resolutions in support of the designation of the Florida Black Bear Scenic Byway as a Florida Scenic Byway:

1. Volusia County
2. Lake County
3. Marion County
4. Putnam County
5. The City of Ormond Beach
6. The City of Daytona Beach
7. Lake/Sumter MPO
8. Volusia County MPO
9. Ocala/Marion MPO
10. East Central Florida Regional Planning Council

Support Letters (Appendix B)

The following have expressed their support for the project through letters:

1. Senator Evelyn J. Lynn
2. Senator Carey Baker
3. Representative Joe Pickens
4. USDA Forest Service, Seminole Ranger District
5. The Ocala/Marion Chamber of Commerce
6. Silver Springs and Wild Waters Water Park
7. Florida Department of Agriculture, Division of Forestry
8. Lake Soil and Water Conservation District
9. Pioneer Settlement for the Creative Arts
10. Marion Soil and Water Conservation District
11. Brian Polk, Park Manager, DeLeon Springs State Park
12. Friends of DeLeon Springs State Park
13. West Volusia Audubon Society, Inc.

14. River of Lakes Heritage Corridor
15. Florida Native Plant Society, Lyonia Chapter
16. West Volusia Historical Society
17. Flagler County Historical Society
18. Ormond Beach Scenic Loop Corridor Advocacy Group
19. Conway Conservation, Inc.
20. Lorie Childers, Tampa
21. Margaret Sigman, Eustis
22. Best Friends Animal Society, Debary
23. Sandra Lambert, Gainesville
24. Save Our Big Scrub, Inc.
25. Suwannee-St. Johns Group of the Sierra Club
26. The Goethe Trail, Inc.
27. Casey Schmidt, Gainesville
28. The Florida Trail Association, Inc.

Petition of Support

The CAG has received 2,168 signatures on the group's petition of support. (Addendum)

PROTECTION TECHNIQUES

THE CORRIDOR MANAGEMENT PLAN

The Florida Black Bear Corridor Advocacy Group worked very hard to develop a series of goals, objectives and strategies to preserve the intrinsic resources of the Scenic Byway Corridor. These goals, objectives and strategies emphasize cooperation, education, and coordination instead of regulation.

PUBLICLY OWNED LANDS

The most effective and permanent means of resource protection is probably the public purchase of lands for conservation purposes. As noted throughout this document, the dominant feature of the proposed Scenic Byway is the large amount of publicly owned conservation lands found along the Byway Corridor. In addition, a large conservation easement is owned by the St. Johns River Water Management District.

Even though a majority of the land fronting the Scenic Byway is publicly owned or managed, there is a need for the further acquisition of important environmentally sensitive land for preservation of natural resources, habitat connectivity and recreation to satisfy Florida's rapidly growing population and ecotourism industry.

COMPREHENSIVE PLANS

The comprehensive growth plan is the primary mechanism by which a local government plans and regulates land use and development. The local comprehensive plans must be amended to include the Scenic Byway's Corridor Management Plan. A review of the local comprehensive plans with jurisdictions within the Scenic Byway Corridor is in Section 11, Relationship to the Comprehensive Plans.

EDUCATION

The CAG feels that educating the public to the importance of the resources of the corridor is vital to the protection of those resources. Goal 4 of the group is to "Expand public knowledge and understanding of the Intrinsic Resources of the Florida Black Bear Scenic Byway Corridor". Extensive objectives and strategies were developed to achieve that goal. The most ambitious of these objectives is to develop a scrub interpretive center and Ocala National Forest museum.

FUNDING AND PROMOTION

FUNDING

The Florida Black Bear Scenic Byway CAG was aided in the completion of this Designation Application by funding from FDOT.

The CAG will need to consider all available funding sources in order to implement the Corridor Management Plan. These sources include:

1. The National Scenic Byways Program
2. U.S. Forest Service Scenic Byways Program
3. Transportation Enhancement Funds
4. Florida Communities Trust
5. Florida Department of Environmental Protection, Office of Greenways and Trails
6. National Scenic Byways Corridor Implementation Grants
7. America's Historic Places
8. National Endowment for the Humanities, Collaborative Research Grants
9. USEPA Five Star Restoration Program
10. USDA Forest Legacy Program

The CAG intends to incorporate as a 501(C)3 non-profit organization. The CAG is currently in the process of designing and printing Florida Black Bear Scenic Byway T-shirts, to be used for promotion and fundraising.

Long term (5-10 years), the CAG intends to seek funding from state, local and federal programs to expedite the acquisition of additional environmentally sensitive lands within the corridor. The CAG also intends to work with the US Forest Service in obtaining funding for a Scrub Interpretive Center and Ocala National Forest Museum.

PROMOTION

With the help of a CAG Member who is a marketing professional, the CAG has developed a Marketing Plan that will expedite the promotion and funding of the Scenic Byway. Please see Section 7, Community Participation Plan.

RELATIONSHIP TO THE COMPREHENSIVE PLANS

The comprehensive growth plan is the primary mechanism by which a local government plans and regulates land use and development. Each local government must amend their comprehensive plan to include the Scenic Byway Corridor Management Plan. Below are selected goals, objectives, and policies of the Marion, Lake, Volusia and Putnam comprehensive plans that have relevance to the Florida Black Bear Scenic Byway. A discussion and maps of the future land use categories from the various comprehensive plans in effect along the corridor can be found in the preceding Future Land Use section.

MARION COUNTY
FUTURE LAND USE ELEMENT:

Goal 1: "Ensure that the character and location of land uses maximize the potential for economic benefit while protecting the current unique character of our urban, rural and environmentally sensitive areas;"

Goal 3: "Enjoy and conserve our natural and man-made resources."

OBJECTIVE 1,
Policy 1.1:

b. "Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for permanent open space;"

c. "Protect the environmentally sensitive lands as identified in this Plan."

f. "Regulate signage to preserve existing rural character, aesthetic, and scenic values;"

Policy 4.1:
"A fifty (50) foot setback from the Cross Florida Greenway shall be implemented except for residential housing in R-1 lots in which case will be twenty-five (25) feet. No structure shall be allowed in this area except for stormwater management facilities and those facilities which further the conservation and recreational use of the Greenway. This Greenway setback policy of this plan will be amended pursuant to recommendations contained in the adopted management plan for the Greenway not to exceed a setback of seventy five (75) feet. Land set-aside for preservation of open space and stormwater management facilities shall be situated between the Greenway and areas to be developed where and when practical."

Policy 4.9:
“For the purpose of regulating intensity of development where environmentally sensitive lands may be subject to the adverse impacts of development, or where a specific natural feature or area requires protection, certain lands have been designated as being in an Environmentally Sensitive Overlay Zone (ESOZ) on the Future Land Use Map.”

1. Boundaries:

“Spring Runs. The Rainbow River, Silver River, Salt Springs Run, Silver Glen Springs Run, and Juniper Run shall each be an ESOZ”

“Rivers and Streams: To maintain water quality, flood storage capacity, and wildlife habitat along the Ocklawaha River, Silver Creek, the Dead River tributary to the Ocklawaha River, Orange Creek, the St. Johns River, the Withlacoochee River, the ESOZ boundary shall be 500 feet landward of the water/wetland edge of perennial wetlands and perennial primary tributaries that are hydrologically connected to these waterbodies or the landward extent of the floodplain associated with these perennial wetland areas and primary tributaries that are hydrologically connected to these waterbodies, whichever is greater.”

“Other Natural Features: To protect the integrity of the Silver River State Park, an ESOZ shall be placed along the western boundary of the Park upon the area that is designated as Urban Area in the Future Land Use Map series. This boundary shall extend for onequarter (1/4) mile from the western Park boundary into the Urban Area.”

Policy 4.16:
“Marion County shall establish a land development review process for the assessment and protection of listed plant and animal species, including threatened and endangered species and species of special concern.”

MARION COUNTY
CONSERVATION ELEMENT:

GOAL:
“To maintain, protect, and enhance the natural resources of Marion County; to maintain the current level of biological diversity and integrity of the natural systems within Marion County; and to ensure the long-term viability and quality of Marion County's environment. It shall be the objective and intent of Marion County to be good stewards of the natural resources within Marion County. Marion County shall make provisions for the protection and conservation of these natural resources so as to insure their wise and appropriate use through this Comprehensive Plan and implementing land development regulations. It shall be the overriding intent of the following objectives and policies to permit the reasonable use of Marion County's

natural resources and to provide for the protection and conservation of these resources."

MARION COUNTY
RECREATION AND OPEN SPACE ELEMENT:

GOAL:
"Marion County will develop a recreation and open space system to ensure adequate opportunity for public access to, and use of, activity and resource-based recreation sites."

OBJECTIVE 1.0: "Marion County shall continue to maximize recreation opportunities through new and established partnerships."

Policy 1.1: "Marion County shall develop and pursue intergovernmental and not-for-profit agency partnerships that maximize public recreational opportunities to further develop existing facilities and to assist in acquisition and development of sites to meet recreation needs."

OBJECTIVE 6.0: "Marion County recognizes the economic impact of recreation activities for both residents and visitors. Marion County shall continue to develop economic opportunities for recreation services."

Policy 6.1: "Marion County shall collaborate with the public and private sectors in developing eco-tourism opportunities using the public lands within the County and shall market those opportunities."

Policy 6.2: "Marion County shall provide the necessary land development regulations to assist commercial interest in providing private conservation and recreation opportunities."

Policy 6.3: "The Future Land Use Map Series shall allow for Commercial Recreation uses (as defined in the Future Land Use Element Policy 1.24) in areas of tourism and eco-tourism attractions."

LAKE COUNTY
FUTURE LAND USE ELEMENT:

GOAL 1: "ENSURE THAT THE CHARACTER AND LOCATION OF LAND USES PROMOTE: CONSERVATION OF NATURAL AND CULTURAL RESOURCES; PROVISION OF PUBLIC FACILITIES AND SERVICES CONCURRENT WITH THE IMPACTS FROM DEVELOPMENT; MAXIMIZATION OF ECONOMIC BENEFITS FOR EXISTING AND FUTURE CITIZENS; COMPLIANCE WITH ADOPTED MINIMUM LEVELS OF SERVICE STANDARDS; THE MINIMIZATION OF DETRIMENTAL IMPACTS TO HEALTH, SAFETY, AND WELFARE CAUSED BY

ENVIRONMENTAL DEGRADATION, NUISANCES, AND INCOMPATIBLE LAND USES."

OBJECTIVE 1-2: "PLANNING FOR CONSERVATION OF ENVIRONMENTALLY SENSITIVE LANDS, OTHER NATURAL RESOURCES, AND HISTORICALLY SIGNIFICANT SITES. Manage and Control Existing and Future Land Uses Located Within or Adjacent to Environmentally Sensitive Lands, Other Significant Natural Resources, and Historically Significant Sites."

Policy 1-2.9: "Preventing Detrimental Impacts of Development on Historic Sites. The County shall prevent detrimental impacts of development to historic sites including provisions within the Land Development Regulations which preclude:
1) destruction or alteration of all or part of such site:
2) transfer or sale of a site of historical significance without adequate conditions or restrictions regarding continued preservation, maintenance, or use of such property;
3) encroachment or introduction of visible, audible, or atmospheric elements which are inconsistent with the character of the property; and
4) alteration or destruction of the site's surrounding environment."

Policy 1-2.10: "Preventing Destruction of Discovered Archaeological Sites. Development shall cease construction activities on a development site when unidentifiable artifacts are uncovered during either land preparation or construction. The developer shall notify the County of such potential discovery, and the County and/or the developer shall contact the Florida Department of State of such discovery. Construction shall not begin until the State has determined the archaeological significance of the discovery and the restrictions which shall be imposed on development. Development may continue in areas which will not impact the site of the discovery."

LAKE COUNTY
CHAPTER VII
CONSERVATION ELEMENT:

Policy 7-6.2: "Conservation of Natural Upland Plant Communities. Lake County shall regulate the conservation of its natural upland communities through the policies of this plan. These policies shall be incorporated into the Land Development Regulations. The following upland plant communities, as generally identified on Maps 7-23, 7-24, 7-25 and 7-25A, shall be protected from the impacts of development as provided for in these policies:

1. Pine Flatwoods
2. Longleaf Pine/Xeric Oak
3. Sand Pine
4. Upland Mixed Coniferous Hardwood

5. Mesic Flatwoods/Dry Prairie”

Policy 7-6.3: “Program for Natural Upland Plant Communities. The County shall enter into agreements with landowners which may include economic considerations to conserve native uplands. The County environmental plan shall, in cooperation with the FDNR, the IFAS, and the FDACS, prepare voluntary guidelines for ecological burning of natural upland communities.”

OBJECTIVE 7-7: “CONSERVE WILDLIFE POPULATIONS AND HABITATS. Lake County Shall Conserve, Appropriately Use, and Protect Fisheries, Wildlife, Wildlife Habitat and the Freshwater Habitat Resources of the County.”

OBJECTIVE 7-8: “CRITICAL HABITAT AND DESIGNATED SPECIES PRESERVATION. It is the Objective of Lake County to Maintain Critical Habitat and/or Designated Species Populations During the Five and Fifteen Year Planning Time Frames. Mitigation and/or Management of Species, Including Relocations, Shall be Consistent with All Applicable Regulations and Recommendations of the FGFWFC or Other Appropriate State or Federal Agencies.”

Policy 7-8.1: “Preservation/Acquisition of Rare or Endangered Ecosystems. Land use planning, development approvals and assignments of priorities for environmental preservation/acquisition and protection programs shall require consideration of the FNAI status of rare or endangered ecosystems.”

Policy 7-8.2: “Protection of Critical Habitat. Lake County shall cooperate with all levels of government in supporting the protection of critical habitat for designated species.”

Policy 7-8.3: “Identification and Protection of Habitat Corridors. Lake County shall cooperate with appropriate State and Federal agencies for purposes of identification, and protection of habitat corridors which serve as biological connections between existing managed areas.”

LAKE COUNTY
CHAPTER VIII
RECREATION AND OPEN SPACE ELEMENT:

Policy 8-1.10: “Designation of Abandoned Rail Corridors for Recreational Purposes. By 1992, Lake County shall identify and designate its existing abandoned rail corridors as open space through its Land Development Regulations. Proposed residential development that contains existing rail abandonments shall include such abandonments as meeting a portion of its recreation or open space requirements when dedicated. Where an existing rail abandonment traverses through proposed non-residential uses, the

maintenance of the integrity of the corridor shall be ensured through donation, easement, rerouting or other available means."
Policy 8-1.11: "Provision of Recreation Trails. Lake County shall acquire or participate in the acquisition of land or riverine areas for recreation trails."

VOLUSIA COUNTY
CHAPTER 2
TRANSPORTATION ELEMENT:

GOAL:
2.3 "Volusia County shall provide for the designation and management of a system of Scenic Corridors which reflect the varying aesthetic qualities of the County."

OBJECTIVE:
2.3.1 "Volusia County has established and will maintain a program for the designation of aesthetically significant corridors."

POLICIES:
2.3.1.1 "Volusia County has established procedures and the evaluative criteria to be used in designating Scenic Corridors."

OBJECTIVE:
2.3.2 "Volusia County has established and will maintain a program for the management of designated Scenic Corridors."

VOLUSIA COUNTY
CHAPTER 12
CONSERVATION ELEMENT:

12.1.3.3 "The Deep Creek/Haw Creek drainageway shall be protected through public acquisition, land use controls, or other methods deemed appropriate."

GOAL: 12.2 "Protect, conserve, and enhance the ecological resources of the County, maintaining their quality and contribution to the quality of life and economic well-being of Volusia County."

OBJECTIVE: 12.2.1 "To provide for the protection of areas determined to be environmentally sensitive, and direct growth away from such areas."

POLICIES: 12.2.1.1 "Existing, relatively uninterrupted expanses of natural resources contained within the County shall be managed as an individual unit, providing natural resources the highest degree of protection in land development decisions and planning. These lands shall comprise the Natural

Resource Management Area (NRMA) established in the Future Land Use Element."

"Criteria: Areas to be included in the NRMA shall consist of, in whole or a portion of at minimum: the St. John's River Valley; Talbot Terrace; Pamlico Terrace; Rima Ridge; and Turnbull Hammock. Site specific boundaries shall be based on soils, topographic, and vegetative data, particularly that which is outlined in Policy 12.2.2.1."

12.2.2.2 "In conjunction with the Florida Natural Areas Inventory, East Central Florida Regional Planning Council (ECFRPC), and the Florida Game and Fresh Water Fish Commission (GFC), and based on the information generated from the data inventory as stated in Policy 12.2.2.1, the County shall determine those ecological communities which are rare, endangered, or of special concern either by type and/or geographic location. Such communities shall be considered environmentally sensitive, and receive appropriate protections as outlined elsewhere in this Element."

OBJECTIVE:
12.2.4 "To protect habitats of wildlife species occurring in the County, particularly those which are threatened, endangered, or of special concern, to maintain, and enhance where necessary, existing species population numbers and distributions."

POLICIES:
12.2.4.4 "Where feasible, the County shall protect critical habitat through acquisition, establishment of public or private conservation easements, purchase of development rights, or through other available means as deemed appropriate."

12.2.4.5 "The County shall continue to implement management plans for: sea turtles and manatees. The County shall continue to expand the management scope of suitable public lands within the County to ensure the long-term vitality of specific listed species including: southern bald eagles, gopher tortoises, red cockaded woodpeckers, black bears, and scrub jays. County land management shall also consider non-listed wildlife populations and continue to explore management techniques to ensure biodiversity of plant and animal species on suitable public lands. At minimum, these management efforts and plans shall:

a. provide for the coordination of federal, state, local, and private activities involving protection of the particular species;

b. establish public education programs;

c. provide for the minimization of activities which directly or indirectly adversely impact the particular species listed above;

d. establish management standards for habitat restoration and enhancement, and/or relocation of species where appropriate."

VOLUSIA COUNTY
CHAPTER 13
RECREATION AND OPEN SPACE:

OBJECTIVE:
13.1.3 "Public access facilities for the inland waterways shall be maintained and improved to meet the needs of the population. Inland waterways shall include, but are not limited to, the Halifax River, North Indian River, St. Johns River and Tomoka River, Spruce Creek, Lake George, Lake Monroe, Lake Ashby, Lake Dias, and Lake Beresford which can support public access facilities."

13.1.3.7 "The County shall continue to study the demand or need for additional boat wet or dry slips on the St. Johns River, as per the Manatee Protection Plan, once it is approved by the Florida Department of Environmental Protection."

GOAL:
13.2 "Expand and improve an open space system which utilizes unique natural resources and amenities of botanical, ecological, cultural, and historic significance and which provides recreational opportunities."

POLICIES:
13.2.1.5 "Continue to coordinate with local governments, state agencies and other public agencies in developing consistent standards, criteria and land development regulations for the protection of open space areas."

PUTNAM COUNTY
FUTURE LAND USE ELEMENT:

A. Future Land Use Element Goals, Objectives, Policies

GOAL 1: Maintain and manage the County's natural resources and quality of life by establishing a pattern of development that is harmonious with the County's natural environment and provides a desired lifestyle for County residents.

Objective A.1.3: Putnam County shall act to eliminate or reduce land uses inconsistent with the uses identified on the Future Land Use Map and associated adopted Goals, Objectives and Policies through implementing the following policies:

Policy A.1.3.2: Adequate buffering and separation between land uses of different densities and intensities shall be provided in accordance with the Land Development Code to minimize compatibility issues.

Objective A.1.4: Putnam County shall manage natural resources through implementing the following policies.

Objective A.1.5: The County shall adopt Land Development Regulations, and upon plan adoption, shall implement the following policies, which provide incentives to maintain and restore historically significant areas and structures within Putnam County.

Policy A.1.5.1: Significant historic resources shall be protected through designation as historic sites and through designation of historic districts by the County. The standards for protection, rehabilitation and maintenance of historic resources shall govern the review of proposed alteration and remodeling of historic structures.

Policy A.1.5.4: The County shall seek funding and technical support from the Department of State, Division of Historic Resources, and other agencies to review and conduct further field surveys to conduct and update historical/archaeological surveys in Putnam County.

Policy A.1.5.4: The County shall seek funding and technical support from the Department of State, Division of Historic Resources, and other agencies to review and conduct further field surveys to conduct and update historical/archaeological surveys in Putnam County.

B. Traffic Circulation Element Goals, Objectives and Policies (Putnam County)

GOAL B.1: Develop and maintain a well balanced and integrated transportation system which provides for the safe, convenient, and efficient movement of people and goods throughout Putnam County, and which is consistent with desired land use patterns, conserves energy, and protects the natural environment.

Objective B.1.5: In cooperation with its five municipalities, adjacent Counties, and the FDOT, the County will plan and develop a transportation system that preserves environmentally sensitive areas and historic properties, conserves energy and natural resources and promotes community aesthetic values

Policy B.1.5.2: The County should develop an interlocal agreement with its five municipalities, adjacent Counties, and FDOT to ensure that future transportation infrastructure shall not be placed or constructed in a manner that would provide access to environmental protection areas or to other areas to be conserved in order to prevent undue pressure for development of such areas.

E. Conservation Element Goals, Objectives and Policies (Putnam County)

GOAL E.1: Conserve and protect the natural resources of Putnam County to help maintain an acceptable quality of life for its citizens.

Objective E.1.3: The County shall implement the following policies that are to conserve, appropriately use, and protect minerals, soils, and native vegetation communities including forests.

Policy E.1.3.6: The County shall protect environmentally sensitive areas and native vegetative communities as follows:

B. In the process of reviewing site plans, the County shall assess the compatibility of land use activities and development on parcels adjacent to the Ocala National Forest, Wildlife Management Areas, State or Private Preserves, or other public-owned natural resource areas.

C. The County shall maintain and distribute a recommended native plant listing and other educational materials available from the Florida Game and Fresh Water Fish Commission, Water Management District, Florida Department of Agriculture (Division of Forestry) and other state or federal agencies to increase public awareness of the need to utilize native plant species in the developed landscape and eliminate exotic nuisance plants from existing developed areas.

E. The following Environmentally Sensitive Lands as identified in the Putnam County Environmental Lands Study (Slope Forests – Map #4, Seepage Streams – Map #7, Spring Run Streams – Map #7, and Sandhill Upland Lakes – Map #7) shall not be designated with a more intense future land use designation than already exists.

F. Development proposed on sites containing the longleaf pine-xeric oak vegetative community shall preserve a minimum of 25 percent of this communities' vegetation except for single-family residential development on existing lots of record.

Policy E.1.3.7: In the process of reviewing land use actions including comprehensive plan amendments and rezonings, the County shall assess the compatibility of future land use activities and development on parcels adjacent to the Ocala National Forest, Wildlife Management Areas, State or Private Preserves, or other State and Federal natural resource areas.

Policy E.1.3.8: The County shall ensure that land use changes or development activities proposed adjacent to recreational sites are compatible with the recreation land use.

Policy E.1.3.9: The County shall negotiate interlocal agreements with adjacent local jurisdictions and state/federal agencies to conserve and protect unique vegetative communities that are located within and extend beyond the immediate County line.

Policy E.1.3.10: Putnam County shall coordinate with the North Florida Prescribed Burn Council and other appropriate entities including the U.S. Forest Service, the Florida Division of Forestry, the St. Johns River Water Management District, and the Nature Conservancy, in promoting prescribed burns on public lands. Promotional efforts shall include developing a public education program for local governments and the public to inform them about the importance of conducting periodic prescribed burns. Educational brochures shall be made available to the public at City Halls, the County Courthouse, Agricultural Extension offices etc., and periodic workshops and seminars shall be held prior to each burning season.

Objective E.1.4: The County shall implement the following policies that are to conserve, appropriately use and protect marine and wildlife habitat.

Policy E.1.4.1: Future development sites in Putnam County containing plant or animal species listed by the U.S. Fish and Wildlife Service, FFWCC, FDEP, or the Florida Department of Agriculture as endangered, threatened or as species of special concern, shall comply with the management criteria of the U.S. Fish and Wildlife Service, FDEP and the Florida Fish and Wildlife Conservation Commission.

Policy E.1.4.2: The County shall request technical assistance from State agencies to study the feasibility of designating viable wildlife corridors and greenways including a corridor between Rice Creek Swamp and the Ocala National Forest. Once identified, the County shall work with environmental groups and FDEP to acquire corridor properties as conservation designated land or to protect through other means such as conservation easements, development standards or maintenance of low density land uses.

Policy E.1.4.3: The County shall post informational signage regarding manatees at all county owned and maintained public boat ramps.

PARTNERSHIPS AND AGREEMENTS

During the course of the Eligibility and Designation process, the Florida Black Bear CAG has formed several informal but very important and fruitful partnerships. These partnerships have included the US Forest Service, The Florida Division of Forestry, the Barberville Pioneer Settlement, and Silver Springs.

The Forest Service, the Division of Forestry, the Pioneer Settlement and Silver Springs have provided technical help, data and meeting places for the CAG. Carrie Christman, the US Forest Service Deputy District Ranger, has been the CAG Chairperson through the designation phase of the scenic byway project. Cathy Lowenstein of the Division of Forestry served as CAG Secretary, and Monso Tatum of the Pioneer Settlement served as CAG Vice Chair.

While to date no formal agreements have been made, it is anticipated that agreements with the Barberville Pioneer Settlement and the River of Lakes Heritage Corridor will be signed in the near future. The CAG will be seeking partnerships with other groups and organizations during the Implementation Phase.

Mill House at Juniper Springs, constructed by the Civilian Conservation Corps as a water powered electrical generating station during the Great Depression.
Photo courtesy of the US Forest Service

SECTION 13
ACTION PLAN

The Action Plan outlines the sequence of actions that the Corridor Management entity will take in order to meet the group's goals, objectives and strategies. The Action Plan can be viewed as a roadmap to realizing the Corridor Vision, and consists of four tables; one each for Corridor Enhancements, Public Participation, Administration and Coordination, and Education.

Below are abbreviations used within the Action Plan tables.

CME -	Corridor Management Entity
FCT -	Florida Communities Trust
COC -	Chambers of Commerce
DOF -	Division of Forestry
FDEP -	Florida Department of Environmental Protection
FDOT -	Florida Department of Transportation
FHWA -	Federal Highway Administration
FFWCC -	Florida Fish and Wildlife Conservation Commission
FSHP -	Florida Scenic Highways Program
IFAS -	Institute of Food and Agricultural Sciences
LC -	Lake County
MC -	Marion County
NRCS -	National Resources Conservation Service
NSBP -	National Scenic Byways Program
ONF -	Ocala National Forest
ONFA -	Ocala National Forest Association
PS -	Pioneer Settlement
SJRWMD -	St Johns River Water Management District
SOBS -	Save Our Big Scrub
SRSP -	Silver River State Park
TE -	Transportation Enhancements
USFS -	United States Forest Service
VC -	Volusia County

FLORIDA BLACK BEAR SCENIC BYWAY ACTION PLAN Table 1: Corridor Enhancements						
No.	Action	Goals, Objectives, and Strategies Referenced	Responsibility	Potential Funding Sources and/or Partners	Product	Time Frame
1-1	Develop and Implement Scenic Highway Sign Plan	4, 4.2	CME,FDOT,MC, LC	FDOT	Florida Scenic Highway Signs	2007
1-2	Develop Corridor Master Plan	1, 1.1, 1.1.1-1.1.6	CME, FDOT, Local Governments	NSBP, TE, FDOT, Local Governments, Private Sources	Corridor Master Plan	2008-2010
1-3	Improve Fire Safety	1, 1.4, 1.4.1, 1.4.2; 2, 2.1, 2.1.3, 2.1.4	CME, FDOT, Public Lands	NSBP, TEA, FDOT, Local Governments, Public Lands	Variable Message Electronic Signs, Safer Roadway	2008-2010
1-4	Conduct Interpretive Signage and Wayfinding Study	4, 4.2, 4.2.1	CME	USFS, FDOT, TE, NSBP	Plan for Effective Interpretive Signage and Wayfinding	2009-2010
1-5	Pursue Public Lands Acquisitions Within Corridor	1, 1.2, 1.2.1 through 1.2.5,1.3,1.3.3,1.7, 1.7.1, 6, 6.1, 6.1, 6.1.2	CME, FDEP, SJRWMD, FDOT	FCT, Volusia Forever, Save our Rivers, Public Lands, SJRWMD	Protected Lands and Habitat, Improved Connectivity, Expanded Recreational Opportunities	2008-Continuous
1-6	Improve & Protect Hydrological Connectivity and Wetland Systems	1, 1.2, 1.2.2, 1.3,1.3.2	CME, FDOT, SJRWMD, Public Lands	FCT, Volusia Forever, FDEP, Mitigation Through SJRWMD	Optimally Functioning Hydrological Systems	2008-2013
1-7	Develop Scrub Interpretive Center and Ocala National Forest Museum	4, 4.1, 4.1.1, 4.1.2, 4.1.3; 4.2.1	ONF, CME, Partners	USFS, SOBS, ONFA NSBP	Interpretive Center, Museum	2008-2013
1-8	Construct Information Kiosks	4, 4.2, 4.2.2	CME, FDOT, ONF	USFS, NSBP, TE	Informed Travelers	2009
1-9	Develop Brochures and Audio Tours	4, 4.2, 4.23	CME	CME, USFS, Visit Florida	Informed Travelers	2008-2009
1-10	Research and Develop Wildlife Crossings	1, 1.2, 1.2.1; 2, 2.2, 2.2.2, 2.2.3	CME, FDOT	FDOT, NSBP, FHWA, USFS, FFWCC	Safer Byway and Enhanced Wildlife Connectivity	2008 - 2017

FLORIDA BLACK BEAR SCENIC BYWAY ACTION PLAN Table 2: Public Participation						
No.	Action	Goals, Objectives, and Strategies Referenced	Responsibility	Potential Funding Sources and Partners	Product	Time Frame
2-1	Create and Maintain an Inclusive CME	3, 3.1, 3.1.1	CME	LC, MC, VC, ONF, DEP, FFWCC, DOF, COC, ONFA, Ormond Beach, Daytona Beach, Other Stakeholders	CME that Represents Corridor Stakeholders	Ongoing
2-2	Maintain Website	3.1.2	CME	CME, NSBP, FSHP	Easily Accessed, Up to Date Information	2007, Ongoing
2-3	Hold Annual Community Outreach Meetings	3, 3.1, 3.1.1, 3.2, 3.2.1	CME	CME, Corridor Stake Holders	Informed and Engaged Public	Ongoing/Annually
2-4	Host Community Participation Programs and Special Events	3, 3.1,; 4, 4.2, 4.2.7	CME	CME, Local Groups and Organizations	Community Awareness and Support	2008, Ongoing
2-5	Hold Regularly Scheduled Public Meetings	3, 3.1, 3.1.1, 3.2, 3.2.1	CME	CME	Informed and Engaged Public	Ongoing
2-6	Private Lands Conservation Management Outreach	1, 1.3, 1.3.1, 1.3.2, 1.3.4, 1.4, 1.4.1, 1.5,1.5.1, 1.5.4, 1.6, 1.6.4, 1.6.6, 1.7., 1.7.1,	CME, FDOF, IFAS	CME, DOF, IFAS, NRCS	Informed Private Landowners, Lands Under Conservation Management, Buffers for Adjacent Public Lands	Ongoing
2-7	Participate in Local Festivals and Community Events	3, 3.1; 4, 4.2, 4.2.6, 4.2.7	CME	CME	Community Awareness and Support	Ongoing
2-8	Join Local Chambers of Commerce	3, 3.1, 3.1.1, 3.2.1; 5, 5.1, 5.1.1, 5.1.4	CME	Chambers of Commerce, MC, LC, VC, VisitFlorida	Partnerships, Community Involvement	Ongoing
2-9	Implement Public Participation and Marketing Plan	3, 3.1, 3.1.1	CME	Chambers of Commerce, MC, LC, VC, VisitFlorida	Informed and Engaged Public	2007, Ongoing

2-10	Develop Annual Meeting Plan	3, 3.1, 3.1.1, 3.2, 3.2.1	CME	Stakeholders	Community Awareness and Support	2007-2008
2-11	Hold Annual Business Meeting	3, 3.1, 3.1.1, 3.2, 3.2.1	CME	Stakeholders	Effectively Managed CME	2008-Ongoing

FLORIDA BLACK BEAR SCENIC BYWAY ACTION PLAN
Table 3: Administration and Coordination

No.	Action	Goals, Objectives, and Strategies Referenced	Responsibility	Potential Funding Sources and Partners	Product	Time Frame
3.1	Coordinate with SR 40 PD&E	1, 1.1, 1.1.1 – 1.6, 1.2, 1.3; 2, 2.1, 2.1.1, 2.1.2, 2.1.3, 2.1.5, 2.2, 2.2.1, 2.2.2, 2.2.3, 2.2.4	CME, FDOT	CME, FSHP, NSBP	Environmentally responsible and aesthetic Scenic Byway	2007-2008
3-2	Establish and adopt CME Bylaws	3, 3.1, 3.1.1, 3.2	CME	Local Governments, Public Land Managers and Agencies, Corridor Stakeholders	Mechanism to Initiate and Implement Corridor Management Plan	2007-2008
3-3	Incorporate as 501(c)3	3, 3.1	CME	CME, FSHP, NSBP, Local Attorneys and Accountants	Tax Exempt, Non-profit Organization	2008-2009
3-4	Amend Local Government Comprehensive Plans to Include CMP	7, 7.1, 7.1.1	CME, Local Governments	CME, NSBP, Local Governments	Support of the Local Comprehensive Plans	2008
3-5	Apply for All American Road Designation	1; 4, 4.2; 5, 5.1	CME	FSHP, NSB	All American Road Designation	2008-2009

3-6	Prepare Annual FSHP Report	NA	CME	NSBP Seed Grant	Annual Report	Ongoing
3-7	Pursue Funding for Corridor Master Plan	1, 1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5, 1.1.6	CME	FSBP, FDOT, TE, USFS, LC, MC, VC	Coordinated Overall Long and Short Term Activities	2007-2008
3-8	Pursue Funding for Wildlife Crossing Research	1, 1.2, 1.2.1; 2, 2.2, 2.2.2, 2.2.3	CME	USFS, FFWCC, NSBP, FDOT, FHWA, TE	Innovative Techniques for Safer Byway and Enhanced Wildlife Connectivity	2008-Ongoing
3-9	Create and Maintain Intrinsic Resource GIS Database	1, 1.1.2	CME	USFS, NSBP, FSHP, FDEP, DOF, FFWCC	Accurate and Updated Inventory of all Corridor Resources	2009-Ongoing

FLORIDA BLACK BEAR SCENIC BYWAY ACTION PLAN
Table 4: Education

No.	Action	Goals, Objectives, and Strategies Referenced	Responsibility	Potential Funding Sources and Partners	Product	Time Frame
4-1	Develop and Prepare Interpretive Materials	4, 4.2.3, 4.2.4, 4.2.5 through 4.2.9	CME	CME, FSHP, IFAS, NSBP, PS, SRSP, ONF, DOF, SJRWMD, SOBS FHC	Informed Travelers	2008-Ongoing
4-2	Assist in Creation of PS Historic Interpretive Center	4, 4.2.2	PS, CME	CME, FSBP, NSBP, PS, FCFG, Individual and Organizational Donors	Historic Center, Informed Travelers	2008-2012
4-3	Develop Educational Programs	4, 4.3.1, 4.3.2, 4.3.3	PS, CME	School Boards, SU Elder Hostel, Florida Humanities Council, SRSP, ONF	Expanded Knowledge of Corridor's Intrinsic Resources	2008-Ongoing

ABBREVIATIONS USED IN THIS DOCUMENT

CAG	Corridor Advocacy Group
CCC	Civilian Conservation Corps
CME	Corridor Management Entity
CR	County Road
CUES	Center for Urban and Environmental Solutions
FDOT	Florida Department of Transportation
FGDL	Florida Geographic Data Library
FIHS	Florida Intrastate Highway System
FNAI	Florida Natural Areas Inventory
FSHP	Florida Scenic Highways Program
GIS	Geographic Information Systems
FWCC	Florida Fish and Wildlife Conservation Commission
MPO	Metropolitan Planning Organization
NHS	National Highway System
NRHP	National Register of Historic Places
NSBP	National Scenic Byways Program
ONF	Ocala National Forest
PD&E	Project Development and Environmental Study
RPC	Regional Planning Council
SIS	Strategic Intermodal System
SR	State Road
USFS	United States Forest Service