

Existing Recreation Areas within the Cross Florida Greenway

Ocklawaha River Valley Region

Payne's Landing boat ramp
Eureka Historic Dam and Lock Recreation Area boat ramps
Piney Island Boat Landing
Gore's Boat Landing and Campground
Osceola Landing
Ray Wayside Park/Boat Launch
Ocklawaha Visitor Center
Marshall Swamp Trailhead
Shangri-La Equestrian Trailhead Improvements
FL Horse Park Realignment

Proposed Facilities for the Cross Florida Greenway

Ocklawaha River Valley Region

Redesigned Equestrian Trails in Marion County
Vortex Area Trailhead
Trail Users Support Shop
Santos to Baseline Trail (paved + possible equestrian trail)
Ross Prairie Trailhead Access Road and Multi-use Connector
Ross Prairie Section Single track Bike Trail Loop
Pruitt Trailhead Access Road and Multi-use Connector
Pruitt Section Single track Bike Trail Loop

Planned Public Uses and Assessment of Impacts

Additional facilities are planned for the CFG. Protection of natural resources, including the avoidance of further fragmentation of habitat and potential movement corridors, will take precedence over recreation considerations. OGT will make every effort to ensure that facilities will be environmentally sensitive and will use building techniques and fixtures that focus on energy efficiency, water conservation, storm water runoff reduction, and minimal impact to natural resources.

Prior to any significant ground disturbance to a site, photographs, maps and a description of planned activities will be submitted to FNAI and the Division of Historic Resources. Placement of the trail system and facilities will be determined by topography and natural resources while considering the desired recreational uses and management needs, including fire management. Existing woods roads, trails, and fire-lines may become a part of the trail system; some may be closed or re-routed because of wet lands, soil erosion or sensitive habitat. Others may be reserved for service roads or fire control. A balance will be struck between creating recreational trails and establishing service roads that serve both recreational and management needs, including fire management. The potential role of the trail system in fire management will also be considered during design. Sensitive habitats will be avoided, and some small bridges or boardwalks may be necessary to traverse wetlands. All trails will be designated.

Numerous road and railway expansions that will affect the CFG are in various stages, from preliminary proposals to construction. OGT regularly comments on the proposals and participates in advisory groups related to proposed transportation changes. OGT has successfully worked with FDOT and other authorities to have strong consideration given to impacts on the CFG from these projects. As a result, CFG-related crossings are often built into the designs. Some will function as just recreational trail crossings, others will be designed for wildlife crossings as well. The CFG-related road crossings in this area include:

- SR 35/CR 464 intersection - recreational/wildlife corridor will facilitate paved trail connector from Baseline Trailhead to Santos
- US 441 corridor realignment in Santos - OGT will recommend recreation and wildlife crossings, with possible realignment so that median does not separate road but is retained as part of CFG (includes 1930s ship canal bridge stanchions)

Other road and rail expansions that would affect the CFG are earlier in the planning stages. These include:

- Sharpes Ferry Bridge replacement
- 1-75/CR 484 vicinity - proposed new interstate interchange
- SW 95th Street - proposed expansion

OGT will continue to stay involved in planning for transportation corridor changes that may affect the CFG.

Ocklawaha River Valley Region

Marshall Swamp to Rodman Multi-use Trail Corridor (natural surface)

Continuous land-based trails on the CFG do not extend north of Marshall Swamp. It is highly desired to extend one or more natural surface trails northeast from Marshall Swamp to Deep Creek/Rodman Reservoir area (Maps 8d, e, f). Potential partners include the Florida Park Service and the US Forest Service. A specific route for this trail has not been defined. The Silver River State Park management plan includes plans for a suspension footbridge across the Silver River; this could serve a role in the trail. Northeast of Silver River State Park, outparcels on the west side of the Ocklawaha River make trail placement on this side of the river difficult. However, FDOT is planning to replace the Sharpes Ferry Bridge on CR 314 and expand the current two-lane bridge over SR 40. OGT can partner with FDOT and Marion County on a plan to have a trail cross to the east side of the Ocklawaha. On the east side of the Ocklawaha, the US Forest Service/Ocala National Forest would be a natural partner for a trail when OGT lands are unsuitable or have gaps. An equestrian trail serving these same areas will be evaluated. A trail south from Sharpes Ferry to Sunnyhill Restoration Area, which is managed by the SJRWMD, would also be part of this trail system.

Ocklawaha Paddling Trail with Camping

The feasibility of establishing a paddling trail on the Ocklawaha River and into Rodman Reservoir will be evaluated. The trail may be established with GPS points and maps, rather than posted signage (Maps 8d, e, f). If feasible, a system of primitive campsites may be established and designated.

Eureka Recreation Area

The proposed Eureka Recreation Area (map 8e) is a heavily disturbed borrow pit with extensive unsanctioned OHV activity. The feasibility of providing between 60 and 120 campsites, designed like the Florida Park Service module campsites, with potable water and permanent restroom facilities will be evaluated. Law enforcement residences would be included. If implemented, the USFS is an anticipated partner. The time frame for developing this recreation area is estimated to be from five to 15 years.

SR 40 paved trail

The approximately 4 mile long paved multi-use trail will connect the Silver Springs area and Ray Wayside Park at the Ocklawaha River. The design is complete and will be incorporated in the current SR 40 road widening design. Additional changes will be included due to numerous

wildlife underpasses that are planned to be included in the future road widening from Silver Springs to east of the Ocklawaha River. FDEP, FDOT, the SJRWMD and Marion County have worked throughout the SR 40 Task Force and PD&E process to develop an overall interconnected recreational and ecological vision for this area.

Bear Track Bay Property

An additional 625 acres is being added to the CFG through a sublease from the SJRWMD. The Bear Track Bay property was purchased by the WMD with wetlands mitigation funds from FDOT as a part of the future widening of SR 40. The property uses are not finalized at this time but are anticipated to include natural surface trails for hiking, mountain biking and equestrian use.

Reduction of intensive silvicultural use, restoration of natural wetlands communities, and recreational improvements are planned for this parcel. Bear Track Bay is located north of the existing CFG Silver Run Connector boundary north of SR 40 and adjacent to the east side of CR 315.