

picnic area. A trail from this location to Deep Lake would provide visitors the opportunity to walk through a mixed hardwood hammock/cypress strand and observe the lake.

Near Copeland an acquired property would be included in the developed zone. This property has already been converted to a fire operations center. This facility would be retained and expanded as necessary to accommodate other preserve operational needs.

The southeast corner of the intersection of State Highway 29 and U.S. Highway 41 would also be included in this zone. This area is already developed and encumbered with leases to the Collier County Sheriff’s Office and Everglades City Chamber of Commerce. These leases currently expire in 2014. Under this alternative this site would be made available to the current tenants to remain or leased to other partners.

**Frontcountry Zone**

Bundschu Grade would be included in this zone. This road would provide access to hikers and bicyclists. In addition commercial interpretive tours and a destination camp providing overnight accommodations could be established if they were deemed economically feasible. In accordance with the Addition Act, the opportunity to provide commercial services would be first offered to the Miccosukee Tribe of Indians of Florida and the Seminole Tribe of Florida.

Areas along the State Highway 29 corridor would be included in the front-country zone. There would be no ORV access from State Highway 29. Facilities and associated activities in these areas would be compatible with management of the adjacent lands within the original preserve. The northernmost access point would be at Bear Island Grade, approximately 5 miles north of I-75. A trail corridor that would follow Bear Island Grade would be included in this zone. This corridor would provide access to the preserve for bicyclists and hikers. A small parking area would be developed.

A small parking area and trailhead would be developed north of Deep Lake, which would provide access to an existing tram for hikers and bicyclists to enter the preserve. A frontcountry corridor would be established on the tram.

**Backcountry Recreation Zone**

The backcountry recreation zone would include Nobles Grade and an area north and east. A system of sustainable, ORV-designated trails would be developed in a portion of this area.

The Florida National Scenic Trail could pass through this zone. Similar to management within the original preserve, motorized use along the trail would be prohibited, a buffer zone would be established along the trail corridor, and ORV trail crossings would be minimized.

The area south of U.S. Highway 41 would also be included in this zone. Motorized boating would be allowed subject to restrictions (e.g., speed limits, horsepower limits) to protect the estuarine mangrove forests and endangered West Indian manatee critical habitat. The preserve would implement and enforce strict protective measures in this area consistent with the NPS policy of manatee conservation. Navigation markers would be added as necessary to provide assistance to motorboaters to avoid mud flats and sand bars. Canoe/kayak trails would be marked and maintained.

Under this alternative the preserve would seek to have commercial boat tours provided in this area, which would emphasize an educational experience associated with mangrove habitat and protection of its inherent flora and fauna, such as manatees. The commercial tour operation would be evaluated to determine if it is economically feasible prior to seeking proposals for operation. In accordance with the Addition Act, the opportunity to provide commercial services would be offered first to the Miccosukee Tribe of Indians of Florida and the Seminole Tribe of Florida.

**Primitive Backcountry Zone**

This management zone would comprise most of the Addition Lands. It would include the Mullet Slough south of I-75 and Cow Bell Strand and California Slough north of I-75. It would also include much of the strip of Addition Lands along State Highway 29. The Florida National Scenic Trail would be included in this zone south of I-75 and could pass through this zone north of I-75. Other trails and routes would be provided in this zone to provide separate trails for walk-in users.

**ALTERNATIVE E**

**CONCEPT**

The emphasis of this alternative would be to expand the opportunities for visitors with limited backcountry expertise to interact with preserve resources. Interpretive opportunities would be focused along I-75, State Highway 29, and a frontcountry area that extends north into the preserve from I-75. There would be a mix of ORV, bicycle, boating, hunting, fishing, camping, and hiking access. Facilities would be constructed to provide backcountry access and to provide for education, orientation, and other structured activities requiring developed facilities. In the backcountry, visitors would experience a landscape where natural processes would predominate. A range of commercial services could be provided to facilitate visitor access and understanding of the preserve. Operational facilities would be provided to support the more extensive maintenance, enforcement, and resource management activities needed to effectively manage increased visitor use and protect resources. To minimize impacts, development would emphasize education and sustainable design concepts and would be primarily focused on previously disturbed areas.

**ZONE ALLOCATIONS AND RELATED ACTIONS**

**Developed Zone**

The developed zone would include two recreational access points along I-75 within the Addition. Roads would provide easier entry into the Addition and support enhanced learning opportunities and interaction with a broad range of resources.

On the east side of the preserve, a recreational access point would be developed near mile marker 51 on the north side of I-75 at the L-28 Interceptor Canal. The developed area would include a visitor contact station that would provide orientation to the preserve and its resources. This access point would provide for a variety of uses, including hikers, ORV users, and boaters. There would be no access to the south.

Farther west, the second access point would be co-located with the Florida Department of Transportation rest area at mile marker 63. This access point would have facilities on both the north and south sides of the highway, including a visitor contact station. The south side facility would include a parking area and foot trail/boardwalk. The trail would expose visitors to a variety of habitats within the preserve. The north side facility would include a parking

area and would provide access to an existing road, known locally as Nobles Grade. This road would be included in the frontcountry zone and would be improved to allow visitors to travel in their vehicles approximately 5 miles north. Within this corridor a series of waysides and trailheads with parking areas would be developed. The road improvements would end at a former ranchsite. In this previously disturbed area a parking area and campground would be developed.

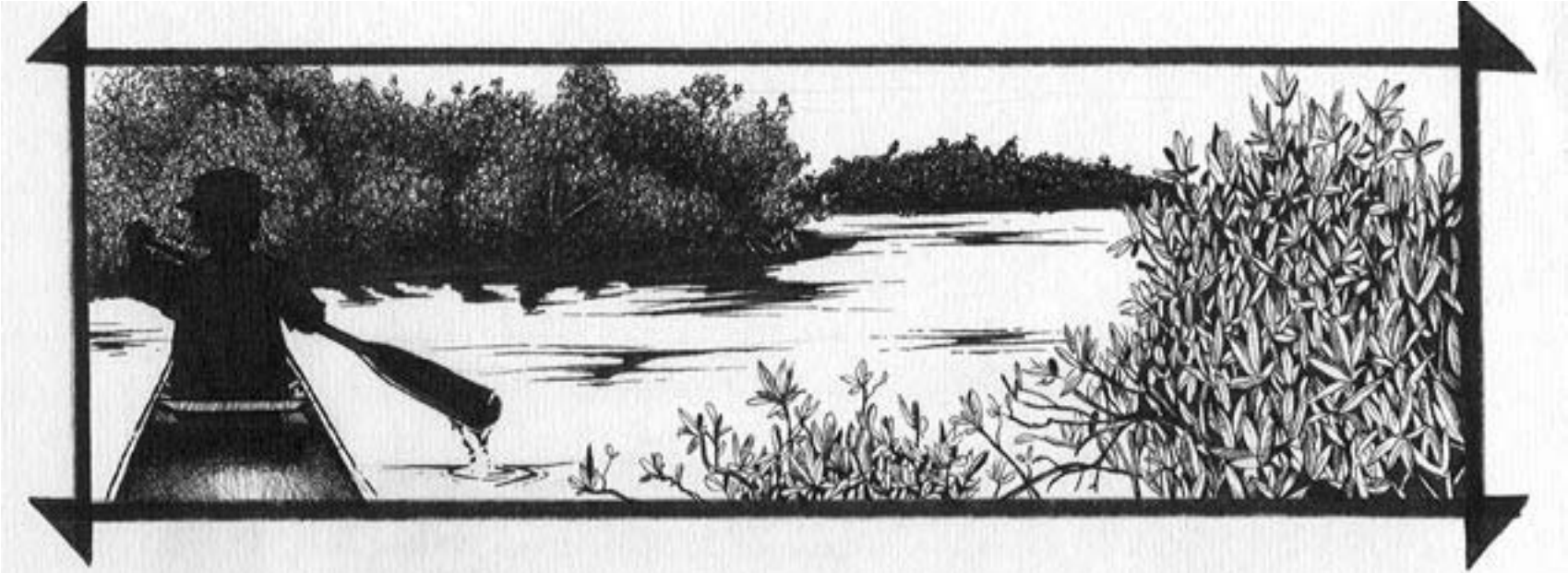
At Deep Lake the former homesite would be developed into a day-use area, including a visitor contact station, parking, and a shelter for picnicking or other small gatherings. A trail from this location to Deep Lake would provide visitors the opportunity to walk through a mixed hardwood hammock/cypress strand and observe the lake.

Near Copeland an acquired property would be included in the developed zone. This property has already been converted to a fire operations center. This facility would be retained and expanded as necessary to accommodate other preserve operational needs.

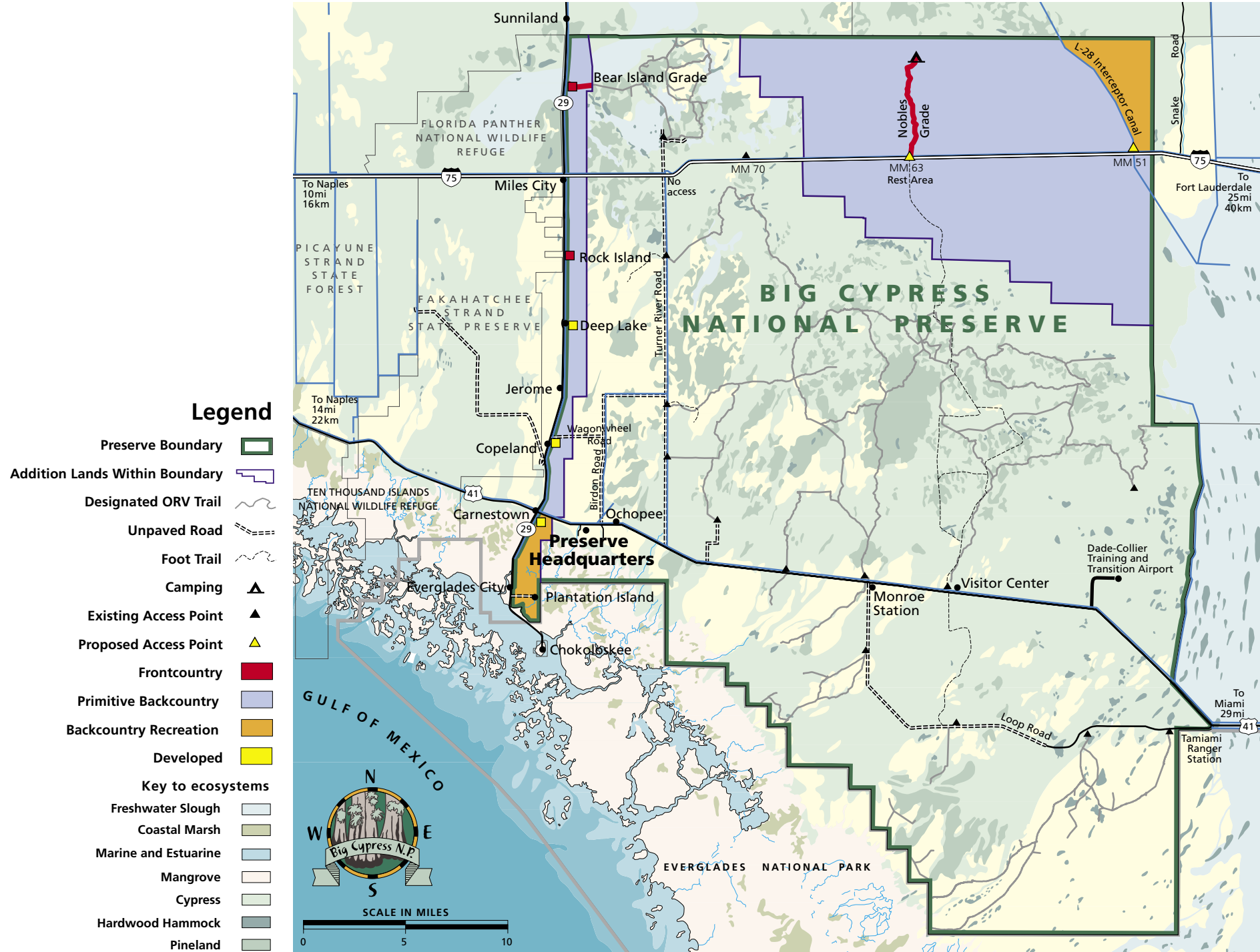
The southeast corner of the intersection of State Highway 29 and U.S. Highway 41 would be included in this zone. This area is already developed and encumbered with leases to the Collier County Sheriff’s Office and Everglades City Chamber of Commerce. The existing uses would continue for the life of the leases. When the leases expire in 2014, this area would be used for providing visitor services. The area would be evaluated for serving as a base for a concession operation such as commercial boat tours, including possibly pontoon boat, canoe, and kayak. If deemed to be economically feasible, the Miccosukee Tribe of Indians of Florida and the Seminole Tribe of Florida would be given the right of first refusal in accordance with the Addition Act.

**Frontcountry Zone**

Nobles Grade would be included in the frontcountry zone and would be improved to allow visitors to travel in their vehicles. Within these road corridors a series of waysides and trailheads with parking areas would be developed. The road improvements to Nobles Grade would end at a former ranch-site approximately 5 miles north of I-75. In this previously disturbed area, a parking area and campground would be developed.







# Preliminary Alternative E

## Addition Lands General Management Plan

### Big Cypress National Preserve

United States Department of the Interior • National Park Service  
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Areas along the State Highway 29 corridor would be included in the front-country zone. There would be no ORV access from State Highway 29. Facilities and associated activities in these areas would be compatible with management of the adjacent lands within the original preserve. The northernmost access point would be at Bear Island Grade, approximately 5 miles north of I-75. A trail corridor that would follow Bear Island Grade would be included in this zone. This corridor would provide access to the preserve for bicyclists and hikers. A small parking area would be developed.

Farther south along the State Highway 29 corridor, a trailhead would be established at Rock Island. This former homesite would be developed to have a small parking area to allow access for visitors to walk into the preserve.

#### Backcountry Recreation Zone

Under this alternative two areas of the Addition would be included in this zone. The first area is located south of U.S. Highway 41, and the second area is in the northeast corner of the preserve.

The area south of U.S. Highway 41 would be opened to both motorized and nonmotorized boats. Canoe and kayak trails would be marked and maintained. Motorized boating would be allowed subject to restrictions (e.g., speed limits, horsepower limits) to protect the estuarine mangrove forests and endangered West Indian manatee critical habitat. The preserve would implement and enforce strict protective measures in this area consistent with the

NPS policy of manatee conservation. The preserve would erect one or two chickees (platform campsites), similar to those found in Everglades National Park, within this area to provide backcountry camping opportunities for boaters.

Under this alternative the preserve would explore commercial boat tours in this area, which would emphasize an educational experience associated with mangrove habitat and protection of its inherent flora and fauna such as manatees. Commercial opportunities would be offered to the Miccosukee Tribe of Indians of Florida and the Seminole Tribe of Florida, because they have a legislatively established right of first refusal.

The northeast corner of the preserve would be included in this zone. This area would be open to ORVs. Access would be provided from I-75. A system of sustainable, ORV-designated trails would be developed in this area.

#### Primitive Backcountry Zone

This management zone would comprise most of the Addition Lands and allow for visitors to explore these areas where natural processes predominate. The zoning would also limit the amount of development of facilities that could occur.

The Florida National Scenic Trail would pass through this zone. The trail would be marked and maintained as necessary for resource protection and safety.