Figure 14. PRT proposal for additional areas to be maintained in agricultural or natural use or restored to improve the functionality of the proposed North Corridor. The wildlife crossing proposed by the Landowners for SR 82 would need to be moved to the west to coincide with the proposed corridor location.
Figure 15. Location of the North Corridor and panther crossings proposed by the Landowners in relation to Florida panther VHF- and GPS-collar telemetry and roadkill (thru January 20, 2009) records.
Figure 16. Areas recommended for preservation by the Panther Review Team (PRT) that overlap with lands suggested as possible locations for future development in the “2050 Concept Plan.”
Figure 17. RLSA lands proposed by the PRT for additional protection, lands with high natural resource values (i.e., HSA, FSA, some WRAs), RLSA Open lands protected as SSAs, and the Ave Maria DRI, Town of Big Cypress DRI, and the proposed Hogan Mine relative to the Florida panther Primary and Secondary Zones (Kautz et al. 2006).
Figure 18. Minimum number of panthers more than two years of age and number of documented road-kills by year.

The minimum number of panthers per year was calculated from the estimated birth and death dates of live-captured panthers or panthers discovered at death (primarily road-kills). Totals for each year include any panther more than two years of age at some point in that year. (Note: the apparent decline in the minimum number of panthers over the past few years is an artifact of the way the graph was constructed. As we encounter panthers in the future and age them, the numbers for these years will increase).
Figure 19. Number of lanes for existing and new roads as proposed by RLSA landowners.
Figure 20. Segments of existing and proposed new roads where panther/traffic concerns may exist within areas recommended for preservation by the Panther Review Team (PRT) in relation to future developments depicted in the "2050 Concept Plan."
LAND SUITABILITY MAPPING PROCESS

Step 3

- This map shows four project corridors developed for the SR 29 project

- Corridors vary in width so that impacts to environmental features can be avoided or minimized