



**FLORIDA DEPARTMENT OF
ENVIRONMENTAL PROTECTION**

MARJORY STONEMAN DOUGLAS BUILDING
3900 COMMONWEALTH BOULEVARD
TALLAHASSEE, FLORIDA 32399-3000

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GOVERNOR

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JONATHAN P. STEVERSON
SECRETARY

February 25, 2015

Okaloosa Island Leaseholders Association Board of Directors
Attn: Kathy Foster, Vice President
849 Tarpon Drive
Fort Walton Beach, FL 32548

To whom it may concern:

This letter is in regards to the planned trail project on Santa Rosa Island stretching from Santa Rosa Boulevard to the Destin Bridge. The Department of Environmental Protection's Office of Greenways and Trails confirms that this project is located within the Florida Greenways and Trails System (FGTS) Land Trail Opportunity and Priority Network.

The Priority Network encompasses the more important corridors and connections within the FGTS Opportunity Network. Constructing a trail in this area provides outdoor recreational users with access to trails connecting Eglin Beach Park, John Beasley Park, Fort Walton Beach Park and other locations on Okaloosa Island. The proposed trail would close an approximately 5 mile gap along the Great Northwest Coastal Trail Corridor (GNCTC), an identified long distance trail corridor in the FGTS Priority Network, that will eventually connect approximately 270 miles of trail across the Panhandle. Additionally, the GNCTC will connect communities between Pensacola, to the Capital City to Sea Trails in Tallahassee, and to St. Augustine through the Original Florida Corridor, creating a continuous trail connection across Northwest and Northeast Florida.

A project such as this will provide dedicated access to shared-use paths, trails and other recreational opportunities. They create the optimum setting for safe and efficient use of non-motorized types of transportation for communities and commercial centers. Trails are becoming an increasingly important economic engine for communities, with benefits fueled by both residents of the state and visitors to local municipalities.

If you need additional information or assistance please contact Brian Ruscher or myself at 850-245-2060.

Sincerely,

Samantha Browne, Bureau Chief
Division of Recreation and Parks
Office of Greenways and Trails

SB/bpr



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH TEST WING (AFMC)
EGLIN AIR FORCE BASE FLORIDA

4 May 2015

Barbara J. Brandt
96 Civil Engineer Group
Real Estate Management Office
501 DeLeon Street, Suite 100
Eglin AFB FL 32542-5133

Dave Hancock
Board of Directors – Okaloosa Island Leaseholders
113 Brooks Street, Unit 401
Fort Walton Beach FL 32548

Dear Mr. Hancock

The Eglin Real Property Office has received your request on behalf of the Okaloosa Island Leaseholder's Association for a multi-use pathway along Hwy 98 on Okaloosa Island. We are currently processing your request which is at Step 2 of the attached New Grant Process sheet. Provided your request is approved by the pre-approval boards, it will meet the Eglin Facilities Board in June.

Please contact Ms. Melinda Hazzard at (850) 882-1348 should you have further questions.

Sincerely

A handwritten signature in blue ink that reads "Barbara J. Brandt".

BARBARA J. BRANDT, GS-12, USAF
Real Property Officer

- 2 Attachments:
1. Request
 2. New Grant Process

Mr. Randall Rowland
Chief, Installation Management Division
96 CEG/CEI
Eglin AFB, FL 32542

P.O. Box 4323
Fort Walton Beach, FL

32549

March 11, 2015

Mr. Rowland,

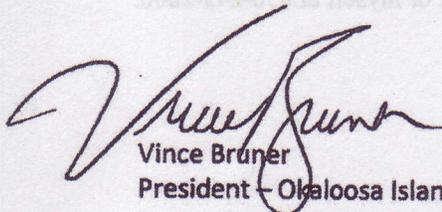
First let me express the thanks of the Okaloosa Island Leaseholders for taking the time from your busy schedule to consider the multi-use pathway proposal on Okaloosa Island. Our continued cooperation has the potential to provide significant health and economic benefits.

Back in December a representative from OILA briefed the 96 CEG on the multi-use pathway proposal which would be on the north side of US 98 between the Santa Rosa Blvd./U.S. 98 intersection at the east end of Brooks Bridge to the east end of the Destin Bridge. Note that this will also tie in to a 12 foot wide pedestrian/bike pathway that is required for the Brooks Bridge replacement and will also be a section of the DEP's Great Northwest Florida Coastal Trail Corridor (attachment 1). Also note again that the proposed pathway would stay in the FDOT right of way along U.S.98.

At this time OILA is getting ready to apply for Okaloosa RESTORE Advisory Committee (ORAC) grant to develop a design and perform an environmental impact study which the 96 CEG said would be required back in December. One of the requirements of the grant application is that approval of the owner of the property be part of the grant application. That is point of this request for assistance - we need 96 CEG support to get the funding for the required environmental impact study.

Attached to this letter are FDOT Plans Preparation Manual standards for multi-use pathways so 96 CEG can review the design details (attachment 2).

Thanks again for your organization,s continued assistance.



Vince Bruner
President - Okaloosa Island leaseholders Association

President - Okaloosa Island leaseholders Association

8.5 Drainage and Utility Considerations

Drainage inlets, grates and utility covers are potential problems for bicyclists. When a new roadway is designed, all such grates and covers should be kept out of the bicyclists' expected path. For RRR projects refer to **Chapter 25.4.19.2** of this volume. Refer to **Figure 3-11, Curb Inlet and Gutter Inlet Application Guidelines**, and **Figure 3-12, Ditch Bottom and Median Inlet Application Guidelines**, of the **Storm Drain Handbook**, and **Design Standards** for further information in selecting appropriate grates and inlet tops.

See **Chapter 2** of this volume for horizontal clearances for light poles.

8.6 Shared Use Paths

Shared use paths are paved facilities physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or an independent right of way. Shared use paths are used by bicyclists, pedestrians, skaters, runners and others. The bicycle's operating characteristics will govern the design of shared use paths, as well as the requirements of the **2006 ADA Standards for Transportation Facilities**. The term *path* as used in this section refers to these paved shared use paths. An example typical design is provided for guidance in **Volume 2, Exhibit TYP-19**.

8.6.1 Considerations

Shared use paths adjacent to a roadway may be considered if the following conditions are met:

1. The path will be separated from the roadway.
2. There will be few access points or roadways crossing the path.
3. There will be adequate access to local streets and other facilities along the path.
4. There is a commitment to provide path continuity with other bikeways throughout the corridor.

Shared use paths are not replacements for on-street bicycle lanes. Within a roadway right of way, bicycle lanes are the safest, most efficient bicycle facility. When paths are located immediately adjacent to roadways, some operational problems are likely to occur:

1. Paths require one direction of bicycle traffic to ride against motor vehicle traffic, which is contrary to the normal Rules of the Road. Motorists are not in the habit of scanning for traffic from that direction.
2. At path ends, bicyclists riding against traffic will tend to continue to travel on the wrong side of the street, as do bicyclists getting on to a path. Wrong-way travel by bicyclists is a major cause of bicycle/automobile crashes and should be discouraged.
3. Many bicyclists will use the roadway instead of the path because they have found the roadway to be safer, less congested, more convenient, or better maintained.

8.6.2 Widths

The appropriate paved width for a shared use path is dependent upon context, volume and mix of users. Typically, widths range from 10-14 feet, with the wider values applicable to areas with high use and/or a wider variety of users (bicyclists, pedestrians, joggers, and skaters). The need to provide for larger emergency or maintenance vehicles or manage steep grades can also affect appropriate width. The minimum width for a two-directional shared use path is 10 feet. **FHWA's Shared Use Path Level of Service Calculator** may be used as a guide in determining when a width greater than the minimum might be needed.

Curb ramps shall be the same width as the path. At locations where the path narrows from the typical width warning signs or pavement markings in conformance with the MUTCD should be used.

8.6.3 Cross Slopes

Since pedestrian use is expected on shared use paths, ADA requirements shall be met. Therefore, the maximum cross-slope shall be 2%.

8.6.4 Grades

To meet ADA the maximum grade is 5%. Grades greater than 5% should be considered ramps and designed accordingly. Maximum ramp slopes are 8.33% and can have a maximum rise of 30 inches, with a level landing at least 60 inches in length.

To accommodate bicycles exclusively, grades should not exceed 5%, since steeper grades cause difficulties for many bicyclists. If the terrain makes it necessary to use steeper grades on short sections, the following restrictions are recommended:

Table 8.6.1 Maximum Grade Lengths

Grade (%)	Maximum Length
6%	For up to 800 feet
7%	For up to 400 feet
8%	For up to 300 feet
9%	For up to 200 feet
10%	For up to 100 feet
11+%	For up to 50 feet

NOTE: When using a longer grade, 4 to 6 feet of additional width should be added to the path to allow some bicyclists to dismount and walk their bikes. Additional clear distances should be provided and sight distances must be modified to accommodate longer grades.

Refer to **Section 8.6.9** for controls on grade changes.

8.6.5 Horizontal Clearance

A 4-foot horizontal clearance to lateral obstructions shall be maintained on both sides of a shared use path. A 2-foot wide graded area with a maximum 1:6 slope shall be maintained adjacent to both sides of the path.

Edge drop-offs should be avoided. When drop-offs cannot be avoided they should be shielded as discussed in **Section 8.8**.

8.6.6 Vertical Clearance

The vertical clearance to obstructions should be a minimum of 8 feet. However, vertical clearance may need to be greater to permit passage of maintenance and emergency vehicles. In underpasses and tunnels, 10 feet is desirable. Where equestrians may be sharing the path, a vertical clearance of 10 feet is desirable.

8.6.7 Design Speed

For paths in relatively flat areas (grades less than or equal to 4%), a design speed of 18 mph shall be used. When a downgrade exceeds 4 percent, a design speed of 30 mph should be used.

8.6.8 Horizontal Alignment

8.6.8.1 Minimum Radii

The minimum radius of curvature based upon superelevation for a shared use path is calculated based upon the following formula:

$$R = [V^2/15*(e/100 \pm f)] \text{ where:}$$

R = Minimum radius of curvature (feet)

V = Design speed (mph)

e = rate of bikeway super elevation (percent)

f = coefficient of friction

The effective superelevation is usually limited to the existing 2% cross slope and may be positive or negative. If a transition is needed, then a minimum 75-foot transition should be used. See **Table 8.6.2** for minimum radii for shared use paths. Further information on calculating the minimum radii may be found in the **AASHTO Guide for the Development of Bicycle Facilities, 2012.**

Table 8.6.2 Minimum Radii for Horizontal Curves on Shared Use Paths

Design Speed	Superelevation	Friction Factor	Minimum Radius (ft.)
18	2%	0.27	74
18	-2%	0.27	86
30	2%	0.21	261
30	-2%	0.21	316



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE FLORIDA

27 April 2015

FROM: Eglin Air Force Base Real Estate Office

TO: Grantee

SUBJECT: New Outgrant Process

Step 1 – Request for Use of Air Force Real Property

Please submit your outgrant request to the Eglin Real Estate Office that includes a detailed explanation of your intended use, a description of the requested federal property, and a map/drawing depicting the location of the land parcel or facility. An AF Realty Specialist will be assigned to process your request and will be your point of contact throughout the process to answer questions and provide status updates. Points of contact are Melinda Hazzard (850) 882-1348 or David Branscome (850) 882-1350.

Step 2 – Pre-Approval

Your request will be submitted to the appropriate committee for pre-approval. Requests for property within the Eglin cantonment areas must be pre-approved by the Installation Development Committee (IDC) which meets quarterly. Requests for use of property on Eglin ranges must be pre-approved by the Range Control Configuration Committee (RC3) (meets bi-monthly) which in some cases can be elevated to the Range Development Executive Steering Committee (RDESC) which also meets quarterly. Requests for property on Hurlburt Field must be pre-approved by the 1st Special Operations Wing (1SOW) Facilities Board which meets quarterly.

Step 3 – Facilities Board Approval

Once your request has been pre-approved by the appropriate committee, your Realty Specialist will submit it to the 96th Test Wing Facilities Board (FB) (meets quarterly) for installation approval.

Note: Steps 4 through 7 below may incur expenses for a survey, legal description, applicable environmental processes, appraisal, and/or other administrative fees.

Step 4 – Outgrant Processing Phase

Once your request is approved by the FB, your Realty Specialist will notify you and request a new survey. A metes and bounds survey (signed and sealed) is required and must include one hard copy and one digital copy. Ensure the digital survey is in Adobe PDF format. In addition, provide one hard copy and one digital copy (traverse file format) of the legal description. See the attached examples.

Step 5 – Environmental Review

Once the survey is provided, your Realty Specialist will submit an AF Form 813 to the 96 CEG/CEVSP (Environmental Analysis Office) to initiate the National Environmental Policy Act

(NEPA) process for your outgrant request including the map/drawing you provided. The AF Form 813 process determines the level of environmental study required by NEPA. This is typically at least a two-week process.

Step 6 – Environmental Analysis

An environmental review by the base Environmental Manager will determine whether the NEPA review (Step 5) supports eligibility for a categorical exclusion or if further analysis is required through an Environmental Assessment or an Environmental Impact Statement. 96 CEG/CEV will initiate an Environmental Baseline Survey (EBS) or a waiver if the area is covered by a previous EBS. You have the option of preparing the environmental documentation in-house or by contract. If you select a contractor that is not familiar with the Federal NEPA process (Air Force specific), it could create additional delays in the processing of the documents. If scheduling permits, you may also elect to have Eglin's Environmental Management Office prepare the environmental documentation on a cost reimbursable basis. When the necessary environmental processes are complete, copies of the final documents will be provided to you and they will also become part of the outgrant. This is typically, at minimum, a three-month process.

Step 7 – Fair Market Value (FMV) Determination

With very few exclusions, Federal law requires that the USAF receive FMV for outgrants, both new and renewal. Most outgrants require an appraisal to begin rent negotiations. The Real Estate Management Office will determine rent payments for small land and base facilities use. If you wish to dispute the FMV determination, you may commission an appraisal at your expense which we will consider for further negotiations. There are few exceptions to the FMV requirement; we will inform you if an exception applies to you. Rent may be paid in cash or through in-kind considerations (i.e. goods and/or services.)

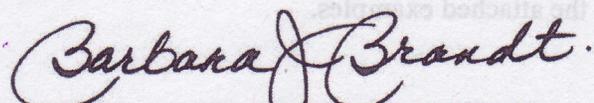
Step 8 – Staffing and Execution

Once the environmental analysis and FMV determination is complete, the outgrant will be prepared and sent to you for signature with three original signature pages and applicable exhibits. After you return the signed package, it will be forwarded to the appropriate AF level for execution.

Note: The overall timeline for a new outgrant varies based on the type of request. Outgrants executed at the base level normally require a minimum of 6 to 12 months. Outgrants executed at the Air Force level typically require at minimum of 12 to 24 months and vary based on complexity. These are estimates only. Also, please understand that Eglin AFB is an active duty base, and there may be times when mission-essential duties take precedence, which may result in additional delays.

Step 9 – Completion

An executed original outgrant will be sent to you which completes the new outgrant process.



BARBARA J. BRANDT, GS-12, USAF
Real Property Accountability Officer

8.6.9 Vertical Alignment

The minimum length of vertical curve necessary to provide minimum stopping sight distance at various speeds on crest vertical curves is selected by using the formula listed below:

$$\text{When } S > L: \quad L = 2S - (900 / A)$$

L = Min. Length of Vertical Curve (ft.)

A = Algebraic Grade Difference (%)

$$\text{When } S < L: \quad L = AS^2 / 900$$

S = Stopping Sight Distance (ft.)

8.6.10 Separation between Shared Use Path and Roadway

When shared use paths are located adjacent to a roadway, a separation shall be provided. This demonstrates to both path users and motorists that the shared use path is a separate facility.

On roadways with flush shoulders, this separation is 5 feet measured from the outside edge of shoulder to the inside edge of the path. On roadways with curbs, the separation is 4 feet measured from the back of curb to the inside edge of the path, with consideration of other roadside obstructions (signs, light poles, etc.).

8.6.11 Path Railings

Railings or fences shall be provided as indicated in **Section 8.8**.

8.6.12 Lighting

Lighting for shared use paths is important and should be considered where riding at night is expected, such as paths serving college students or commuters, and at roadway intersections. Lighting should also be considered through underpasses or tunnels. Lighting standards are provided in **Table 7.3.1** of this volume.

8.6.13 Signing, Pavement Marking, and Signalization

The **Design Standards** and **MUTCD** shall be consulted for all signage, pavement markings and signals, especially on path/roadway intersections.

8.6.8.2 Stopping Sight Distance

The minimum stopping sight distances for a shared use path are calculated based upon the following formula:

$$S = \left[\frac{V^2}{(30 \times (f \pm G))} \right] + 3.67V$$

Where:

S = Stopping sight distance (feet)

V = Velocity (mph)

f = coefficient of friction (use 0.16 for typical bike)

G = grade (feet/feet)

The minimum stopping sight distance for a cyclist travelling 18 mph on a level shared use path is 134 feet. Additional values are given in **Table 8.6.3**. For a shared use path the object height is assumed 0.0 feet and the eye height is 4.5 feet. Further information on calculating the minimum stopping sight distances may be found in the **AASHTO Guide for the Development of Bicycle Facilities, 2012**.

Table 8.6.3 Minimum Stopping Sight Distances

MINIMUM STOPPING SIGHT DISTANCE (FEET)														
Design Speed	GRADES													
	-9%	-8%	-7%	-6%	-5%	-4%	-3%	3%	4%	5%	6%	7%	8%	9%
18 MPH	Use 30 MPH Values					156	149	123	120	118	115	113	111	109
30 MPH	539	485	444	410	383	Use 18 MPH Values								



GREATER FORT WALTON BEACH CHAMBER OF COMMERCE

"Keep Moving Forward"

March 19, 2015

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Horizons of Okaloosa County

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Attn: Kathy Foster
Vice President, OILA Board of Directors
849 Tarpon Dr.
Fort Walton Beach, FL 32548

To Whom it May Concern:

This letter is in regards to the planned trail project on Santa Rosa Island stretching from Santa Rosa Blvd. to the Destin Bridge.

In a letter dated February 25, 2015, the Department of Environmental Protection's (FDEP) Office of Greenways and Trails confirmed that this project is located within the Florida Greenways and Trails System (FGTS) Land Trail Opportunity and Priority Network. In that letter the FDEP indicates that the planned trail project will close a five mile gap in the Great Northwest Coastal Trail Corridor (GNCTC). Additionally, the proposed trail project will connect sites such as Eglin Beach Park, John Beasley Park, Fort Walton Beach Park and other recreational areas along Santa Rosa Island. The trail project will contribute to the eventual completion of a 270 mile trail spanning the distance of the Florida Panhandle.

It is the position of the Board of Directors of the Greater Fort Walton Beach Chamber of Commerce that this trail project will contribute in a positive way to the overall health of the Santa Rosa Island and Fort Walton Beach communities. This trail will increase opportunities for safe outdoor recreation which will enhance community satisfaction and tourism appeal. Additionally, this trail will provide safe alternatives for pedestrian and bicycle traffic which will ease motor traffic frustrations. All of these affects will undoubtedly have favorable impacts on the economic and social environments of the Fort Walton Beach community as a whole.

The Board of Directors of the Greater Fort Walton Beach Chamber of Commerce supports OILA's proposed project to build the trail as presented on February 19, 2015.

Any questions or requests for additional information may be directed to the Fort Walton Beach Chamber of Commerce at (850) 244-8191.

Sincerely,

LA Woodall
2015, Chair of the Board
Greater Fort Walton Beach
Chamber of Commerce

Long Distance Multi-use Land Corridors



The [Florida Greenways and Trails System Plan](#) provides a framework to develop a statewide connected network of non-motorized trails. The system consists of local, regional, state and federal trails, bridging gaps between communities and serving as a driver for recreation, transportation, economy, health, tourism, and conservation.

The [Office of Greenways and Trails](#) works with many public and private partners to ensure connectivity from one trail to another. This map illustrates some of the possible long distance corridors that either have an identity as the result of local desire, or have the potential to become a trail as part of the 2013 to 2017 Florida Greenways and Trails System Priority Network.