

5/21/09 Executive Director's Report

Fuel Farm

E.O. Koch has changed engineering firms for the site civil design. Carl Cool Engineering is now providing the Site Civil design for the new Fuel Farm and is working with E.O. Koch on an overall project schedule. A preliminary concept for the Fuel Farm layout has been submitted and reviewed by SAA staff. Carl Cool Engineering is now working on the detailed construction plans and specifications. It is anticipated that the overall cost of the project (design, permitting, and construction) will be approximately \$718,000.

Runway 14-32 and Taxiway A-4 Rehabilitation

Lawrence-Lynch Corporation has executed the standard agreement and secured bonding for the Runway 14-32 and Taxiway A-4 Rehabilitation Project. Upon approval by the SAA, a Pre-Construction Conference will be scheduled to discuss construction schedules, contractor mobilization, construction inspection and material testing, and other coordination items. It is currently anticipated that construction will begin sometime in June and should be completed by November.

As part of the FAA grant process, we were asked to re-submit the AIP Grant Application with the actual bid amounts and associated engineering inspection/administration fees. During the review of the grant application and project information, the FAA-ADO had some issues with how the eligible vs. non-eligible quantities of work were split.

The FAA is only going to fund rehabilitation of a 75' x 3,500' runway. The additional 25' in width and 1,500' in length would need to be funded by other sources. As we discussed with both the FAA and FDOT, SAA has no desire to shorten the usable length of this runway and would like to rehab the full 100' x 5,000'. This would provide a crosswind runway capable of handling the entire fleet mix of aircraft operating out of Sebring.

PBS&J has worked with the FAA on resolving the issues associated with eligible vs. non-eligible portions of work. The FAA has acknowledged that certain items cannot be split 60/40 and are willing to cover them entirely; however, the split of quantities accepted by the FAA has resulted in a change in the funding breakdown previously discussed with the Board and FDOT. Based on the revised FAA split in quantities, we will need FDOT to fund a total of \$793,811.20. This is an increase of \$118,966 over the amount previously discussed. SAA will need to fund a total of \$198,451.80, which is an increase of \$29,740.40 over the amount previously discussed.

Runway 18-36 Extension

URS has completed the Early Notification process for the Environmental Assessment and has developed draft versions of the first three sections of the EA (Introduction, Purpose and Need, Alternatives). These sections have been reviewed by SAA staff and planning

consultants, and are being finalized for coordination with FAA. Once coordination with FAA on these sections has been accomplished, a newsletter regarding the EA will be issued, and an informational meeting on the EA for agency personnel and the public will be scheduled. Field mapping of wetlands and biotic communities in the vicinity of the proposed project has been completed, and development of the Affected Environment section of the EA is underway.

Catalyst Infrastructure

A permitting coordination meeting was conducted by the Governor's office on April 14th. The purpose of this meeting was to discuss the proposed project and determine the permitting or agency approval requirements necessary to complete the project. Based on these discussions, it was determined that the most efficient way to permit the Catalyst Infrastructure Project would be to modify the existing Commerce Park / Taxiway Bravo permitting application package (currently under review) to include the Catalyst Site and associated infrastructure. SAA was directed to submit a RIF Grant Application for the engineering and permitting services for the Catalyst Infrastructure Project. PBS&J will be contracted to furnish engineering and environmental permitting services for the development of construction plans and permitting submittal packages for the infrastructure improvements detailed below:

- Roads: In order to improve access to the proposed Catalyst Site, Carroll Shelby Drive will be realigned and reconstructed into a four-lane divided roadway with curb and gutter.
- Stormwater Ponds: Stormwater ponds will be constructed for the Catalyst Site and the improved access roadway. The ponds are required to provide water quality treatment and to limit the discharge from the project into the downstream development.
- Site Work: The proposed site development activities include removal of unsuitable materials (organic layer of material associated with years of grazing, depth ~ 2-ft) and placement and compaction of embankment to bring the site up to a suitable building elevation, which will allow for proper drainage.
- Utilities: The new development will require new water, wastewater and electrical distribution systems. These new systems will run the length of Carroll Shelby Drive and provide utility service to the Catalyst Site and other future sites nearby.

The current schedule has the engineering and permitting beginning in June 2009 at which time bidding and construction of the infrastructure will begin, followed by State-sponsored marketing of the site. Completion is scheduled for January 2010. Anticipated project costs associated with the Catalyst infrastructure improvements are \$38,749.705.

Taxiway Bravo

Design of Taxiway Bravo was completed in 2006, and plans and specifications have been “on the shelf” awaiting funding. A permitting package has been submitted to South Florida Water Management District in anticipation of possible economic stimulus funding. The FAA is aware that this project can be re-packaged, advertised, and bid within 45 days, provided discretionary funding is made available. It is anticipated that the construction of Taxiway Bravo will cost approximately \$3M; however, the project may be broken into pieces and the construction phased based on available funding.

Commerce Park

The final design of the Commerce Park has been put on hold while we await comments from the South Florida Water Management District. The design is approximately 90% complete and a permitting package was submitted to South Florida Water Management District last month. Typically, the review period lasts approximately 60 days and involves a series of agency comments/questions and engineer responses; however, there has been some discussion with the permitting agencies that the Commerce Park and Taxiway Bravo projects may be included in the permitting for the Catalyst Infrastructure project. This would expedite the permitting for the Catalyst project, but would delay the permitting for the Commerce Park and Taxiway Bravo. While the Commerce Park, Taxiway Bravo, and Catalyst Infrastructure projects may be permitted together, each project will have its own plan set, specifications, and bid documents. Each project will be advertised and bid separately as funding becomes available. The Commerce Park project could be completed, advertised, and bid within 60 days once final design resumes.

Haywood Taylor Boulevard Extension

Design and Permitting for the Haywood Taylor Boulevard Extension are still temporarily on hold while alternative funding is explored. It is anticipated that final permitting designs could be submitted to South Florida Water Management District within three weeks once design efforts resumed.

E-Stone

No change from last month. The project has been completed with the exception of the landscaping. A revised landscaping plan has been submitted and approved by SAA staff. This revised plan will provide an aesthetically pleasing arrangement for the area between the storage bins and the manufacturing building along Haywood Taylor Boulevard. The revised plan allows for future changes in the landscaping as additional facilities are added to the E-Stone site.