

Executive Director's REPORT



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Fuel Farm

Commissioning of the new facility and decommissioning and removal of the old tanks should be completed within the next 30 days. 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

The last phase of asphalt paving was completed on December 4th. This involved closing the airport for approximately 12 hours as the contractor milled and overlaid the Runway 14/32 and 18/36 intersections. Pavement markings were applied last week and a final inspection was conducted this week with FAA, SAA, and PBS&J personnel in attendance. Based on this inspection, the project has achieved final completion and acceptance and the runway and taxiway have been re-opened to traffic.

The Runway 14-32 and Taxiway A4 Rehabilitation was completed on schedule and slightly under budget. Project close-out is in progress and a final (deduct) change order is being drafted.

Runway 18-36 Extension

No change from the URS report at the November meeting.

Runway 18-36 Lighting and Marking Upgrades

The FAA has developed a new RNAV Instrument Approach Procedure for Runway 18/36. Based on a review of the approach requirements, the current approach and visibility minimums could be significantly improved with the addition of touchdown zone markings and the installation of an Approach Lighting System. This would provide the airport with a precision approach capability that it currently doesn't have. Airport staff is currently working with the FAA on justification and potential funding for this project.

Catalyst Infrastructure

Planning, Engineering, Design, and Permitting services for the Catalyst Infrastructure Project are currently in progress. Planning has involved conceptual drawings and "visioning" of the Catalyst Site and associated land development opportunities along Carroll Shelby Drive. Based on these concepts, PBS&J's surveying and geo-technical sub-consultants have, again, been out in the field gathering additional data. In addition, PBS&J has been coordinating permit requirements with the FAA, South Florida Water Management District, Army Corps of Engineers, and various other regulatory agencies. An updated Airport Layout Plan has been submitted to the FAA and a Short Form Environmental Assessment is being prepared. The Infrastructure Improvements being designed and permitted under this contract include:

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.

STORM WATER PONDS:

Storm water 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 allowing 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 future sites nearby.

Engineering and Permitting will be

completed in April 2010 under the current schedule. At that time, bidding and construction of the infrastructure will begin, followed by State-sponsored marketing of the site. 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 was 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, but the project may be broken into pieces, with the construction phased, based on available funding.

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 when design efforts are resumed.

E-Stone

This project has been completed with the exception of the landscaping. A revised Landscape Plan, which will provide an aesthetically pleasing arrangement for the area between the storage bins and the manufacturing facility along Haywood Taylor Boulevard, has been approved by SAA staff. The approved Landscape Plan will also allow for future changes in the landscaping as additional facilities are added to the E-Stone site.



Commerce Park

The final design of the Commerce Park has been put on hold until the permitting package for the Catalyst Infrastructure Project has been submitted to the South Florida Water Management District. The design is approximately 90% complete and a permitting package was submitted to South Florida Water Management District in May. Typically, the review period lasts approximately 60 days and involves a series of agency comments/questions and engineer responses. The permitting agencies have requested that both the Commerce Park and Taxiway Bravo be included in the permitting for the Catalyst Infrastructure Project. This will expedite the permitting for the Catalyst Project, but will 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 when final design resumes.



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