

Executive Director's REPORT



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Sebring News | November 2009

Fuel Farm

Site work has been completed and the new fuel tanks have been installed. E.O. Koch is working on small adjustments to the fuel tanks and pump equipment in



preparation for commissioning of the new facility. 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

Cracking and seating of the existing concrete pavement has been completed. The existing pavement was cracked (broken) and a 50-ton roller seated the cracked pavement into place. Upon completion of the seating operation, the contractor began filling in low spots and holes in preparation for asphalt paving. Paving of Runway 14-32 and Taxiway A4 has taken approximately four weeks to complete. During that time, weather and equipment breakdowns have resulted in some small delays in the production rate. In order to make up for lost time and improve safety during construction, the contractor worked overtime and arranged for the Air Traffic Control Tower

to be staffed during the last phase of the paving. Tower personnel helped manage traffic flow around the work crews and allowed sections of pavement to remain open during the final phase of paving. The asphalt pavement will need to cure for a period of 30 days before

the runway and taxiway pavement markings can be applied. This final step should be completed before the end of the year. Runway 14-32 and Taxiway A4 should open to traffic prior to the holidays.

As discussed previously, 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. Based on the revised FAA split in quantities, FDOT will need to fund a total of \$793,811.20 and SAA will need to fund a total of \$198,451.80.

Runway 18-36 Extension

A Preliminary Draft EA (PDEA) was submitted to the Authority for review in Mid-September. A coordination meeting including the Executive Director and the consultants for the EA and the Catalyst Project was held in early October to discuss potential alternatives for compensating for unavoidable impacts to floodplains, wetlands, and water treatment facilities. Once a proposed mitigation program is agreed upon by the Authority, the PDEA will be submitted to the FAA for review. Upon receipt of comments from FAA the Draft EA will be published. It is hoped that this will happen by mid-December.

Runway 18-36 Lighting and Marking Upgrades

The FAA has developed a new RNAV Instrument Approach Procedure for Runway 18/36. The FAA is looking into the current approach and visibility minimums to see if they could be improved with the addition of touchdown zone markings and an upgrade to high intensity runway edge lights (HIRLs).

If the runway edge lights were upgraded, the existing electrical cable would need to be replaced as well. The existing cable is 20+ years old and requires extensive maintenance to keep the circuit active. SAA staff is currently working with the FAA on this potential project. A basic bid package for these upgrades has already been developed and could be ready for advertisement within a couple of weeks. Anticipated construction cost is less than \$80,000.

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 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; however, the permitting agencies have requested that both the Commerce Park and Taxiway

Bravo projects 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 once final design resumes.

Catalyst Infrastructure

The Engineering Design and Permitting Services for the Catalyst Infrastructure Project are currently in progress. PBS&J's surveying and geotechnical sub-consultants have been in the field gathering data. In addition to the data gathering, 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 included:

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 calls for engineering and permitting being completed in April 2010. 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; however, the project may be broken into pieces and the construction phased, based on available funding.

Haywood Taylor Boulevard Extension

The 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 resume.

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.



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