

Executive Director's REPORT



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Fuel Farm

Carl Cool Engineering has completed the detailed construction plans and specifications for the new Fuel Farm facility. A peer review was conducted by PBS&J and Carl Cool Engineering has addressed the review comments, revising the plans accordingly. Based on the preliminary concepts for the new Fuel Farm, South Florida Water Management District (SFWMD) issued a modification to the existing Surface Water Permit on July 2nd and E.O. Koch began survey and preliminary site work on August 10th. Site work and installation of the new 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 \$718,000.00.

Runway 14-32 and Taxiway A-4 Rehabilitation

Notice-to-Proceed was issued July 16th and work is currently in progress. Initial work efforts have included concrete saw cutting, concrete removal, and installation of underdrain and outfall pipes. The underdrains allow the subgrade (soil) under the concrete to drain prior to the start of concrete rubblization. This improves the efficiency of the concrete rubblization process and results in a stronger pavement section. Concrete breaking (rubblization) is anticipated to begin September 14th. Substantial completion and beneficial occupancy of the new pavement should take place before the end of the year.

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', which 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. noneligible 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 Lighting and Marking Upgrades:

The FAA has developed a new RNAV Instrument Approach Procedure for Runway 18/36. In order to reduce the existing approach minimums and visibility requirements and take advantage of this new precision approach, touchdown zone markings will need to be added to the existing non-precision runway markings and the existing Medium Intensity Runway edge Lights (MIRLs) will need to be replaced with High Intensity Runway edge Lights (HIRLs).

A basic bid package for these upgrades has been developed and is ready for advertisement. Anticipated construction cost is less than \$60,000.00. Airport staff is currently working with the FAA on potential funding for this project.

Runway 18-36 Extension

Monthly Progress

- The need for additional field investigation of wetlands and biotic habitats at the project location and potential mitigation sites were identified.
- The modeling of future aircraft noise contours was completed.
- The development of the Affected Environment section of the EA was completed.
- The assessment of the potential environmental consequences of the Proposed Project continued.
- The development of the Environmental Consequences discussions for the EA were initiated.

Catalyst Infrastructure

A RIF Total Project Grant has been issued for \$993,579.00. This grant covers the engineering and environmental permitting services for the development of construction plans and permitting submittal packages for the infrastructure improvements, detailed below:

Since this meeting, a RIF Total Project Grant has been issued for \$993,579. This grant covers the 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 road 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 to provide utility service to the Catalyst Site and other future sites nearby.

A Request for Qualifications has been advertised for the engineering, design and permitting services associated with this project. Proposals were received on July 30th. Engineering and permitting is scheduled to begin this month (August 2009), with completion scheduled for April 2010.

Also, 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 \$38,749,705.00.

Taxiway Bravo

Design of Taxiway Bravo was completed in 2006 with plans and specifications “on the shelf” awaiting funding since that time. 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 but the project may be broken into pieces and the construction could be “phased”, based on available funding.

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. 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.

Haywood Taylor Boulevard Extension

The design and permitting for the Haywood Taylor Boulevard Extension Project 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 Airport 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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