

Executive Director's REPORT



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Fuel Farm

Carl Cool Engineering is providing the site civil design for the new fuel farm and is working with E.O. Koch on the overall project development. A preliminary concept for fuel farm layout has been submitted to the South Florida Water Management District (SFWMD), along with a request to modify the existing surface water permit. SFWMD granted this request and issued a permit modification on July 2nd. Carl Cool Engineering is now working on the detailed construction plans and specifications in anticipation of construction starting within the next month. 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

Contracts are in place and bonding has been secured. The Notice-to-Proceed was issued on July 13th and Lawrence-Lynch Corporation has established the baseline and survey control. Initial work efforts will involve installation of underdrains prior to the start of concrete rubblization. During this effort, portions of Runway 14-32 and Taxiway A4 will be closed. 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'. 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 Lighting and Marking Upgrades

In order to implement a new precision GPS approach to Runway 18-36, the existing runway lighting and pavement markings need to be upgraded to meet FAA standards. Basically, the new marking elements and lights will improve the visibility of the runway.

These upgrades include:

- Addition of touchdown zone markings
- Upgrade the runway edge and threshold lights from medium to high intensity fixtures

A basic bid package for these upgrades has been developed and is ready for advertisement. Anticipated construction cost is less than \$60,000.

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 ap-

proval 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.

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 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

Runway 18-36 Extension Quarterly Progress:

- The development of project mailing lists and the Early Notification Package were completed
- The review of existing data was completed
- The development of GIS databases for the analysis of project impacts was continued
- The identification of farmlands in the project vicinity was completed
- The investigation of known historical resources was completed
- The development of the draft Introduction, Purpose and Need, and Alternatives sections of the EA were completed and submitted to FAA for initial review and comment
- The initial project newsletter was completed and distributed
- Field investigation of wetlands and biotic habitats at the project location were completed
- The modeling of existing aircraft noise contours was completed
- A Public Information Meeting was conducted to solicit comments and recommendations on the EA
- The development of the Affected Environment section of the EA was initiated
- The assessment of the potential environmental consequences of the Proposed Project was initiated.
- Potential mitigation strategies for unavoidable impacts to floodplains, wetlands, water quality treatment systems and protected species were identified

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 development will require new water, wastewater, and electrical distribution systems. These systems will run the length of Carroll Shelby Drive and 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 the project and proposals will be received on July 30th. The current schedule calls for the engineering and permitting beginning in August 2009, with completion 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.

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, 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 Infrastructure 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

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 have resumed.

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.

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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