

# Executive Director's REPORT



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## **Runway 18-36 Rehab and Extension – Environmental Assessment**

The Preliminary Draft Environmental Assessment for the Proposed Runway Extension of 18-36 was submitted to the FAA on February 10, 2010. The submittal of this document was delayed for several months in order to incorporate a consolidated Wetland Mitigation Program that was developed to provide compensation for unavoidable wetland impacts associated with the Runway Extension, Taxiway B, Commerce Park, and Catalyst Infrastructure Projects.

The review process has now begun, which includes a formal review by the FAA, the environmental permitting agencies, and the general public. No issues are anticipated and an FAA Finding of No Significant Impact (FONSI) is anticipated within the next 60 to 90 days.

## **Benefit/Cost Analysis for the Runway 18-36 Extension**

The FAA is confident that the Runway Extension Project would compete well for Discretionary Funding but, due to the anticipated cost of the project, they require that a Benefit/Cost Analysis (BCA) be performed prior to the start of design and permitting. While the cost of the BCA can be reimbursed as part of the construction grant, the initial cost will need to be funded by FDOT and SAA. The anticipated cost for

this analysis is \$85,000. An FDOT grant for 80% of this amount would be available sometime after July 1, 2010.

## **Design of the Runway 18-36 Extension**

Once the Benefit/Cost Analysis has been completed and it has been determined that the benefits of the runway extension are greater than the cost, the FAA will authorize the design and permitting of the extension and associated infrastructure improvements. Project elements would include a 1,476-ft extension of Runway 18-36 and Parallel Taxiway A, relocation of the CSX rail spur, relocation of the airport's master stormwater drainage canal, relocation of the sod farm's stormwater pond and associated drainage infrastructure, airfield lighting and signage, etc. The design would be permitted through SFWMD and ACOE.

The current funding plan is to use FAA Entitlements to cover a portion of the design costs with the FDOT funding most of the remaining amount. Funding for this project is currently scheduled for March 2011. At the completion of design, plans and specifications would be "shelved" until FAA Discretionary Funding could be allocated for the bidding and construction.

## **Runway 18-36 Reconstruction – Design and Permitting**

Based on recent inspections of Runway 18-36, it has been determined that the existing pavement has exceeded its design life. The

asphalt pavement is severely cracking, the smoothness of the ride for moving aircraft is poor, and foreign object debris (FOD) is a problem. Originally, the FAA suggested that a reconstruction of Runway 18-36 be included in the Runway Extension Project; however, since the funding for the runway extension may be a few years out, they have since suggested that the runway reconstruction be done as soon as possible.

As part of the 1988 pavement reconstruction, runway edge lighting was installed. This electrical system does not meet current FAA requirements and the existing cable has exceeded its design life. Voltage losses are a constant problem. As part of the rehabilitation, the runway edge lighting and signage should be replaced.

The current funding plan is to use FAA Part B Entitlements to cover a portion of the design costs with the FDOT funding most of the remaining amount. Funding for this project is currently scheduled for September 2010. An RFQ has been advertised and selection of a consultant to complete the design and permitting will take place in April/May of this year. At the completion of design, plans and specifications will be "shelved" until FAA Discretionary money can be allocated for the bidding and construction.

## **Fuel Farm**

Fully operational, the new facility includes one 12,000 gallon AVGAS tank, one 12,000 gallon Jet-A tank, one 1,000 gallon Diesel tank, and one 1,000 gallon MOGAS tank. The fuel farm accommodates self-fueling of aircraft with a credit card reader and retractable hose dispenser for each fuel type. Decommissioning and removal of the old fuel farm tanks, pump equipment, and structures are in progress.

## **E-Stone**

No change from last month's report.

## **Runway 14-32 and Taxiway A-4 Rehabilitation**

A final inspection was conducted on 12/15/09 with FAA, SAA, and PBS&J personnel in attendance. During the final inspection, it was determined that there were still a few clean-up items that needed to be addressed before closing out the project. These items were completed in

early January and the runway and taxiway were re-opened to traffic.

A final "as-built" survey of the pavement has been completed. New runway data has been compiled and submitted to the FAA for publishing. Project close-out is in progress and a final change order has been drafted.

## Taxiway Bravo

Design of Taxiway Bravo was completed in 2006 with plans and specifications "on the shelf" awaiting funding. Since this project has been ready to bid at a moment's notice, the FAA has made it a high priority project for Discretionary Funding. The project includes the construction of a new partial parallel taxiway that will provide access to future aviation development on the southeastern side of Runway 18-36. Major work items include approximately 14,000 SY of new asphalt pavement and associated grading, drainage, edge lighting, signage, and marking.

For 2010, the FAA has identified approximately \$2.8M in Discretionary money they believe is available to fund the construction of Taxiway Bravo. With direction from the FAA, SAA submitted an AIP Grant Pre-Application for the project and re-packaged the plans and specifications. The project was advertised on January 13th and a bid opening was held on February 17th. Ten (10) contractors submitted bids with L. Cobb Construction submitting the low bid of \$1.7M. An FAA grant offer is anticipated in mid-March and construction could begin as early as April 2010.

## Catalyst Infrastructure

The Planning, Engineering, Design and Permitting Services for the Catalyst Infrastructure Project are currently in progress. The planning process 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 geotechnical sub-consultants have been back out in the field gathering additional 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. Utility design requirements have been discussed with the City of Sebring and preliminary design of the water and wastewater systems is in progress. An updated Airport Layout Plan has been submitted to the FAA and a Short Form Environmental Assessment has been 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 the engineering and permitting being completed in May 2010, at which 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 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 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.



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