

Executive Director's REPORT



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Fuel Farm

E.O. Koch has completed the concrete work associated with the new tank foundations, access road, and equipment pads. Bollards have been installed around the facility and additional site work has been completed in preparation for installation of the fuel tanks and pump equipment. Completion of site work, installation of the new tanks, 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 Notice-to-Proceed was issued on July 16th and work is currently in progress. Concrete saw cutting, concrete removal, and installation of under-drain and outfall pipes has been completed. For the past three weeks, the under-drains have been draining the sub-grade (soil) under the concrete in preparation for the start of concrete rubblization. This will improve the efficiency of the concrete rubblization process and result in a stronger pavement section. Concrete breaking (rubblization) began on Monday, September 14th. Paving operations are expected to begin on Monday, September 21st. 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 Extension: Status of Environmental Assessment (EA)

Progress toward completion of the Draft EA continues. The Affected Environment and Environmental Consequences sections have been completed. A coordination meeting has been held with FAA to discuss key components of the EA, including the alternatives evaluation, impact assessments, and the potential mitigation/compensation program for unavoidable impacts to floodplains, water management ponds, wetlands, and biotic communities. Compilation of the Preliminary Draft EA for review by SAA and FAA is underway, and planned for completion in mid-September. Publication of the Draft EA is planned for mid-October.

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.

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 Brav, 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.

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 mark-

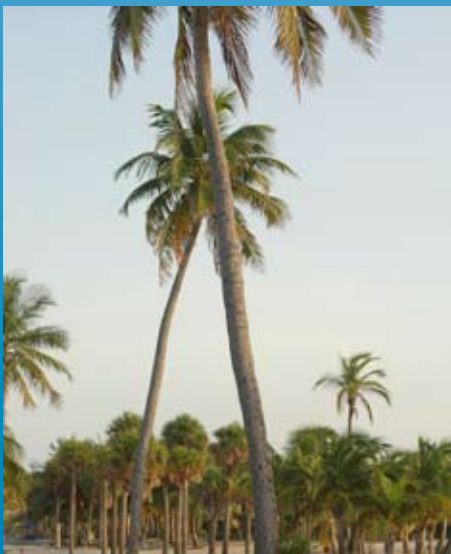
ings will need to be added to the existing non-precision runway markings and the existing medium intensity runway edge lights (MIRLs) will need to be replaced with high intensity runway edge lights (HIRLs).

In addition to the edge light and marking upgrades, the existing electrical cable will need to be replaced. The existing cable is 20+ years old and requires extensive

maintenance to keep the circuit active. Airport staff is currently working with the FAA on potential funding for this 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.

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 when final 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.

Catalyst Infrastructure

The Engineering Design and Permitting Services for the Catalyst Infrastructure Project were awarded to the PBS&J team. A Notice to Proceed has been issued and PBS&J's surveying and geotechnical subconsultants are in the field gathering data. While this data gathering is in progress, PBS&J will be coordinating permit requirements with the FAA, South Florida Water Management District, Army Corps of Engineers, and various other regulatory agencies. 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 nearby future sites.

The current schedule calls for completion of the engineering and permitting in April 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.



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