

MEMO:

To: Board of Directors and Staff
From: Jane E. Dykstra
Subject: Equipment Replacement Schedule
Facilities Maintenance Plan
Forest Management Plan
Pavement Maintenance Plan
Date: September 6, 2013

This tab contains the detail of the plans utilized to complete the Five-Year Financial Forecast.

- The **Equipment Replacement Schedule** has been updated since the Board reviewed it last year. Staff reviewed the estimated replacement dates listed, and the dates shown reflect the best estimate of when replacement will be required. Note that assets that are budgeted for replacement in FY2014 are highlighted in yellow. All replacement is condition dependent and each item will be subject to a thorough review before being included in the capital portion of the budget in a specific year.
- The **Facilities Maintenance Plan** is from the draft Bill Quesnel made available to me on Friday, August 30th. Any changes he made after that date are not included here – or in the Five Year Forecast. The Board will receive an updated draft of the entire plan once he has completed it.
- The **Forest Management Plan** data has been revised from the version in the July Board Book. This version totals to show total expenditures by year and a revised average cost per year.
- The **Pavement Maintenance Plan** will be updated this fall. Many of the projects have been completed ahead of schedule. Kevin Smith reviewed the projects in the years beyond 2013, and has made a “best guess” as to pavement maintenance costs going forward. I have attached not only the original plan of projects by year, but a summary that shows what Kevin believes pavement maintenance expenses will be in the future.

Truckee Tahoe Airport District

Equipment Replacement Schedule

9/6/2013

Note That All Replacement Dates Have Been Revised by Staff Based on Condition of Equipment

	Model	Year	Date	Cost	Hours	Mileage	Summer	Winter	Depreciation	Net Book	Replacement	Estimated
			Acquired			as of 5/31/2013	Usage	Usage	Schedule	Value	Schedule	Replacement
Vehicle										(@7/31/13)		Cost
Chevy FB #2	2500 FB	2003	4/30/2003	\$25,036		46,694	Y	Y	7 yrs.	\$0	2015	\$50,000
GMC	Savana Van	2002	3/1/2002	\$21,465		30,694	Y	Y	10 yrs.	\$0	Condition Dependent	G \$40,000
GMC OPS TRUCK	Sierra P-U	2007	12/28/2006	\$29,782		64,123	Y	Y	7 yrs.	\$1,418	2014	\$35,000
Chevy FB #3	K3500 FB	2009	3/18/2009	\$31,747		19,438	Y	Y	7 yrs.	\$12,472	2016	\$50,000
Ford	F150	2010	10/18/2010	\$34,906		20,918	Y	Y	7 yrs.	\$20,778	2017	\$45,000
Ford F350 FB#1	F350	2013	7/1/2013	\$36,730		582	Y	Y	7 yrs.	\$36,292	2020	\$50,000
Equipment												
Cat Loader	950 B	1985	8/31/1985	\$138,612	8,483		slight	Y	10 yrs.	\$0	2015	C \$460,000 *
- Transmission Rebuild			3/6/1997	\$13,971					10 yrs.	\$0		
- Couplers & Paint			9/29/2000	\$8,800					10 yrs.	\$0		
- Material Handling Arm			5/25/2010	\$6,879					7 yrs.	\$3,685		
Ford F-700	Jet Refueler	1986	7/31/1986	\$59,156		9,376	Y	Y	20 yrs.	\$0	N/A	B \$140,000
Oshkosh Plow Truck	"P" Series	1990	1/1/1990	\$148,622	3,657	22,340	slight	Y	10 yrs.	\$0	2014	C \$430,400 *
Toyota Forklift	L-5FGC25	1990	4/1/1990	\$15,094	4,450		Y	Y	10 yrs.	\$0	2015	\$35,000
Oshkosh Blower	"H" Series	1993	11/1/1993	\$228,149	2,939	5,609	N	Y	10 yrs.	\$0	2016	C \$480,000 *
Ford F-350	100LL Refueler		3/1/1993	\$37,950		7,859	Y	Y	20 yrs.	\$0	TBD	A \$120,000
Sweepster Lighted X's	LX D04	1994	6/16/1995	\$0	3,728	avg	Y	Y	5 yrs.	\$0	2015	\$80,000 *
Cat Loader	950 F	1996	12/30/1995	\$173,542	5,177		slight	Y	10 yrs.	\$0	2020	D \$460,000 *
Cat Grader	143H	1996	2/5/1996	\$227,370	3,799		slight	Y	10 yrs.	\$0	2020	\$500,000 *
Cat Backhoe	IT 416C	1997	12/17/1999	\$57,445	3,799		Y	Y	10 yrs.	\$0	2017	A \$130,000
- Thumb for Backhoe		2009	3/6/2009	\$7,770			Y	Y	7 yrs.	\$2,868	Delete	
Graco Paint Striper	LineLazer II	2001	7/18/2001	\$13,126	n/a		Y	N	5 yrs.	\$0	2015	\$17,000 *
JLG Hi-Lift	450 AJ	2001	5/6/2006	\$36,670	2,388		Y	Y	5 yrs.	\$0	2014	\$50,000
Lektro Tug	AP 8800 SDA	2002	2/18/2002	\$56,203	159		Y	Y	10 yrs.	\$0	2018	A \$64,000
Kawasaki (2)	Mule	2002	10/8/2002	\$25,294	540	avg	Y	slight	10 yrs.	\$0	2012	E \$30,000
International	Jet Refueler	2002	11/1/2001	\$133,994	4,988	8,926	Y	Y	10 yrs.	\$0	2016	\$150,000
Fuel Cart		2003	5/15/2004	\$4,150			Y	Y	10 yrs.	\$334	2014	F
Crafco Crack Sealer	Supershot 125	2004	12/6/2004	\$33,578	1,341		Y	N	10 yrs.	\$3,913	2015	\$50,000 *
International	100LL Refueler	2004	8/28/2003	\$109,975	4,240	10,662	Y	Y	10 yrs.	\$0	2016	\$155,000
Tiger Flail Mower	TRF-96C	2004	12/27/2004	\$9,730	n/a		Y	N	7 yrs.	\$0	TBD	A \$15,000
F.O.D. Boss	Boss-8	2005	3/18/2005	\$7,500	n/a		Y	N	5 yrs.	\$0	Delete	
Water Trailer (500 gallon)		2008	3/31/2008	\$8,039			Y	slight	10 yrs.	\$3,752	TBD	
New Holland Tractor	TV6070	2008	2/5/2009	\$99,155	1325		Y	Y	10yrs.	\$54,535	2019	\$120,000 *
- Broom Attachment		2008	12/30/2008	\$18,721			Y	Y	7 yrs.	\$6,463	TBD	
- Blower Attachment	P-980	2008	2/24/2009	\$18,829			N	Y	7 yrs.	\$6,725	TBD	
LaRue	T85	2010	2/28/2011	\$492,822	314		N	Y	25 yrs.	\$443,540	2036	\$550,000 *
Golf Carts (3)	Club Car	2006	3/30/2012	\$9,771			Y	N	not capitalized	\$3,250/ea		E
Lav Cart	LC60-RJ1	2011	10/19/2011	\$8,255	60 events		Y	Y	20 yrs.	\$7,498	2031	\$10,000
Portable Vactor	PV-66	2011	12/8/2011	\$13,714	30		Y	N	20 yrs.	\$12,571	2031	\$15,000
Zero Radius Mower	Evolution	2012	6/18/2012	\$5,482	54		Y	N	10 yrs.	\$4,842	2022	\$8,000
JetGO GPU	550Mti	2013	2/15/2013	\$34,645	136.3		Y	Y	10 yrs.	\$32,913	2023	\$40,000
Notes:	A) These items have met or are close to the end of their anticipated lives; however, replacement is not anticipated in the 2012-2013 fiscal year.											
	B) The District does not anticipate replacing the older JetA refueler at the current sales level. There are \$10,000 in the FY2014 budget to refurbish it.											
	C) Included in current ACIP.											
	D) Dependent on replacement of 950B in 2015.											
	E) Kawaski units have been replaced by golf carts. One of the mules was donated to the USACE, and Staff is looking into options for the disposal of the other two.											
	F) District is looking into options for providing the fuel to the emergency services helicopter. Simply replacing the fuel cart may not be an option.											
	G) Van has been multi-purposed as an outreach vehicle. Some of its uses will be taken over by the new 4WD SUV, thus extending its life.											
	* Potentially AIP eligible item.											

**Truckee Tahoe Airport District
Recommended Facility Maintenance Budget**

Facility Name	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Beyond	Facility Total
West Side Modular	\$1,250	\$5,418	\$6,060	\$0	\$7,602	\$0	\$0	\$0	\$0	\$0	\$0	\$20,330
Maintenance Building	\$8,050	\$1,400	\$1,000	\$1,000	\$8,000	\$1,000	\$40,585	\$3,000	\$1,000	\$1,000	\$0	\$66,035
Hangar 2	\$22,060	\$3,088	\$6,000	\$0	\$0	\$0	\$13,397	\$0	\$0	\$0	\$7,410	\$51,955
Hangar 1	\$33,050	\$22,500	\$0	\$50,400	\$0	\$26,060	\$31,200	\$0	\$0	\$0	\$0	\$163,210
Garage	\$0	\$2,000	\$3,300	\$0	\$0	\$0	\$0	\$8,817	\$0	\$0	\$4,500	\$18,617
Warehouse	\$51,500	\$11,400	\$75,300	\$0	\$0	\$0	\$38,500	\$0	\$0	\$9,000	\$18,000	\$203,700
Hangar Row A	\$2,000	\$70,500	\$75,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$147,900
Hangar Row B	\$1,500	\$101,900	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,900
Hangar Row C	\$3,000	\$4,500	\$95,400	\$0	\$0	\$0	\$66,080	\$0	\$0	\$0	\$0	\$168,980
Hangar Row D	\$95,900	\$7,500	\$0	\$0	\$66,080	\$0	\$0	\$0	\$0	\$0	\$0	\$169,480
Hangar Row E	\$9,500	\$8,500	\$0	\$95,400	\$0	\$66,080	\$0	\$0	\$0	\$0	\$0	\$179,480
Hangar Row F	\$1,500	\$21,425	\$0	\$0	\$64,750	\$0	\$0	\$0	\$0	\$0	\$0	\$87,675
Hangar Row G	\$4,000	\$7,500	\$12,825	\$0	\$0	\$68,500	\$0	\$0	\$0	\$0	\$0	\$92,825
Hangar Row H	\$11,000	\$15,000	\$0	\$214,500	\$0	\$107,000	\$0	\$0	\$0	\$0	\$0	\$347,500
Hangar Row J	\$3,000	\$4,500	\$18,000	\$0	\$35,500	\$64,064	\$0	\$0	\$0	\$0	\$0	\$125,064
Hangar Row K	\$5,000	\$3,000	\$0	\$0	\$116,424	\$34,209	\$0	\$0	\$0	\$0	\$0	\$158,633
Hangar Row L	\$1,000	\$37,000	\$0	\$0	\$9,550	\$0	\$0	\$79,625	\$0	\$0	\$0	\$127,175
Hangar Row M	\$109,370	\$5,000	\$0	\$0	\$51,940	\$0	\$0	\$0	\$0	\$0	\$0	\$166,310
Phoenix Hangar	\$7,500	\$0	\$6,423	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,923
EAA Building	\$21,293	\$0	\$22,113	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,300	\$49,706
Generator Building	\$1,750	\$1,000	\$3,821	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,571
Auto Rental Building	\$24,500	\$2,500	\$3,850	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$36,850
Self-Serve Fuel Tank	\$35,000	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,500
Fuel Farm	\$30,000	\$74,700	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,700
Administration Building	\$3,000	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
Airport Beacon Tower	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
Alder Hill Beacon Tower	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
Dry Lake Beacon Tower	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
Design/Construction Admin @ 7.5%	\$36,429	\$31,600	\$25,049	\$29,348	\$26,988	\$27,518	\$14,232	\$6,858	\$75	\$1,200	\$2,716	\$202,014
TOTAL	\$522,152	\$452,930	\$359,041	\$420,648	\$386,835	\$394,431	\$203,994	\$98,300	\$1,075	\$17,200	\$38,926	\$2,895,531

14-YEAR FOREST MANAGEMENT ACTIVITY TRACKING AND COST SUMMARY															
Year															20-year Treatment Cost By Unit
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
Unit															
1		\$105,000							\$105,000						\$210,000
2															\$0
3					\$70,500					\$70,500					\$141,000
4															\$0
5															\$0
6				\$52,500					\$52,500						\$105,000
7								\$72,000						\$72,000	\$144,000
8			\$57,600					\$54,000							\$111,600
9					\$260,800										\$260,800
10							\$105,600								\$105,600
11A		\$52,800					\$49,500					\$49,500			\$151,800
11B		\$9,000													\$9,000
11C								\$10,500							\$10,500
11D								\$48,000							\$48,000
12						\$168,000									\$168,000
13	\$25,000					\$69,000					\$69,000				\$163,000
14				\$106,200											\$106,200
15			\$112,000												\$112,000
OBSTRN REML	\$29,500														\$29,500
Total Treatment Cost, All Units, All Yrs	\$54,500	\$166,800	\$169,600	\$158,700	\$331,300	\$237,000	\$155,100	\$184,500	\$157,500	\$70,500	\$69,000	\$49,500	\$0	\$72,000	\$1,876,000
Estimated Road Repair Costs	\$20,000	\$80,000													\$100,000
Estimated Permitting Cost	\$20,107														\$20,107
Total Cost	\$94,607														\$1,996,107
Average Total Cost, Per Year															\$142,579

KEY:

Initial Treatment Cost

BLUE SHADED AREA HAS MODIFIED ALLOCATION FOR ROAD IMPROVEMENT

Rx Fire Cost

TRUCKEE TAHOE AIRPORT DISTRICT														
PAVEMENT MAINTENANCE/MANAGEMENT PLAN SUMMARY - YEARS 2013-2024														
9/4/2013														
The line shown in blue below is taken from Table 4-2 in the Chapter 4 of the Pavement Maintenance Plan (Nov. 2011). As stated in note A (below) 15% has been added to the amounts shown in the Plan to include design, engineering and project management.														
		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
PAVEMENT MAINTENANCE PLAN (ORIGINAL)	A	\$ 823,400	\$ 672,750	\$ 1,316,750	\$ 665,850	\$ 2,482,850	\$ 2,282,750	\$ 379,500	\$ 3,484,500	\$ 1,028,100	\$ 23,000	\$ 414,000	\$ 1,357,000	
PAVEMENT MAINTENANCE PLAN (REVISED)	A, B, C	\$ 1,863,351	\$ 63,250	\$ 500,250	\$ 665,850	\$ 1,419,100	\$ 1,362,750	\$ 1,299,500	\$ 1,702,000	\$ 1,028,100	\$ 23,000	\$ 414,000	\$ 1,357,000	
POTENTIAL FAA GRANT REVENUES	D	\$ (894,000)	\$ (56,925)	\$ (200,100)	\$ (266,340)	\$ (567,640)	\$ (545,100)	\$ (519,800)	\$ (680,800)	\$ (411,240)	\$ (20,700)	\$ (165,600)	\$ (542,800)	
NET ANTICIPATED TTAD EXPENSE OF PVMT MAINTENANCE		\$ 969,351	\$ 6,325	\$ 300,150	\$ 399,510	\$ 851,460	\$ 817,650	\$ 779,700	\$ 1,021,200	\$ 616,860	\$ 2,300	\$ 248,400	\$ 814,200	
NOTE A - The Pavement Maintenance Plan amounts include 15% per year for design, engineering and project management.														
NOTE B - This is a preliminary revision of the pavement maintenance plan which reflects work that has been accelerated. The plan will be officially revised this fall after the current pavement projects are complete.														
NOTE C - The original plan anticipated the aprons being rebuilt between 2017 and 2020 - Staff is assuming that the current mill & fill work will make that unnecessary. The revision also assumes the Taxiway A project will be split between two years (2018-2019).														
NOTE D - The pavement work at the Airport has traditionally benefitted from significant FAA funding. This schedule assumes a 40% funding level from the FAA - except in years where anticipated expenditure is less than the \$150,000 entitlement funds. In those years, the grant contribution is calculated at 90%.														

TAI IO. 4-2
TRUCKEE TAHOE AIRPORT
MAINTENANCE AND REHABILITATION SCHEDULE

Required for Deep Seated Distress
Estimated - Surface Distress

Year	Element	Station	2011 PCI	Code	Recommended Rehabilitation Description	Estimated Construction Cost
2011	T/Ws A, B, C, D, E, F, H, U, J	0+00 to 72+00	51	G	Crack Repair, Seal Cracks	\$ 363,000
	Runway 1-19 Blast Pads	All	42	G	Crack Repair, Seal Cracks & Joints	
	North End of East Hangars (C&D, G&H)	All	59	D	Remove AC and Reconstruct	
	Chandelle Ave	All			Rehabilitate - Reconstruct	\$ 260,000
	Runway 1-19, T/W G, Apron A1, A2, A3	All		H	Reclamite Seal	\$ 130,000
	2011 Total Cost					\$ 753,000
	Add Rock, Pulverize, Rescompact + 3" AC (Lower Hump)					\$ 2,842,000
2012	Runway 10-28	0+00 to 47+00	50	C		
	T/Ws A, D, E, F, H, U, Hangar H1	Various	51	G	Crack Repair, Seal Cracks	\$ 100,000
	Apron A2 (50% of Apron)	(50% of Apron)	40	I	Mill and Fill or Hot Recycle	\$ 255,000
	Apron A3 and Apron A4	All	37-40	G	Crack Repair, Seal Cracks & Joints	\$ 130,000
	H2 - Taxiways at Hangars J & K	All	35		Rehabilitate - Reconstruct	\$ 733,000
	H3 - Taxilanes and Warehouse Area	All	83	F	Saw & Seal New Joints - Supplemental	\$ 115,000
	2012 Total Cost					\$ 4,175,000
2013	Apron A1 (30% of Apron)	(30% of Apron)	45	I	Mill and Fill or Hot Recycle	\$ 200,000
	Apron A2 (50% of Apron)	(50% of Apron)	40	I	Mill and Fill or Hot Recycle	\$ 255,000
	South Jet Apron	All	55	G	Crack Repair, Seal Cracks	\$ 40,000
	H1 - Rows d, e, f, and g	All	63-75	F	Saw & Seal New Joints - Supplemental	\$ 45,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	\$ 176,000
	2013 Total Cost					\$ 716,000
2014	T/Ws A, B, C, D	0+00 to 28+00	51	G, H	Crack Repair, Seal Cracks, Fog Seal	\$ 50,000
	T/Ws A, E, F, H, U, J	28+00 to 72+00	51	G, H	Crack Repair, Seal Cracks, Fog Seal	\$ 75,000
	Apron A1 (70% of Apron)	(70% of Apron)	45	I	Mill and Fill or Hot Recycle	\$ 460,000
	2014 Total Cost					\$ 585,000
2015	Runway 10-28	47+00 to 70+00	80-85	F	Saw & Seal New Joints - Supplemental	\$ 105,000
	T/W North End of East Hangars A-H	All	59	G	Crack Repair, Seal Cracks	\$ 20,000
	H1 - Rows h, i, l, & m	All	55-61	D	Remove AC and Reconstruct	\$ 675,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	\$ 345,000
	2015 Total Cost					\$ 1,145,000

TABLE NO. 4-2
TRUCKEE TAHOE AIRPORT
MAINTENANCE AND REHABILITATION SCHEDULE

Required for Deep Seated Distress						
Estimated - Surface Distress						
Year	Element	Station	2011 PCI	Code	Recommended Rehabilitation Description	Estimated Construction Cost
2016	Runway 1-19	0+00 to 46+00	75	F	Saw & Seal New Joints - Supplemental	\$ 115,000
	R/W 1-19 Blast Pads	All	42	D	Remove AC and Reconstruct	\$ 125,000
	R/W 10-28 East Blast Pad	All	55	D	Remove AC and Reconstruct	\$ 64,000
	Taxiway G, V, P, Q	All	55	F	Saw and Seal New Joints - Supplemental	\$ 100,000
	H1 - Rows j and k	All	81-84	F, H	Saw and Seal New Joints, Fog Seal	\$ 40,000
	H3 - Taxilanes and Warehouse Area	All	83	G, H	Crack Repair, Seal Cracks & Joints, Fog Seal	\$ 135,000
	2016 Total Cost					\$ 579,000
2017	Apron 3 and Apron 4	All	37-40	D	Remove AC and Reconstruct	\$ 1,825,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	\$ 334,000
	2017 Total Cost					\$ 2,159,000
2018	T/Ws A, E, F, H, U, J	28+00 to 72+00	51	B	Rehabilitate - Reconstruct	\$ 1,900,000
	H1 - Rows d, e, f, and g	All	63-75	G	Crack Repair, Seal Cracks & Joints	\$ 85,000
	2018 Total Cost					\$ 1,985,000
2019	T/Ws A, B, C, D	0+00 to 28+00	51	G	Crack Repair, Seal Cracks	\$ 25,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	\$ 305,000
	2019 Total Cost					\$ 330,000
2020	Apron A1	All	45	A	Remove and Reconstruct	\$ 1,550,000
	South Jet Apron	All	55	A	Remove and Reconstruct	\$ 550,000
	T/W North End of East Hangars A-H	All	59	A or E	Reconstruct	\$ 640,000
	Runway 10-28	47+00 to 70+00	80-85	G, H	Crack Repair, Seal Cracks & Joints, Fog Seal	\$ 290,000
	2020 Total Cost					\$ 3,030,000
2021	Runway 1-19	All	75	G, H	Crack Repair, Seal Cracks & Joints, Fog Seal	\$ 355,000
	T/Ws G, V, P, Q	All	55	G, H	Crack Repair, Seal Cracks & Joints, Fog Seal	\$ 240,000
	H3 - Taxilanes and Warehouse Area	All	83	G	Crack Repair, Seal Cracks & Joints	\$ 130,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	\$ 169,000
	2021 Total Cost					\$ 894,000
2022	H1 - Rows j and k	All	81-84	G	Crack Repair, Seal Cracks & Joints	\$ 20,000
2023	2022 Total Cost					\$ 20,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	\$ 360,000
	2023 Total Cost					\$ 360,000

TABLL NO. 4-2
TRUCKEE TAHOE AIRPORT
MAINTENANCE AND REHABILITATION SCHEDULE

Required for Deep Seated Distress
 Estimated - Surface Distress

Year	Element	Station	2011 PCI	Recommended Rehabilitation		Estimated Construction Cost
				Code	Description	
2024	T/Ws A, B, C, D	0+00 to 28+00	51	B	Rehabilitate - Reconstruct	\$ 1,120,000
	H1 - Rows d, e, f, and g	All	63-75	G, H	Crack Repair, Seal Cracks & Joints, Fog Seal	\$ 60,000
					2024 Total Cost	\$ 1,180,000
2025	Apron A2	All	40	A	Remove and Reconstruct	\$ 1,150,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	\$ 336,000
					2025 Total Cost	\$ 1,486,000
2026						\$ 570,000
	Runway 10-28	0+00 to 47+00	50	F, H	Saw and Seal New Joints, Fog Seal	
	Runway 10-28	47+00 to 70+00	80-85	A or E	Reconstruct	\$ 1,220,000
						\$ 150,000
	Runway 1-19	All	75	G	Crack Repair, Seal Cracks & Joints	\$ 130,000
	Taxiway G, V, P, Q	All	55	G	Crack Repair, Seal Cracks & Joints	\$ 62,000
	H2 - Rows r, q, p	All	35	G, H	Crack Repair, Seal Cracks & Joints, Fog Seal	\$ 90,000
	H3 - Taxilanes and Warehouse Area	All	83	G, H	Crack Repair, Seal Cracks & Joints, Fog Seal	\$ 2,222,000
					2026 Total Cost	\$ 36,000
						\$ 105,000
2027	H1 - Rows h and i	All	57-61	F	Saw & Seal New Joints	
						\$ 45,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	2027 Total Cost \$ 141,000
2028						\$ 345,000
	H1 - Rows l and m	All	55-58	F	Saw and Seal New Joints	
	H1 - Rows j and k	All	55-84	D	Remove AC and Reconstruct	2028 Total Cost \$ 390,000
2029						\$ 354,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	2029 Total Cost \$ 354,000
						\$ 12,000
2030	Runway 1-19 Blast Pads	All	42	F	Saw & Seal New Joints	\$ 265,000
	Apron A3 and Apron A4	All	37-40	F, H	Saw and Seal New Joints, Fog Seal	
						\$ 600,000
	H1 - Rows d, e, f, and g	All	63-75	D	Remove AC and Reconstruct	2030 Total Cost \$ 877,000
2031						\$ 1,930,000
	Runway 1-19	All	75	C	Add Rock, Pulverize, Recompact + 3" AC	\$ 1,440,000
	Taxiway G, V, P, Q	All	55	C	Add Rock, Pulverize, Recompact + 3" AC	\$ 50,000
						\$ 245,000
	H2 - Rows r, q, p	All	35	G	Crack Repair, Seal Cracks & Joints	\$ 245,000
	All Airfield Pavements	All			Remark Airfield Pavements as Needed	2031 Total Cost \$ 3,665,000