

November 2010

PCI SUMMIMARY



Nevada Statewide Airport Pavement Summary.

Airports

1. Austin
2. Battle Mtn
3. Beatty
4. Boulder City
5. Carson City
6. Echo Bay
7. Elko
8. Ely
9. Eureka
10. Fallon
11. Hawthorne
12. Jackpot
13. Lovelock
14. Minden
15. Overton
16. Panaca
17. Reno/Stead
18. Rosaschi
19. Searchlight
20. Silver Springs
21. Tonopah
22. Wells
23. Winnemucca
24. Yerington



Statewide

INSPIRED

PAVEMENT CLASS	AVERAGE PCI	% TOTAL AREA*	% BELOW MSL
Runway	81	50%	8%
Taxiway	79	25%	14%
Ramp	73	25%	16%
Overall	78	100%	12%

*Percent of Statewide Total





Pavement Condition

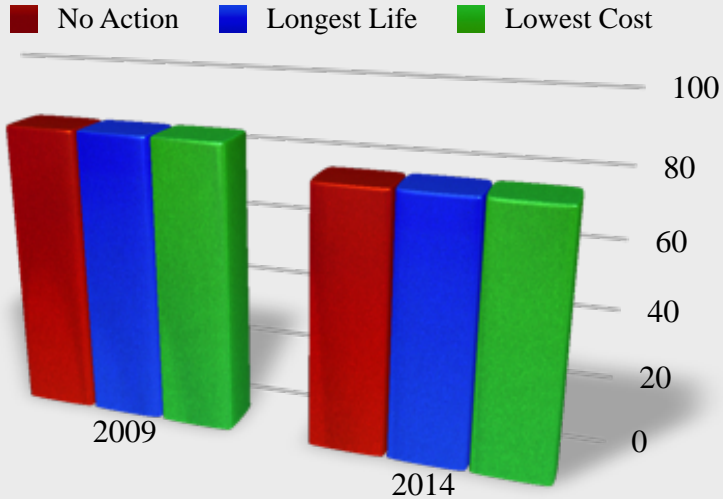
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **85**. The runways had an average projected PCI of **83** and were above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$17,000** in pavement maintenance needs, such as crack sealing, that could be completed immediately.








Capital Needs

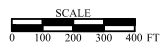
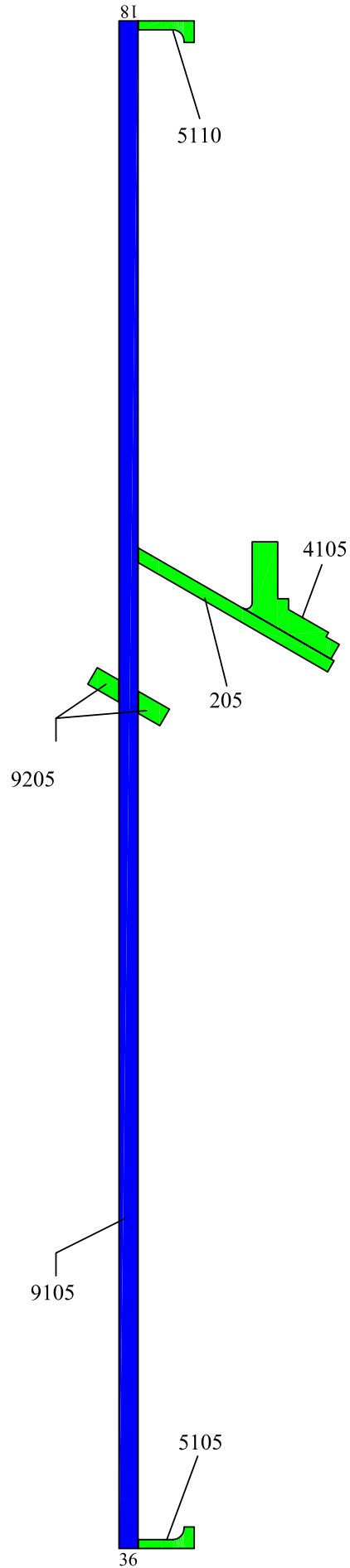
No pavement features were below the MSL when inspected, and no features are projected to reach the MSL in the next 5 years.



AUSTIN AIRPORT
2008 PCI Inspection

PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
205	96	AC	1	4
4105	88	AC	4	3
5105	95	AC	2	2.5
5110	93	AC	2	3.5
9105	85	AC	6	2.5
9205	97	AC	1	3

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
205	2009	No Action	0	0
4105	2009	No Action	0	0
5105	2009	No Action	0	0
5110	2009	No Action	0	0
9105	2009	No Action	0	0
9205	2009	No Action	0	0



BATTLE MOUNTAIN AIRPORT

Pavement Condition

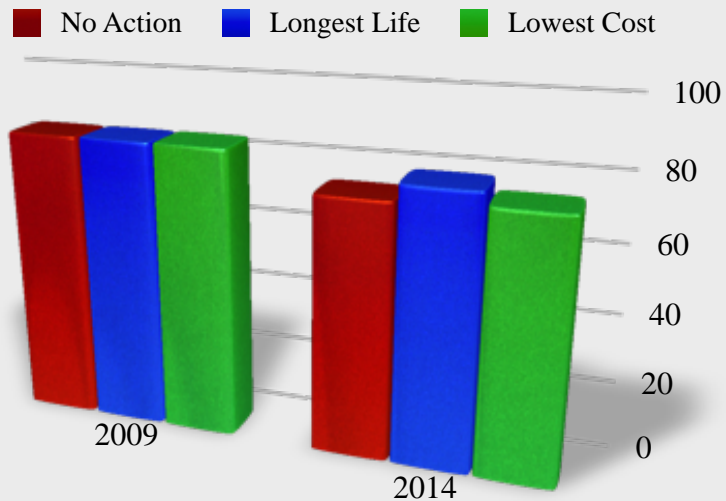
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **84**. The runway had an average projected PCI of **85** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

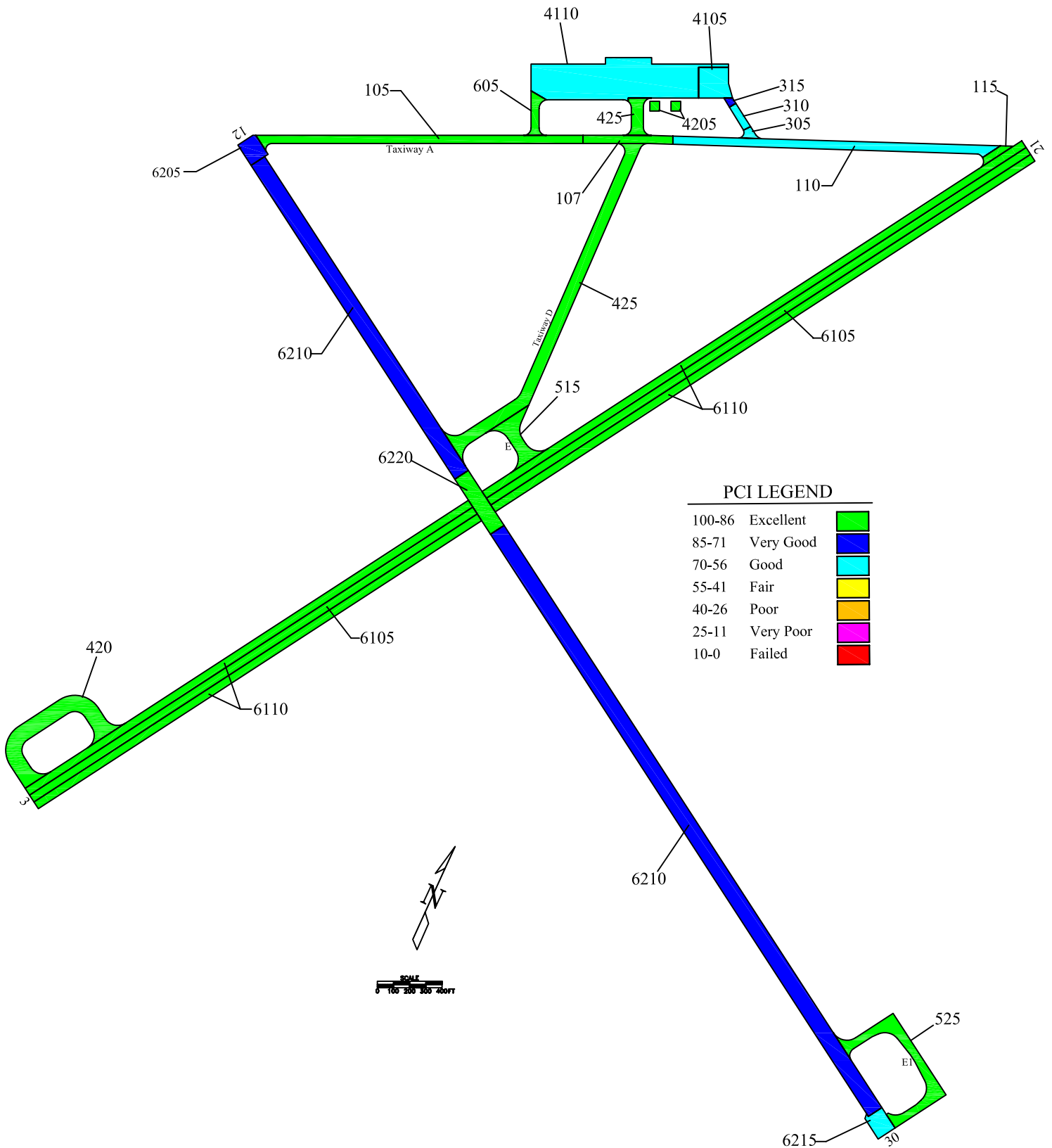
PCI analysis identified approximately **\$68,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

Capital Needs

The following graph shows the projected pavement condition. If no action is taken average PCI is projected to fall from **84** to **74** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$371,000**. The lowest annual cost repairs are projected to cost **\$138,000**.



BATTLE MOUNTAIN AIRPORT 2008 PCI Inspection



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	90	AC	5	2
107	96	AC	1	4
110	67	AC	18	1.8
115	100	AC	0	N/A
305	60	AC	18	2.2
310	64	AC	21	1.7
315	71	AC/AC	8	3.6
420	99	AC	0	N/A
425	92	AC	3	2.7
515	97	AC	0	N/A
525	100	AC	0	N/A
605	100	AC	0	N/A
4105	62	AC/AC	8	4.8
4110	68	AC/AC	8	4
4205	98	PCC	0	N/A
6105	97	AC	1	3
6110	98	AC	0	N/A
6205	71	AC	11	2.6
6210	73	AC	11	2.5
6215	67	AC	11	3
6220	94	AC	2	3

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
110	2018	Crack Repair	17,925	3
110	2018	Resurfacing	136,499	17
110	2018	Surface Treatment	44,740	10
305	2012	Crack Repair	1,209	2
305	2012	Resurfacing	8,101	17
305	2012	Surface Treatment	2,673	11
310	2016	Crack Repair	1,004	4
310	2016	Resurfacing	10,641	17
315	2014	Resurfacing	3,249	17
315	2014	Surface Treatment	1,055	8
4105	2010	Crack Repair	7,283	2
4105	2010	Resurfacing	51,349	17
4105	2010	Surface Treatment	17,715	6
4110	2012	Crack Repair	43,124	2
4110	2012	Resurfacing	288,599	17
4110	2012	Surface Treatment	96,559	7
6205	2015	Crack Repair	3,397	1
6205	2015	Resurfacing	23,659	15
6210	2017	Crack Repair	91,946	2
6210	2017	Resurfacing	883,999	15
6210	2017	Surface Treatment	251,600	10
6215	2012	Crack Repair	3,478	2
6215	2012	Resurfacing	19,499	15



Pavement Condition

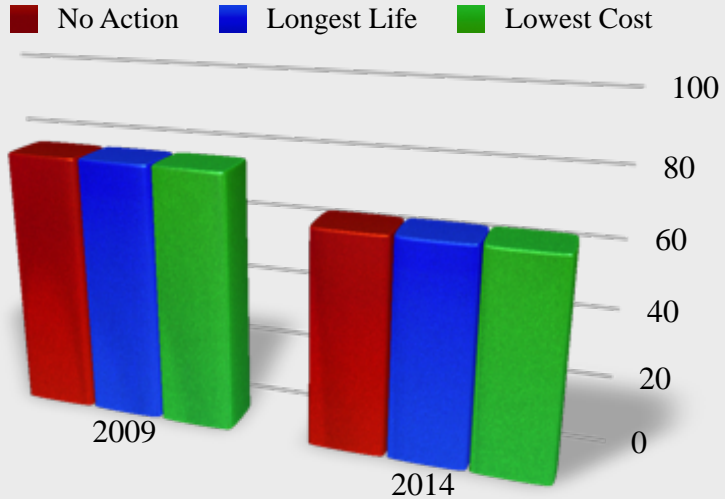
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **77**. The runway had a projected PCI of **76** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$4,000** in pavement maintenance needs, such as crack sealing, that could be completed immediately.

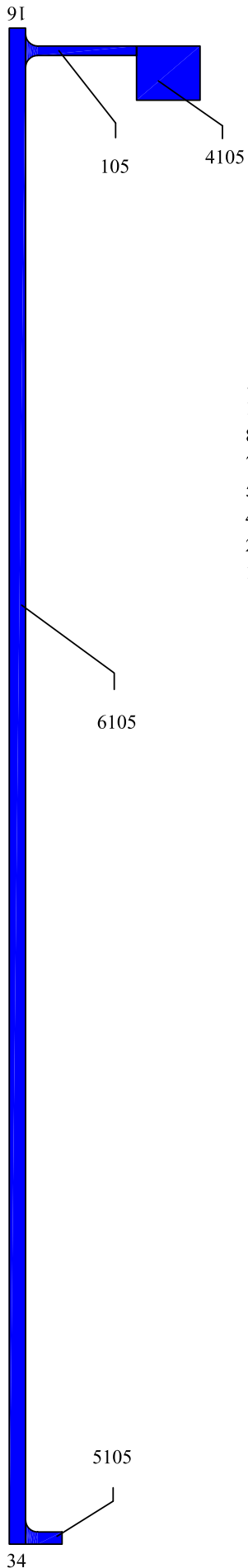
Capital Needs

No pavement features were below the MSL when inspected, and no features are projected to reach the MSL in the next 5 years.



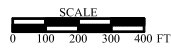
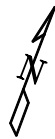
BEATTY AIRPORT

2007 PCI Inpsection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	74	AC with Slurry	19	1.4
4105	85	AC with Slurry	19	0.8
5105	84	AC with Slurry	19	0.8
6105	79	AC with Slurry	19	1.1

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2015	Resurfacing	20,149	17
4105	2008	No Action	0	0
5105	2008	No Action	0	0
6105	2015	Resurfacing	436,799	15



BOULDER CITY AIRPORT

Pavement Condition

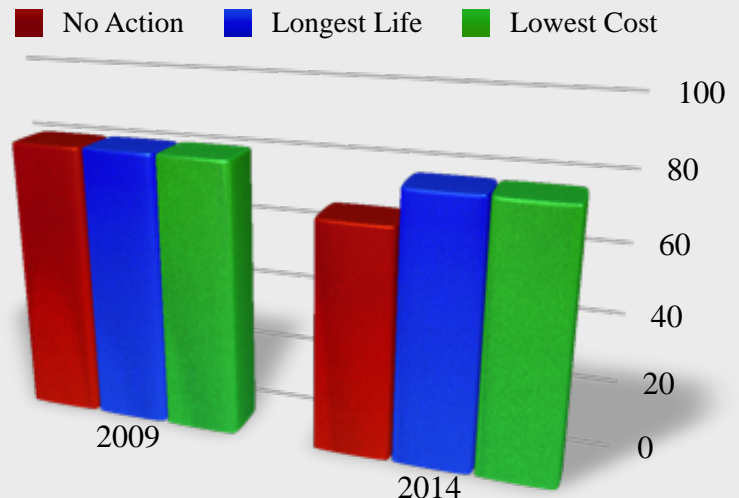
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **81**. The runways had an average projected PCI of **73** and were above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$20,000** in pavement maintenance needs, such as patching, slab replacement, and crack sealing, that could be completed immediately.

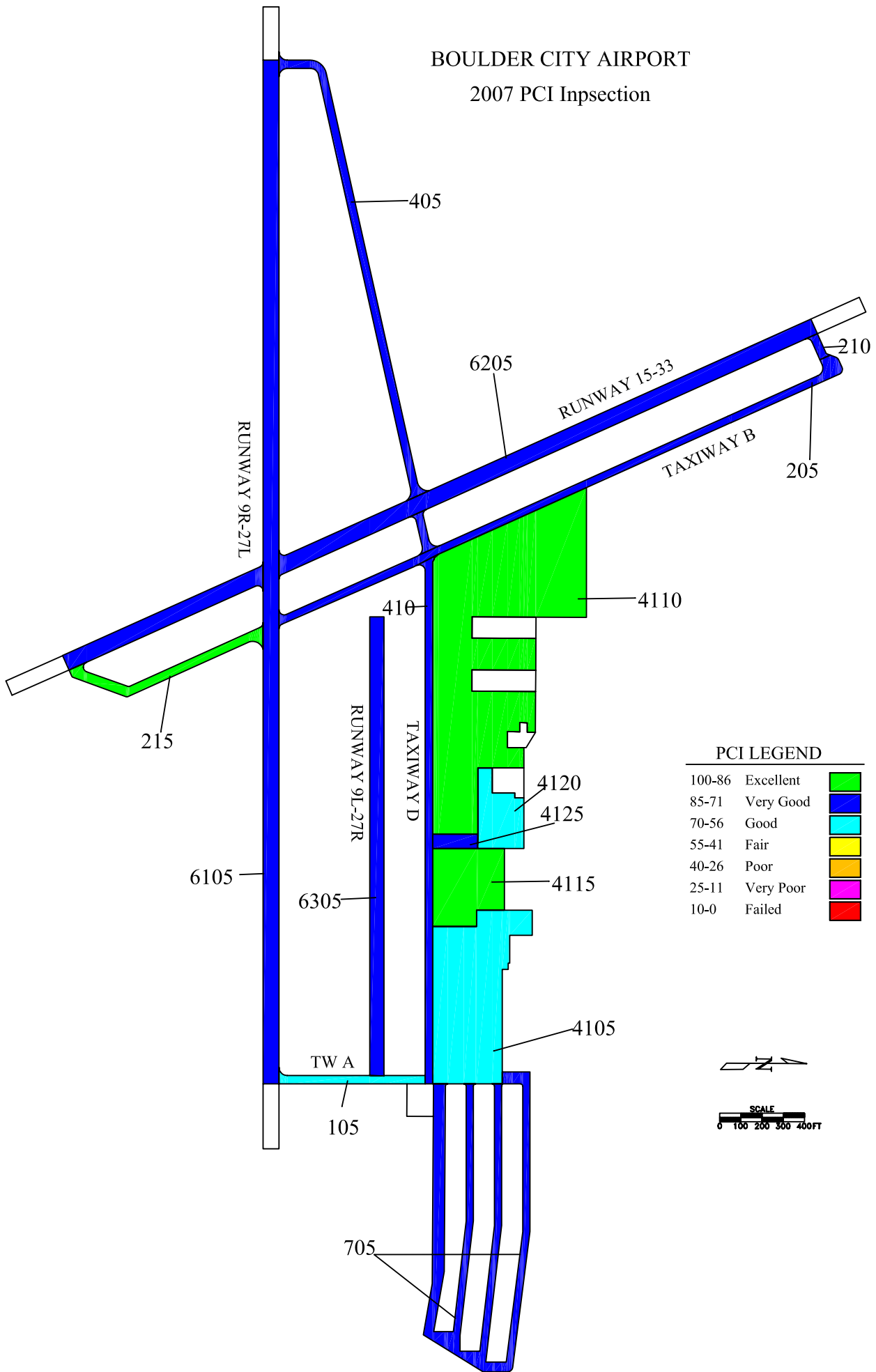
Capital Needs

The following graph shows the projected pavement condition. If no action is taken, the average PCI is projected to fall from **81** to **67** by **2013**. Selecting the longest life repair strategy is projected to cost approximately **\$1.1 million**. The lowest annual cost repairs are projected to cost **\$784,000**.



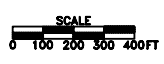
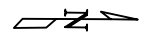
BOULDER CITY AIRPORT

2007 PCI Inpsection



PCI LEGEND

100-86	Excellent	Green
85-71	Very Good	Blue
70-56	Good	Cyan
55-41	Fair	Yellow
40-26	Poor	Orange
25-11	Very Poor	Pink
10-0	Failed	Red



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	60	AC	17	2.4
205	79	AC	5	4.2
210	75	AC	5	5
215	100	AC	3	0
405	74	AC	5	5.2
410	77	AC	5	4.6
705	82	AC	5	3.6
4105	70	AC/AC	9	3.3
4110	100	AC	0	N/A
4115	99	AC	9	0.1
4120	70	AC	9	3.3
4125	83	AC	17	1
6105	75	AC	5	5
6205	78	AC/AC	9	2.4
6305	74	AC	5	5.2

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2011	Surface Treatment	9,416	8
105	2011	Crack Repair	2,329	1
105	2011	Resurfacing	32,889	17

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
205	2015	Crack Repair	10,684	1
205	2015	Resurfacing	139,749	17
210	2012	Crack Repair	446	1
210	2012	Resurfacing	5,979	17
215	2008	No Action	0	0
405	2012	Surface Treatment	28,845	7
405	2012	Crack Repair	9,269	1
405	2012	Resurfacing	98,604	17
410	2014	Surface Treatment	35,364	7
410	2014	Resurfacing	122,199	17
705	2019	Resurfacing	288,723	17
4105	2013	Surface Treatment	102,697	7
4105	2013	Resurfacing	356,674	17
4110	2008	No Action	0	0
4115	2008	No Action	0	0
4120	2014	Surface Treatment	24,195	8
4120	2014	Crack Repair	10,462	1
4120	2014	Resurfacing	82,718	17
4125	2008	No Action	0	0
6105	2011	Crack Repair	47,107	1
6105	2011	Resurfacing	467,999	15
6205	2016	Resurfacing	367,379	15
6305	2011	Resurfacing	168,609	15
6305	2011	Crack Repair	12,117	1



CARSON CITY AIRPORT

Pavement Condition

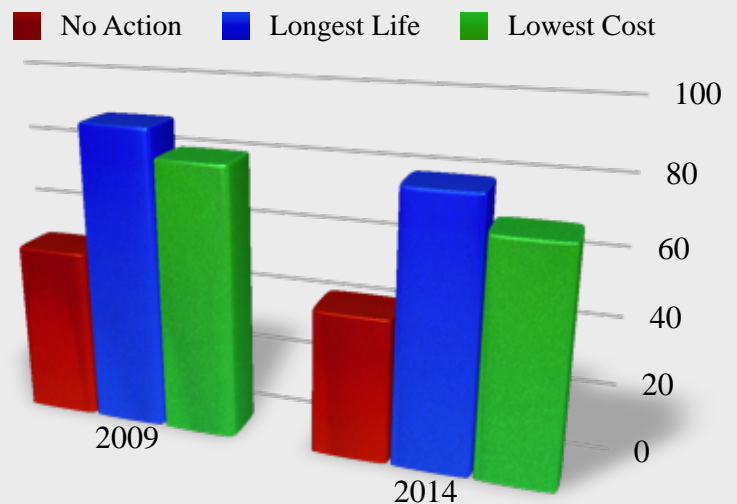
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **50**. The runway had an average projected PCI of **74** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

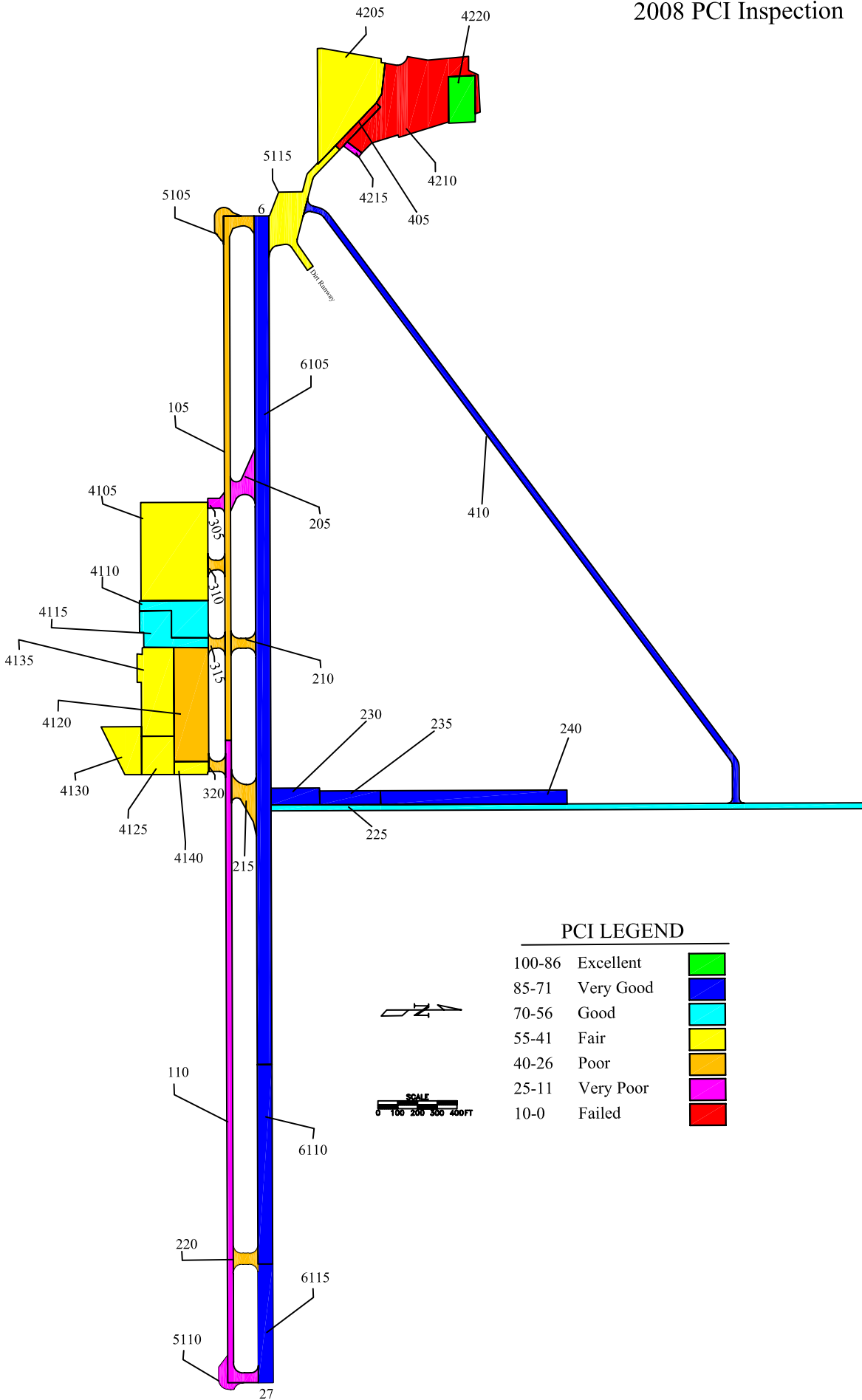
PCI analysis identified approximately **\$182,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately. Eliminating identified needs that do not restore the pavement above the MSL results in approximately **\$130,000** in recommended actions.

Capital Needs

The following graph shows the projected pavement condition. If no action is taken, the average PCI is projected to fall from **50** to **42** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$3.5 million**. The lowest annual cost repairs are projected to cost **\$1.8 million**.

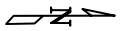


CARSON AIRPORT
2008 PCI Inspection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	27	AC	19	3.8
110	20	AC	19	4.2
205	21	AC	19	4.2
210	31	AC	19	3.6
215	31	AC	19	3.6
220	26	AC	19	3.9
225	67	AC	11	3.0
230	75	AC	9	2.8
235	84	AC	4	4.0
240	80	AC	4	5.0
305	20	AC	33	2.4
310	26	AC	33	2.2
315	31	AC	19	3.6
320	36	AC	19	3.4
405	10	AC	50	1.8
410	84	AC	7	2.3
4105	48	AC	35	1.5
4110	66	AC	19	1.8
4115	64	AC	19	1.9
4120	26	AC	34	2.2
4125	41	AC	19	3.1
4130	53	AC	19	2.5
4135	52	AC	19	2.5
4140	43	AC	19	3.0
4205	52	AC	31	1.5

PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
4210	8	AC	25	3.7
4215	21	AC	25	3.2
4220	100	AC	0	N/A
5105	38	AC	19	3.3
5110	24	AC	19	4.0
5115	51	AC	18	2.7
6105	76	AC/AC	19	1.3
6110	71	AC/AC	29	1.0
6115	74	AC/AC	22	1.2

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2009	Structural Overlay	245,959	17
105	2009	Reconstruction	387,000	22
110	2009	Structural Overlay	297,439	17
110	2009	Reconstruction	468,000	22
205	2009	Structural Overlay	48,619	17
205	2009	Reconstruction	76,500	22
210	2009	Structural Overlay	217,359	17
210	2009	Reconstruction	342,000	22
215	2009	Structural Overlay	55,197	17
215	2009	Reconstruction	86,850	22

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
220	2009	Structural Overlay	22,879	17
220	2009	Reconstruction	36,000	22
225	2014	Surface Treatment	34,524	10
225	2014	Crack Repair	16,464	1
225	2014	Resurfacing	116,999	17
230	2020	Crack Repair	1,422	4
230	2020	Resurfacing	27,299	17
235	2018	Crack Repair	940	2
235	2018	Resurfacing	26,974	17
240	2014	Crack Repair	2,924	2
240	2014	Resurfacing	81,054	17
305	2009	Structural Overlay	13,298	17
305	2009	Reconstruction	20,925	22
310	2009	Structural Overlay	14,299	17
310	2009	Reconstruction	22,500	22
315	2009	Structural Overlay	14,299	17
315	2009	Reconstruction	22,500	22
320	2009	Structural Overlay	13,298	17
320	2009	Surface Treatment	1,839	2
320	2009	Reconstruction	20,925	22
405	2009	Structural Overlay	24,023	17
405	2009	Reconstruction	37,800	22
410	2009	No Action	0	0
4105	2009	Surface Treatment	70,145	6
4105	2009	Resurfacing	220,999	17

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
4110	2018	Crack Repair	4,279	2
4110	2018	Resurfacing	56,549	17
4115	2016	Surface Treatment	14,929	9
4115	2016	Crack Repair	4,194	5
4115	2016	Resurfacing	48,749	17
4120	2009	Surface Treatment	41,927	4
4120	2009	Resurfacing	131,949	17
4125	2009	Structural Overlay	92,949	17
4125	2009	Surface Treatment	14,083	3
4125	2009	Reconstruction	146,250	22
4130	2009	Surface Treatment	15,724	7
4130	2009	Crack Repair	3,165	1
4130	2009	Resurfacing	46,799	17
4135	2009	Surface Treatment	29,245	5
4135	2009	Structural Overlay	205,919	17
4140	2009	Structural Overlay	31,602	17
4140	2009	Surface Treatment	4,483	1
4140	2009	Reconstruction	49,725	22
4205	2009	Surface Treatment	48,362	7
4205	2009	Crack Repair	19,855	4
4205	2009	Resurfacing	163,799	17
4210	2009	Structural Overlay	429,857	17
4210	2009	Reconstruction	676,350	22
4215	2009	Structural Overlay	7,292	17
4215	2009	Reconstruction	11,475	22

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
4220	2009	No Action	0	0
5105	2009	Structural Overlay	23,737	17
5105	2009	Reconstruction	37,350	22
5110	2009	Structural Overlay	23,737	17
5110	2009	Reconstruction	37,350	22
5115	2009	Surface Treatment	25,379	6
5115	2009	Resurfacing	76,699	17
6105	2009	No Action	0	0
6110	2019	Crack Repair	3,664	3
6110	2019	Resurfacing	98,799	15
6115	2020	Resurfacing	58,499	15
6115	2020	Crack Repair	1,757	2



ECHO BAY AIRPORT

Pavement Condition

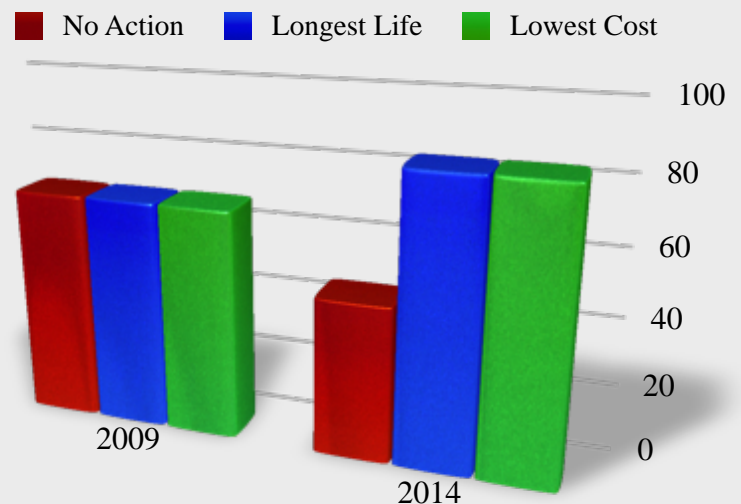
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **68**. The runway had a projected PCI of **68** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

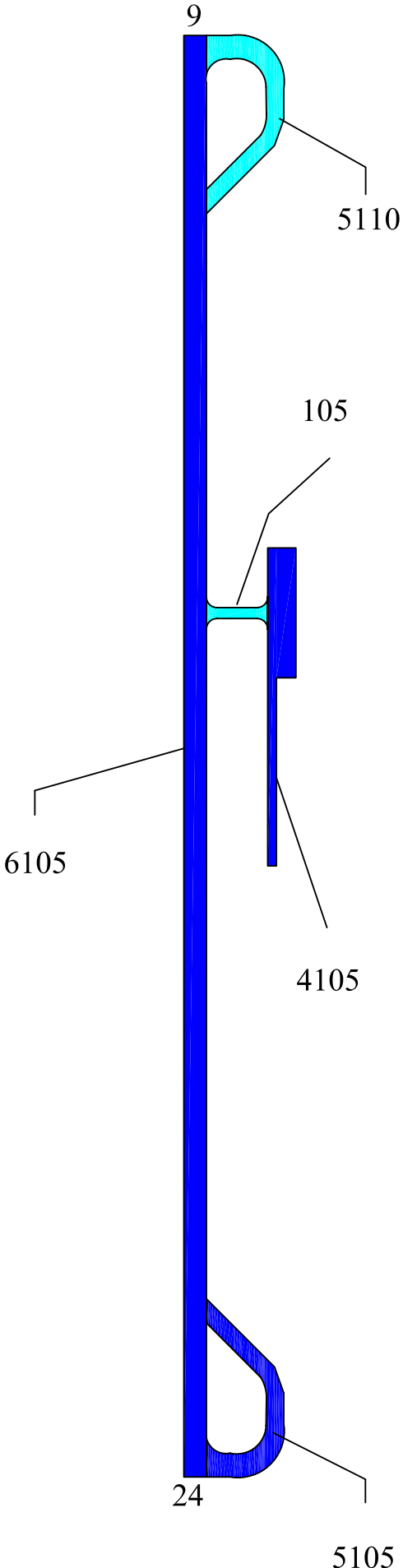
PCI analysis identified approximately **\$1,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

Capital Needs

The following graph shows the projected pavement condition. If no action is taken, the average PCI is projected to fall from **68** to **46** by **2013**. The longest life and lowest annual cost repair strategies are the same, and both are projected to cost approximately **\$292,000**.

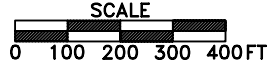


ECHO BAY AIRPORT
2007 PCI Inpsection



PCI LEGEND

100-86	Excellent	Green
85-71	Very Good	Blue
70-56	Good	Cyan
55-41	Fair	Yellow
40-26	Poor	Orange
25-11	Very Poor	Pink
10-0	Failed	Red



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	63	AC	6	6.2
4105	75	AC	6	4.2
5105	71	AC/AC	6	4.8
5110	68	AC/AC	6	5.3
6105	72	AC/AC	6	4.7

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2009	Structural Overlay	10,367	17
4105	2014	Resurfacing	36,659	17
5105	2011	Crack Repair	3,878	1
5105	2011	Resurfacing	26,729	17
5110	2010	Crack Repair	5,497	1
5110	2010	Resurfacing	30,023	17
6105	2010	Resurfacing	225,243	15
6105	2010	Crack Repair	30,769	1



ELKO REGIONAL AIRPORT

Pavement Condition

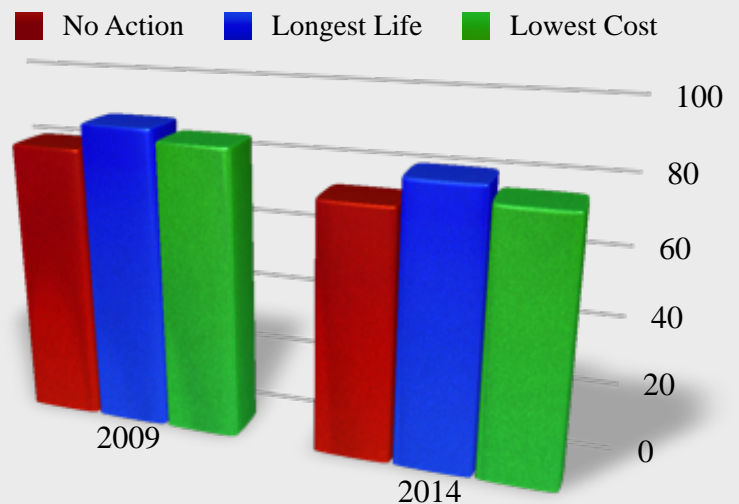
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **81**. The runways had an average projected PCI of **69** and were above the desired minimum service level (MSL) of **65**.

Maintenance Needs

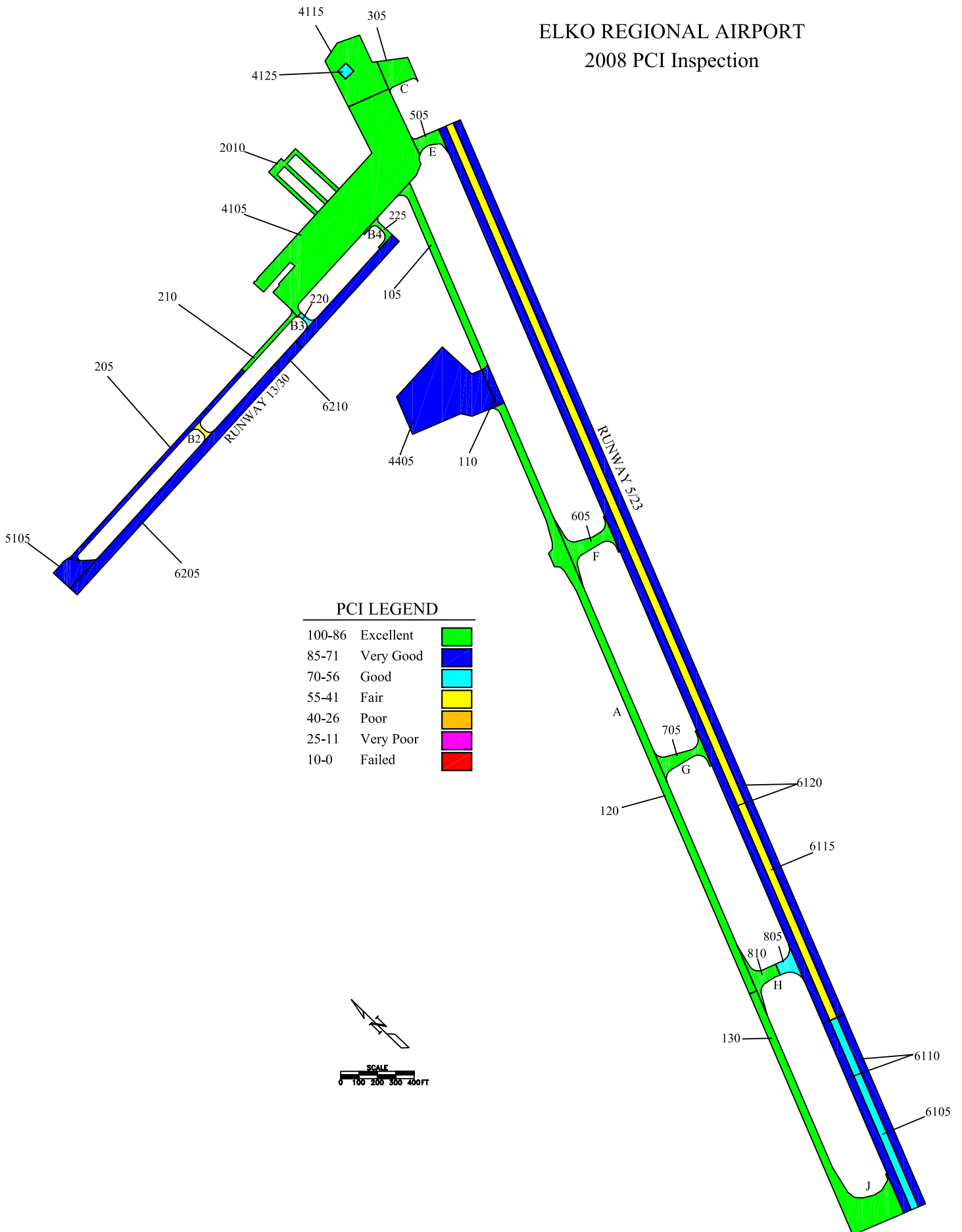
PCI analysis identified approximately **\$100,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **81** to **73** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$1 million**. The lowest annual cost repairs are projected to cost **\$230,000**.

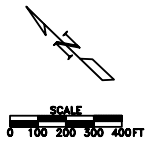


ELKO REGIONAL AIRPORT 2008 PCI Inspection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	100	AC	0	N/A
110	76	PCC	13	1.8
120	100	AC	0	N/A
130	100	AC	0	N/A
205	82	AC	9	2
210	96	AC	0	N/A
215	51	AC	16	3.1
220	60	AC	16	2.5
225	100	AC	0	N/A
305	100	AC	0	N/A
505	99	AC	0	N/A
605	100	AC	0	N/A
705	100	AC	0	N/A
805	65	AC/AC	13	2.7
810	100	AC	0	N/A
2010	97	AC	0	N/A
4105	96	AC	0	N/A
4115	98	AC	0	N/A
4405	78	PCC	7	3.1
5105	83	AC	16	1.1
6105	59	AC/AC	13	3.2
6110	75	AC/AC	13	1.9
6115	50	AC/AC	13	3.8
6120	75	AC/AC	13	1.9
6205	83	AC	13	1.3
6210	75	AC	9	2.8

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2008	No Action	0	0
110	2018	Patching / Joint Repair	159	4
110	2018	Repair and Overlay	44,264	14
120	2008	No Action	0	0
130	2008	No Action	0	0
205	2008	No Action	0	0
210	2008	No Action	0	0
215	2008	Structural Overlay	10,970	15
215	2008	Reconstruction	16,965	22
220	2008	Crack Repair	92	2
220	2008	Resurfacing	5,670	15
225	2008	No Action	0	0
305	2008	No Action	0	0
505	2008	No Action	0	0
605	2008	No Action	0	0
705	2008	No Action	0	0
805	2011	Crack Repair	598	1
805	2011	Structural Overlay	37,975	15
810	2008	No Action	0	0
2010	2008	No Action	0	0
4105	2008	No Action	0	0
4115	2008	No Action	0	0
4405	2014	Repair and Overlay	672,723	14
4405	2014	Slab Replacement	146,693	2
4405	2014	Slab Replacement / Joint Seal	146,693	4

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
4405	2014	Slab Replacement / Patching / Joint Seal	148,269	4
4405	2014	Patching / Joint Repair	1,576	1
4405	2014	Reconstruction	1,890,848	21
5105	2008	No Action	0	0
6105	2008	Surface Treatment	27,254	4
6105	2008	Resurfacing	87,750	13
6110	2014	Crack Repair	10,173	1
6110	2014	Structural Overlay	378,299	13
6115	2008	Surface Treatment	131,695	2
6115	2008	Structural Overlay	893,660	13
6120	2014	Surface Treatment	242,016	9
6120	2014	Crack Repair	44,833	2
6120	2014	Resurfacing	829,170	13
6205	2008	No Action	0	0
6210	2014	Resurfacing	16,362	13
6210	2014	Surface Treatment	4,851	10
6210	2014	Crack Repair	849	2



ELY AIRPORT

Pavement Condition

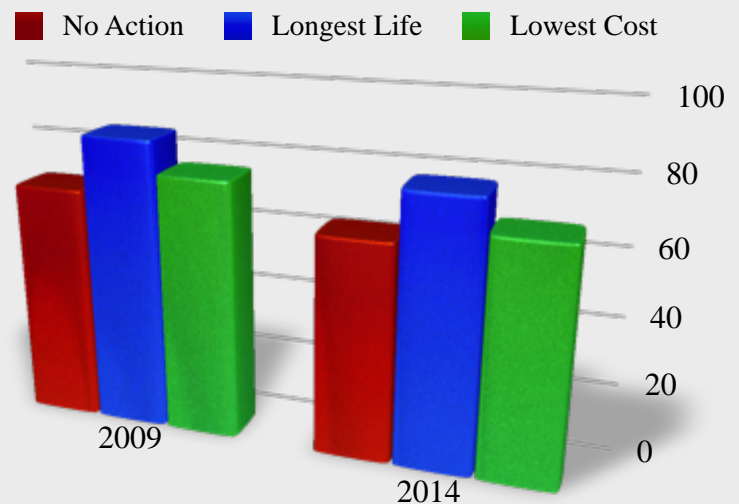
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **69**. The runways had an average projected PCI of **70** and were above the desired minimum service level (MSL) of **65**.

Maintenance Needs

PCI analysis identified approximately **\$180,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.








Capital Needs

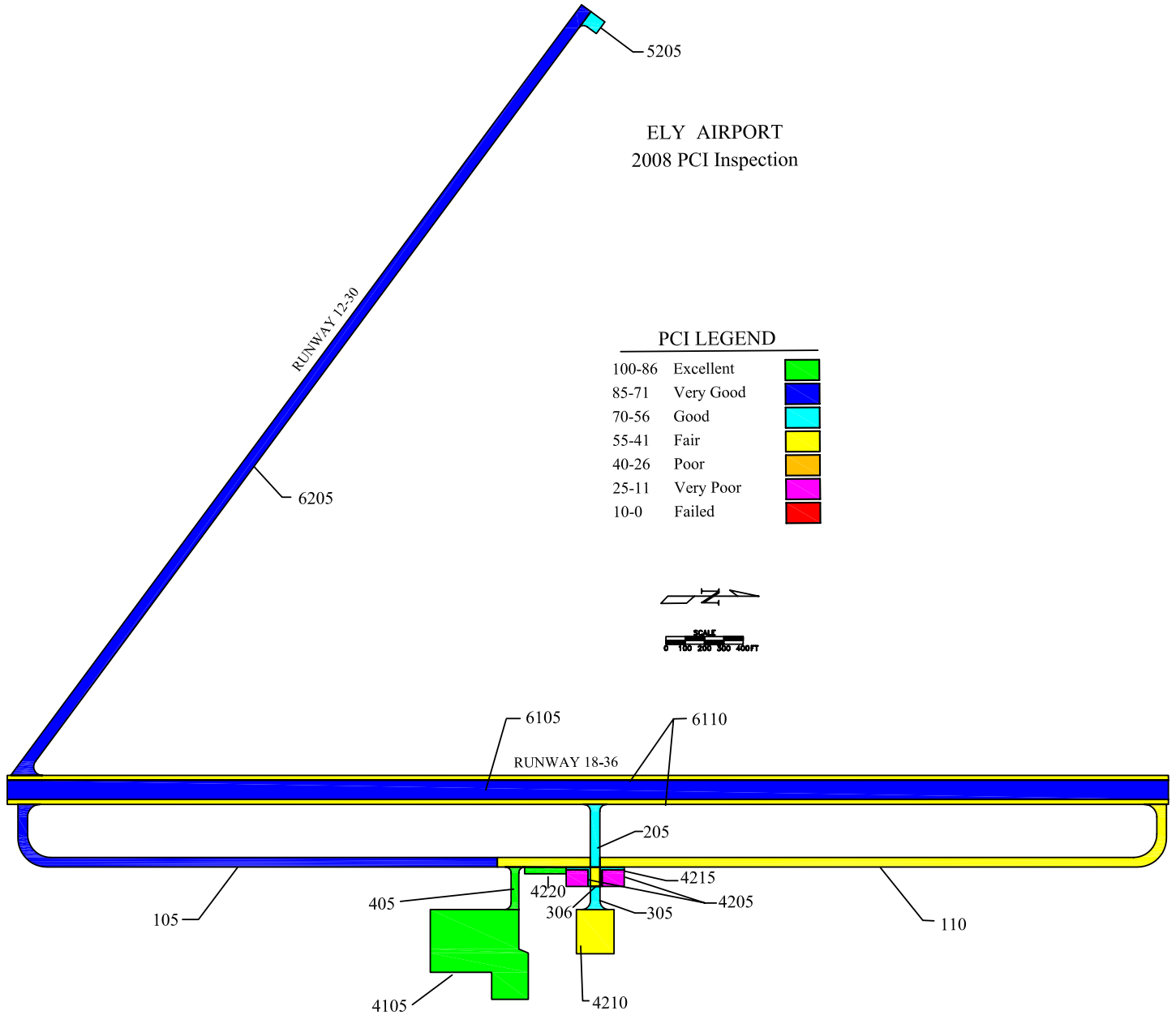
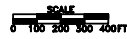
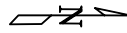
The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **69** to **64** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$1.5 million**. The lowest annual cost repairs are projected to cost approximately **\$1.1 million**.



ELY AIRPORT
2008 PCI Inspection

PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	77	AC	25	0.9
110	45	AC/AC	25	2.2
205	56	AC/AC	25	1.8
305	56	AC/AC	25	1.8
306	41	AC/PCC	25	2.4
405	100	AC	0	N/A
4105	100	AC	0	N/A
4205	25	PCC	48	1.6
4210	52	AC/AC	25	1.9
4215	70	AC/PCC	25	1.2
4220	100	AC	0	N/A
5205	69	AC	23	1.3
6105	77	AC	16	1.4
6110	55	AC/AC	28	1.6
6205	74	AC	23	1.1

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
110	2009	Reconstruction	821,250	19
110	2009	Structural Overlay	521,949	15
110	2009	Surface Treatment	71,798	1
205	2009	Resurfacing	21,709	15
305	2009	Structural Overlay	19,590	15
306	2009	Reconstruction	22,500	19
306	2009	Structural Overlay	14,299	14
4205	2009	Reconstruction	194,522	21
4205	2009	Repair and Overlay	89,538	14
4210	2009	Resurfacing	58,044	15
4215	2016	Crack Repair	1,463	2
4215	2016	Resurfacing	8,027	14
5205	2017	Crack Repair	651	2
5205	2017	Resurfacing	9,541	15
5205	2017	Surface Treatment	2,892	8
6110	2009	Crack Repair	206,461	1
6110	2009	Resurfacing	390,519	13
6205	2018	Crack Repair	34,177	2
6205	2018	Resurfacing	388,504	13



EUREKA AIRPORT

Pavement Condition

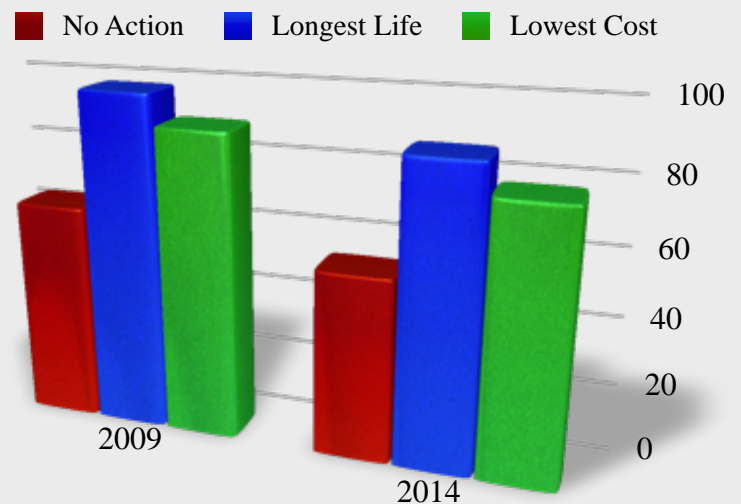
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **64**. The runway had an average projected PCI of **44** and was below the desired minimum service level (MSL) of **60**.

Maintenance Needs

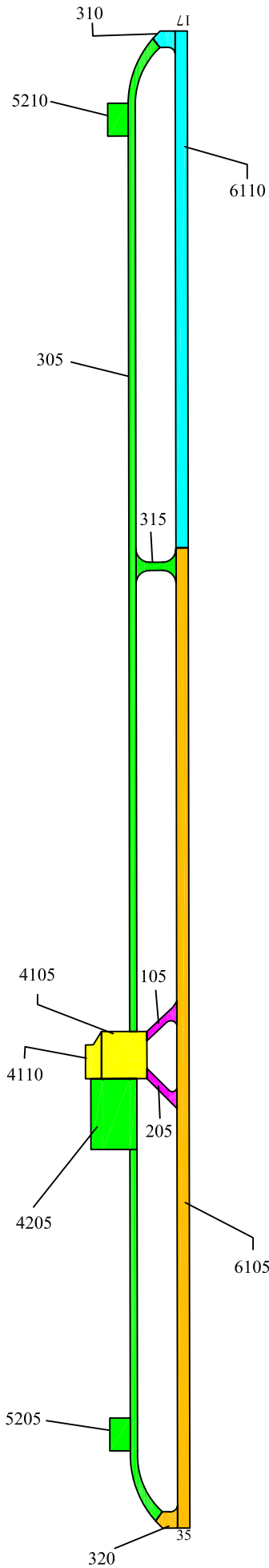
PCI analysis identified approximately **\$104,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

Capital Needs








The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **64** to **54** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$2 million**. The lowest annual cost repairs are projected to cost **\$1 million**.

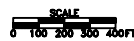


EUREKA AIRPORT
2008 PCI Inspection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	25	AC/AC	17	4.4
205	21	AC	17	4.6
305	100	AC	0	N/A
310	59	AC	17	2.4
315	100	AC	0	N/A
320	31	AC	17	4.1
4105	49	AC/AC	17	3
4110	45	AC	11	5
4205	96	AC	1	4
5205	100	AC	0	N/A
5210	100	AC	0	N/A
6105	40	AC	17	3.5
6110	60	AC	17	2.4

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2009	Structural Overlay	20,949	17
105	2009	Reconstruction	32,962	22
205	2009	Structural Overlay	22,279	17
205	2009	Reconstruction	35,055	22
305	2009	No Action	0	0
310	2011	Crack Repair	604	1
310	2011	Structural Overlay	23,451	17
315	2009	No Action	0	0
320	2009	Structural Overlay	24,095	17
320	2009	Reconstruction	37,912	22
4105	2009	Crack Repair	33,907	2
4105	2009	Resurfacing	66,364	17
4110	2009	Structural Overlay	40,611	17
4110	2009	Reconstruction	63,900	22
4205	2009	No Action	0	0
5205	2009	No Action	0	0
5210	2009	No Action	0	0
6105	2009	Structural Overlay	820,247	15
6105	2009	Reconstruction	1,290,600	19
6110	2009	Structural Overlay	432,431	15
6110	2009	Crack Repair	17,631	2



FALLON MUNICIPAL AIRPORT

Pavement Condition

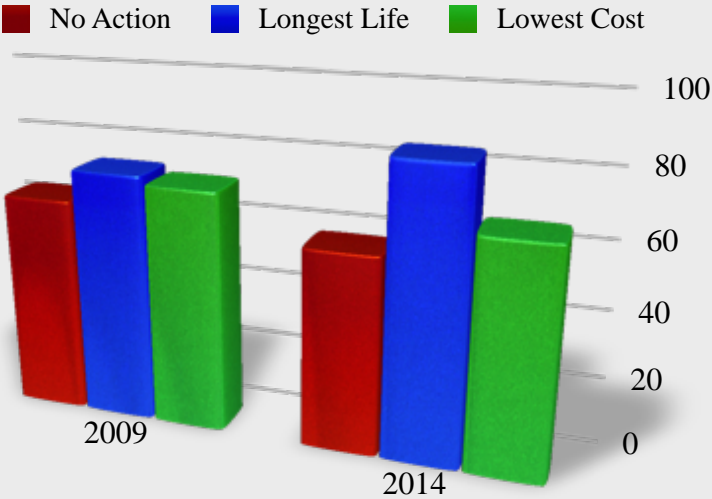
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **64**. The runways had an average projected PCI of **65** and were above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$55,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

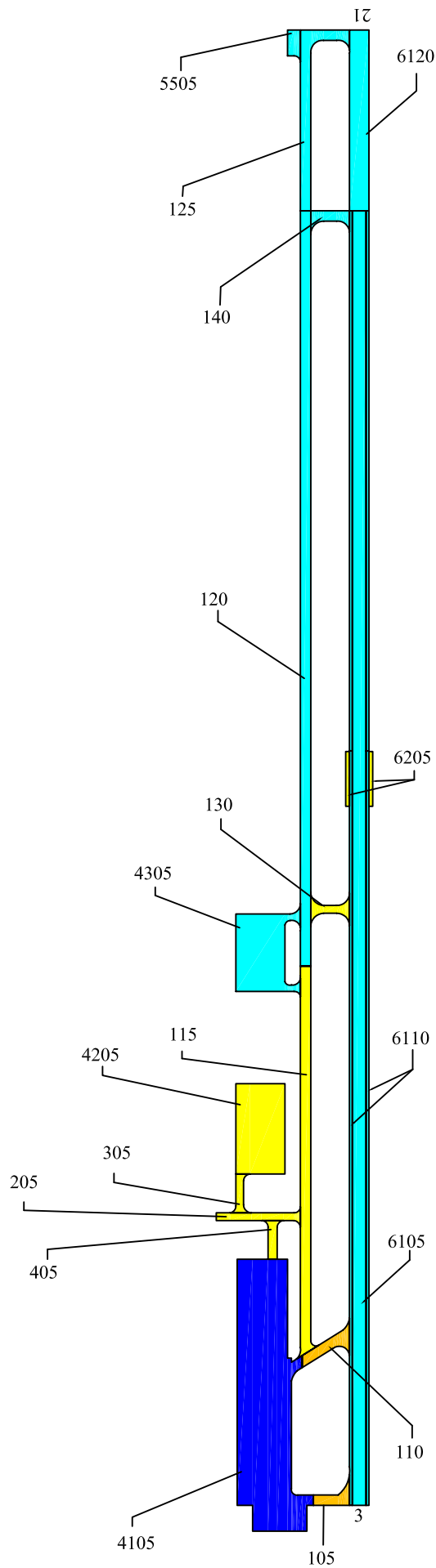
Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **64** to **58** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$883,000**. The lowest annual cost repairs are projected to cost **\$220,000**.



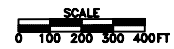
FALLON MUNICIPAL AIRPORT

2007 PCI Inpsection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	34	AC/AC	39	1.7
110	38	AC/AC	19	3.3
115	44	AC	28	2
120	58	AC	28	1.5
125	62	AC	17	2.2
130	49	AC	28	1.8
140	68	AC	28	1.1
205	54	AC	25	1.8
305	52	AC	22	2.2
405	46	AC	22	2.5
4105	84	AC	10	1.6
4205	49	AC	22	2.3
4305	60	AC	17	2.4
5505	63	AC	17	2.2
6105	66	AC/AC	27	1.3
6110	67	AC	25	1.3
6120	68	AC	17	1.9
6205	44	AC	25	2.2

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
110	AC/AC	Surface Treatment	4,640	3
110	AC/AC	Reconstruction	42,615	26
115	AC	Surface Treatment	30,442	6
115	AC	Resurfacing	78,649	17
120	AC	Crack Repair	11,466	3
120	AC	Resurfacing	152,099	17
125	AC	Surface Treatment	14,130	10
125	AC	Crack Repair	1,664	3
125	AC	Resurfacing	45,889	17
130	AC	Surface Treatment	2,923	6
130	AC	Crack Repair	1,018	1
130	AC	Structural Overlay	15,119	17
140	AC	Crack Repair	643	3
140	AC	Resurfacing	8,475	17
205	AC	Surface Treatment	4,624	8
205	AC	Crack Repair	1,325	2
205	AC	Resurfacing	13,259	17
305	AC	Crack Repair	567	1
305	AC	Resurfacing	6,343	17
405	AC	Structural Overlay	10,281	17
405	AC	Reconstruction	21,420	26
4205	AC	Surface Treatment	32,302	7
4205	AC	Crack Repair	8,052	3
4205	AC	Resurfacing	86,449	17

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
4305	AC	Surface Treatment	26,575	10
4305	AC	Crack Repair	4,403	2
4305	AC	Resurfacing	79,949	17
5505	AC	Surface Treatment	2,153	10
5505	AC	Crack Repair	401	2
5505	AC	Resurfacing	6,499	17
6105	AC/AC	Crack Repair	48,210	3
6105	AC/AC	Resurfacing	345,409	15
6110	AC	Surface Treatment	41,553	8
6110	AC	Crack Repair	20,881	1
6110	AC	Resurfacing	143,389	15
6120	AC	Surface Treatment	19,979	10
6120	AC	Crack Repair	1,847	3
6120	AC	Resurfacing	68,249	15
6205	AC	Resurfacing	8,189	15
6205	AC	Surface Treatment	2,586	3



HAWTHORNE INDUSTRIAL AIRPORT

Pavement Condition

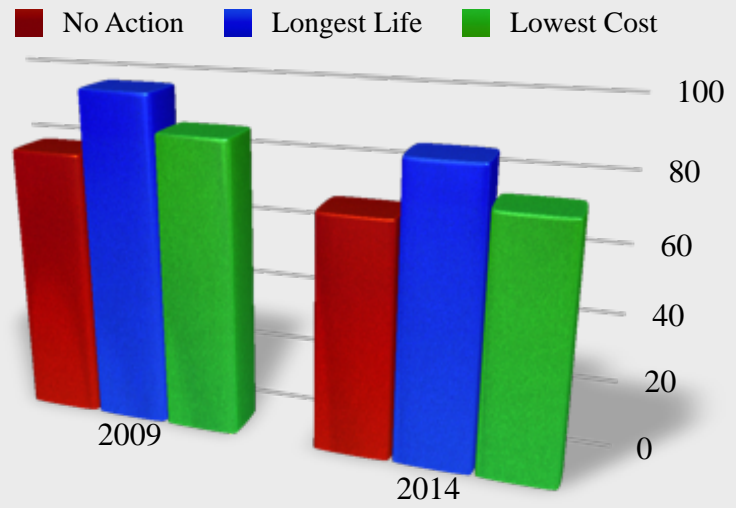
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **78**. The runway had an average projected PCI of **96** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$32,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

Capital Needs



The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **78** to **69** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$555,000**. The lowest annual cost repairs are projected to cost **\$214,000**.

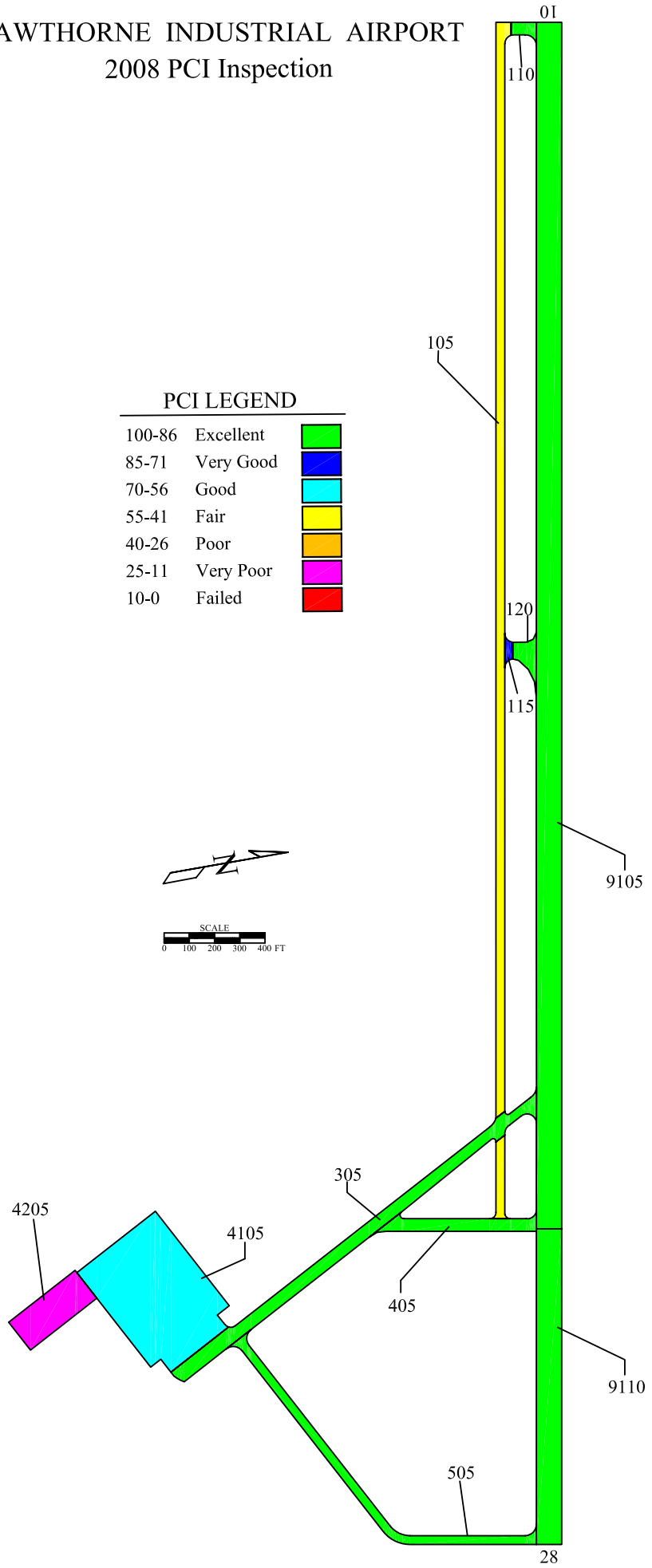
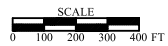


HAWTHORNE INDUSTRIAL AIRPORT

2008 PCI Inspection

PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	50	AC	29	1.7
110	97	AC/AC	0	N/A
115	73	AC	23	1.2
120	95	AC/AC	2	2.5
305	98	AC/AC	3	0.7
405	98	AC/AC	0	N/A
505	100	AC	0	N/A
4105	56	AC	24	1.8
4205	15	AC	31	2.7
9105	99	AC/AC	0	N/A
9110	100	AC	0	N/A

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2009	Surface Treatment	65,921	7
105	2009	Resurfacing	218,789	17
4105	2009	Surface Treatment	87,452	10
4105	2009	Crack Repair	40,549	2
4105	2009	Resurfacing	275,924	17
4205	2009	Surface Treatment	17,297	4
4205	2009	Resurfacing	60,774	17



JACKPOT MUNICIPAL AIRPORT

Pavement Condition

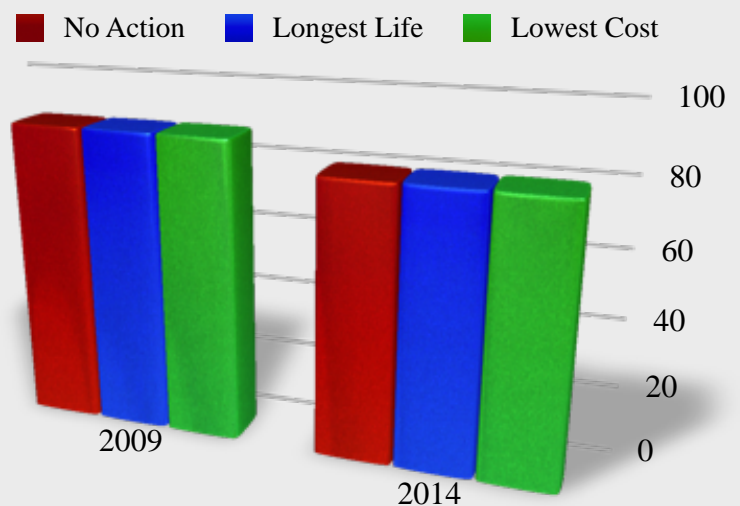
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **88**. The runway had an average projected PCI of **84** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$17,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.








Capital Needs

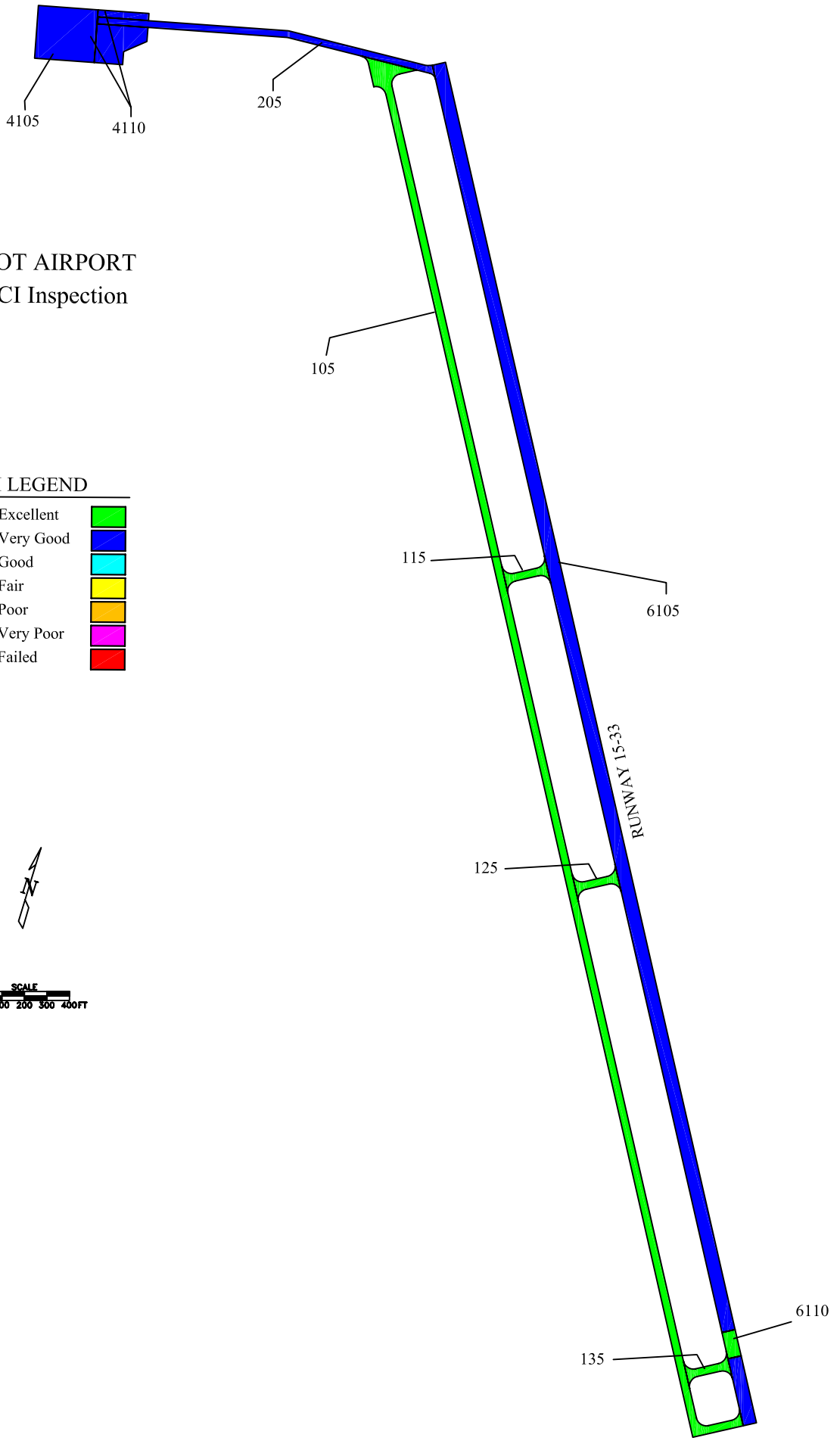
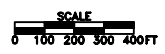
No pavement features were below the MSL when inspected, and no features are projected to reach the MSL in the next 5 years. The following graph shows that the PCI is projected to fall from **88** to **80** by **2014**.



JACKPOT AIRPORT 2008 PCI Inspection

PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	95	AC	1	5
115	100	AC	0	N/A
125	100	AC	0	N/A
135	100	AC	0	N/A
205	84	AC/AC	8	2
4105	79	AC/AC	11	1.9
4110	85	AC/AC	9	1.7
6105	84	AC/AC	11	1.5
6110	100	AC	0	N/A

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2020	Resurfacing	332,799	17



LOVELOCK / DERBY FIELD AIRPORT

Pavement Condition

The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **82**.

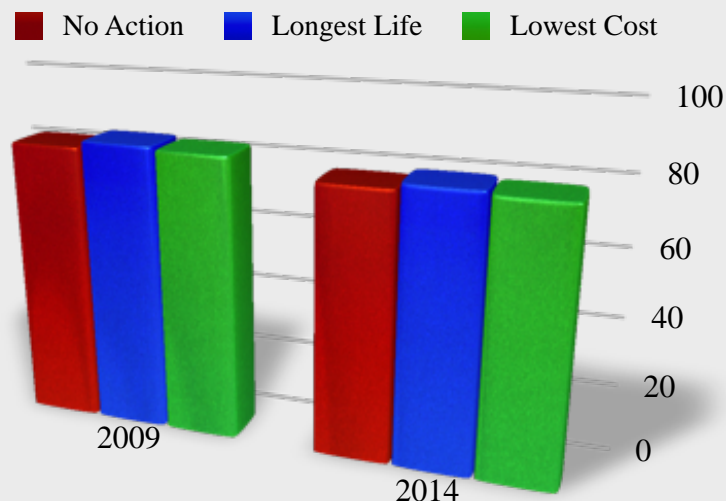
The runways also had an average projected PCI of **82** and were above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$17,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

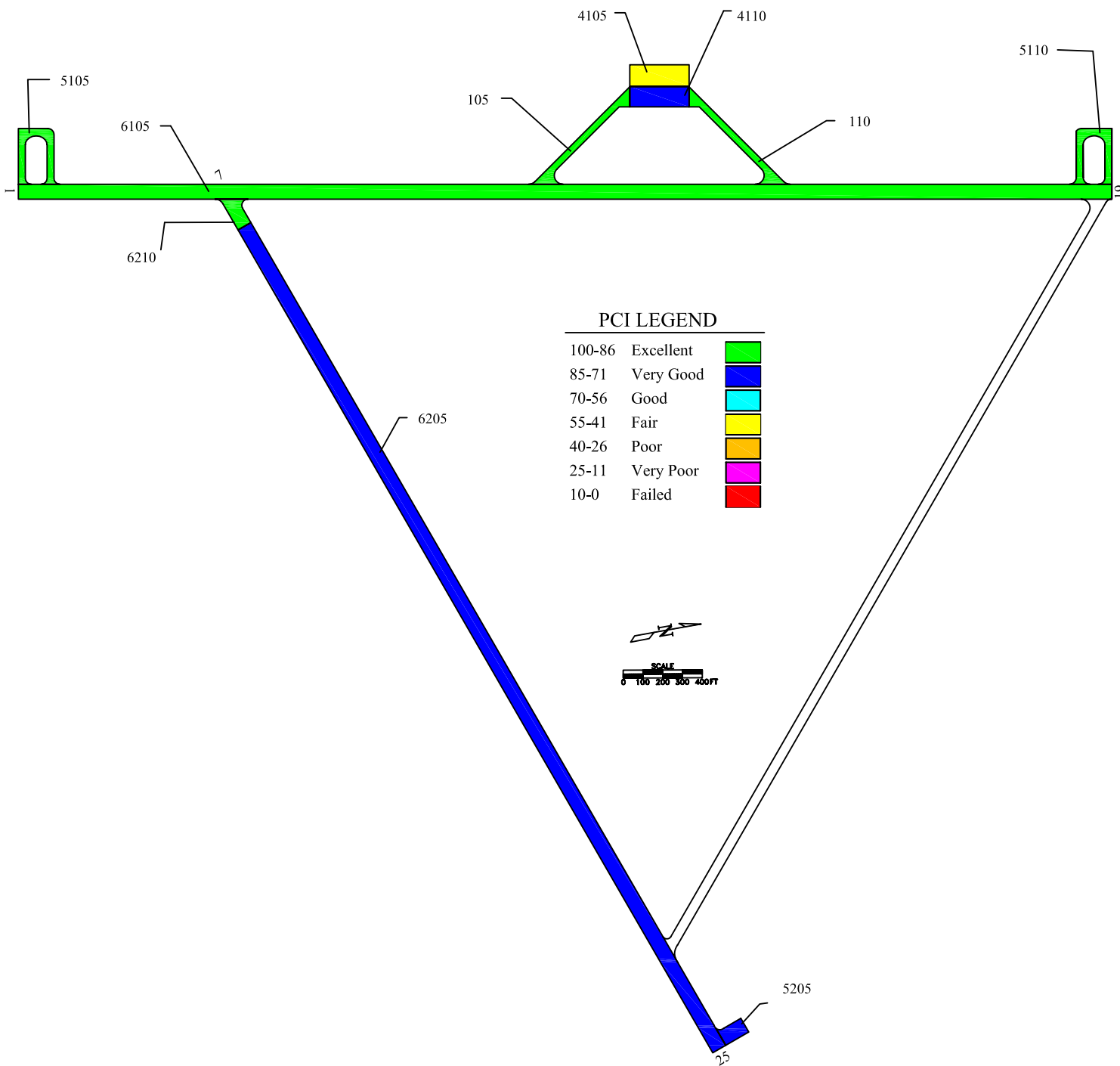
Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **82** to **78** by **2013**. Selecting the longest life repair strategy is projected to cost approximately **\$154,000**. The lowest annual cost repairs are projected to cost **\$11,000**.



DERBY FIELD AIRPORT

2007 PCI Inspection



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	94	AC/AC	8	0.8
110	98	AC/AC	8	0.3
4105	45	PCC	39	1.4
4110	73	AC	16	1.7
5105	95	AC	8	0.6
5110	99	AC	8	0.1
5205	75	AC	16	1.6
6105	90	AC	8	1.3
6205	75	AC	16	1.6
6210	93	AC/AC	8	0.9

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
4105	2008	Patching / Joint Repair	10,992	6
4105	2008	Repair and Overlay	153,779	15



MINDEN-TAHOE AIRPORT

Pavement Condition

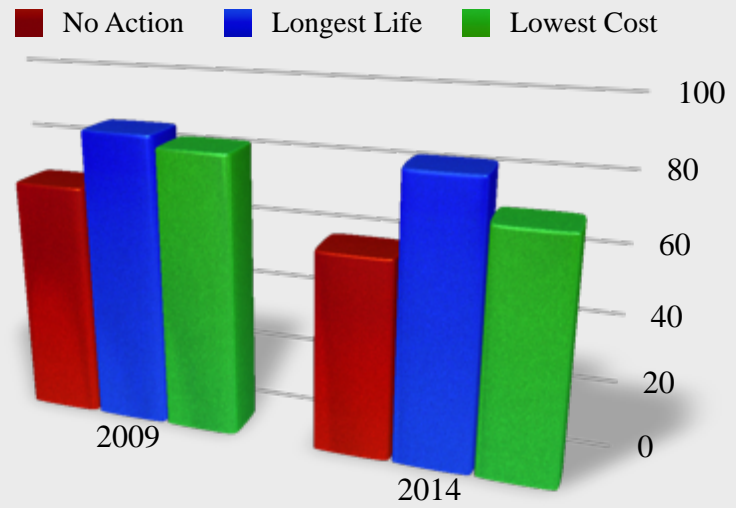
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **69**. The runways had an average projected PCI of **90** and were above the desired minimum service level (MSL) of **60**.

Maintenance Needs

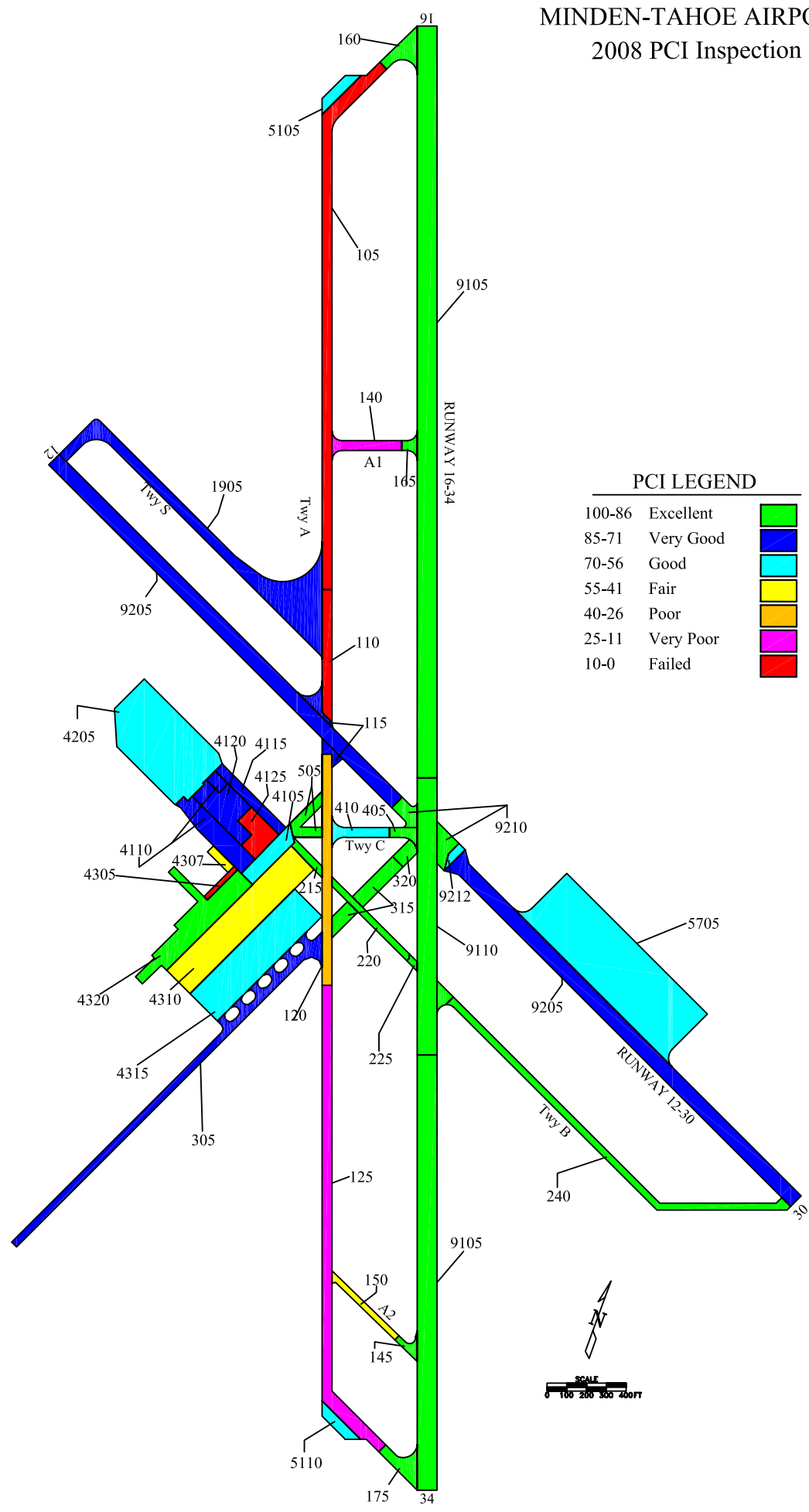
PCI analysis identified approximately **\$442,000** in pavement maintenance needs, such as patching, slab replacement, and crack sealing, that could be completed immediately.

Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **69** to **58** by **2014**. Selecting only the longest life repair strategy is projected to cost approximately **\$1.9 million**. The lowest annual cost repairs are projected to cost **\$580,000**.



MINDEN-TAHOE AIRPORT 2008 PCI Inspection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	20	AC/AC	7	11.4
110	17	AC/AC	10	8.3
115	81	AC/AC	19	1
120	29	AC/AC	7	10.1
125	21	AC/AC	7	11.3
140	24	AC	7	10.9
145	96	AC/AC	3	1.3
150	42	AC/AC	26	2.2
160	100	AC/AC	0	N/A
165	100	AC/AC	0	N/A
175	100	AC	0	N/A
215	100	AC	0	N/A
220	93	AC	2	0.35
225	100	AC/AC	0	N/A
240	99	AC	0	N/A
305	77	AC/AC	9	2.6
315	93	AC	2	3.5
320	98	AC	0	N/A
405	93	AC	3	2.3
410	56	AC/AC	21	2.1
505	100	AC	0	N/A
1905	80	AC	6	3.3
4105	62	AC	17	2.2
4110	82	AC	10	1.8
4115	74	AC/AC	17	1.5
4120	82	AC/AC	17	1.1

PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
4125	4	PCC	43	2.2
4205	64	AC/AC	14	2.6
4305	9	AC	33	2.8
4307	50	AC	33	1.5
4310	54	AC	23	2
4315	56	AC	11	4
4320	100	AC	0	N/A
5105	69	AC	19	1.6
5110	65	AC	19	1.8
5705	61	AC	9	4.3
9105	97	AC/AC	0	N/A
9110	98	AC/AC	0	N/A
9205	83	AC	10	1.7
9210	89	AC/AC	3	3.7
9212	69	AC	21	1.5

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	AC	Surface Treatment	53,768	5
105	AC	Resurfacing	187,134	17
110	AC/AC	Surface Treatment	11,989	5
110	AC/AC	Resurfacing	41,989	17
115	AC/AC	No Action	0	0
120	AC/AC	Surface Treatment	21,604	4
120	AC/AC	Resurfacing	75,906	17
125	AC/AC	Surface Treatment	47,900	5
125	AC/AC	Resurfacing	167,257	17
140	AC	Surface Treatment	6,907	5
140	AC	Resurfacing	24,270	17
145	AC/AC	No Action	0	0
150	AC/AC	Resurfacing	18,654	17
160	AC/AC	No Action	0	0
165	AC/AC	No Action	0	0
175	AC	No Action	0	0
215	AC	No Action	0	0
220	AC	No Action	0	0
225	AC/AC	No Action	0	0
240	AC	No Action	0	0
305	AC/AC	Surface Treatment	36,033	10
305	AC/AC	Resurfacing	126,604	17
315	AC	No Action	0	0
320	AC	No Action	0	0
405	AC	No Action	0	0

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
410	AC/AC	Surface Treatment	6,795	8
410	AC/AC	Crack Repair	1,439	2
410	AC/AC	Resurfacing	21,436	17
505	AC	No Action	0	0
1905	AC	Crack Repair	8,323	1
1905	AC	Structural Overlay	442,155	17
4105	AC	Surface Treatment	10,672	11
4105	AC	Crack Repair	3,540	2
4105	AC	Resurfacing	34,807	17
4110	AC	No Action	0	0
4115	AC/AC	No Action	0	0
4120	AC/AC	No Action	0	0
4125	PCC	Repair and Overlay	123,430	15
4125	PCC	Reconstruction	268,152	24
4205	AC/AC	Surface Treatment	80,100	9
4205	AC/AC	Crack Repair	31,006	3
4205	AC/AC	Resurfacing	236,079	17
4305	AC	Structural Overlay	14,871	17
4305	AC	Reconstruction	23,400	22
4307	AC	Surface Treatment	3,308	8
4307	AC	Crack Repair	1,284	2
4307	AC	Resurfacing	8,423	17
4310	AC	Surface Treatment	74,849	10
4310	AC	Crack Repair	48,409	4
4310	AC	Resurfacing	191,788	17

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
4315	AC	Surface Treatment	80,776	7
4315	AC	Crack Repair	27,994	3
4315	AC	Resurfacing	190,514	17
4320	AC	No Action	0	0
5105	AC	No Action	0	0
5110	AC	Crack Repair	1,435	5
5110	AC	Resurfacing	15,729	17
5705	AC	Surface Treatment	136,407	5
5705	AC	Crack Repair	27,704	4
5705	AC	Resurfacing	413,867	17
9105	AC/AC	No Action	0	0
9110	AC/AC	No Action	0	0
9205	AC	No Action	0	0
9210	AC/AC	Resurfacing	32,499	15
9212	AC	Resurfacing	7,312	15



OVERTON / PERKINS FIELD AIRPORT

Pavement Condition

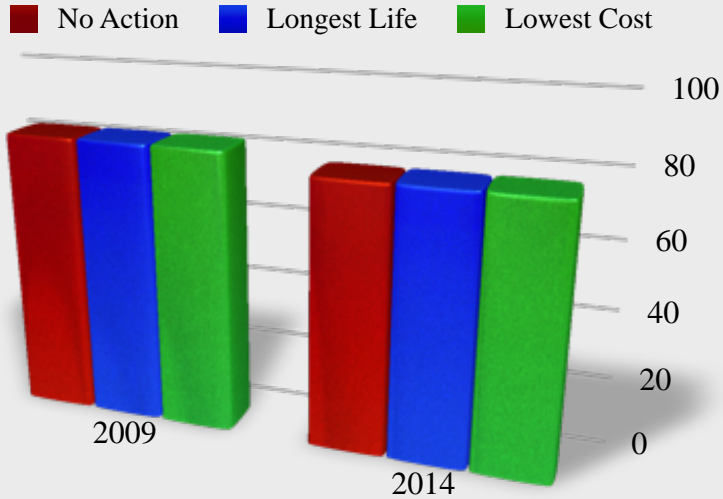
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **82**. The runway also had a projected PCI of **82** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately \$17,000 in pavement maintenance needs, such as crack sealing, that could be completed immediately.

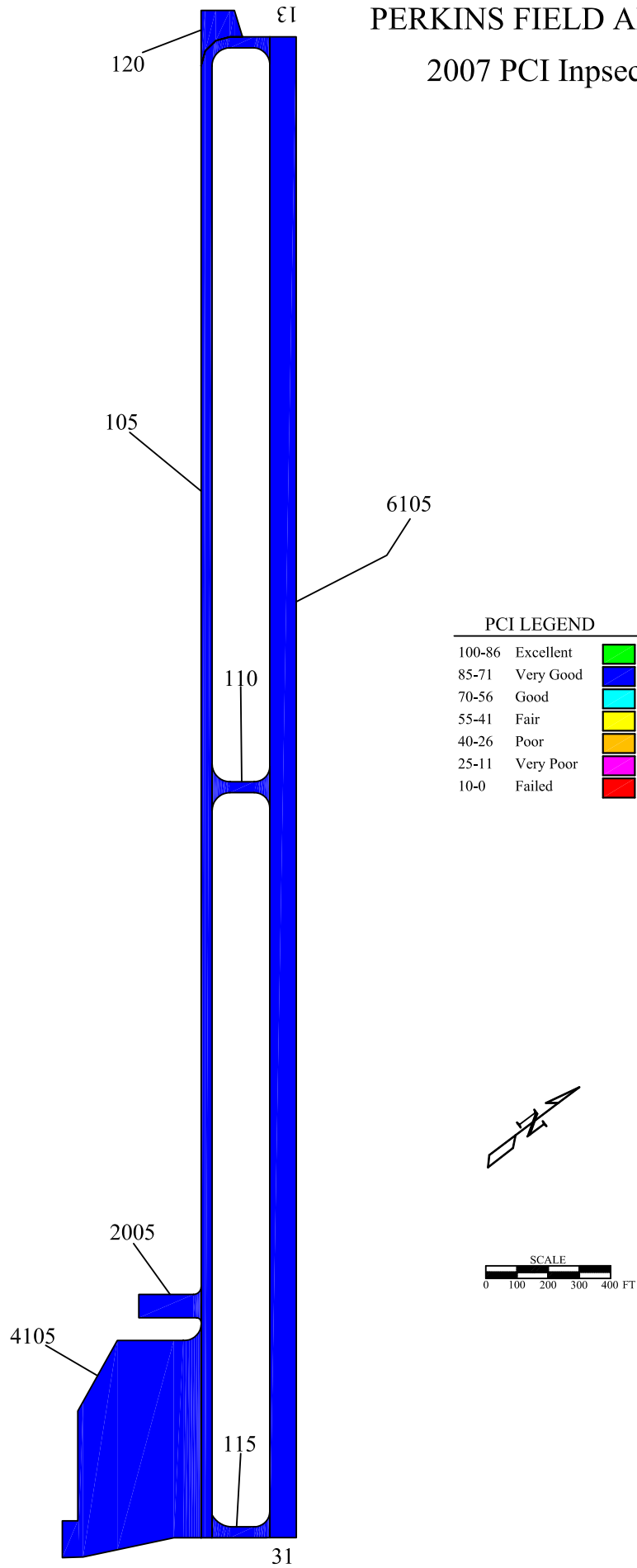
Capital Needs

No pavement features were below the MSL when inspected, and no features are projected to reach the MSL in the next 5 years.



PERKINS FIELD AIRPORT

2007 PCI Inpsection



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	83	AC	9	1.9
110	79	AC	9	2.3
115	84	AC	9	1.8
120	83	AC	9	1.9
2005	83	AC	9	1.9
4105	84	AC	10	1.6
6105	83	AC	9	1.9

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2008	No Action	0	0
110	2008	No Action	0	0
115	2008	No Action	0	0
120	2008	No Action	0	0
2005	2008	No Action	0	0
4105	2008	No Action	0	0
6105	2008	No Action	0	0



PANACA / LINCOLN COUNTY AIRPORT

Pavement Condition

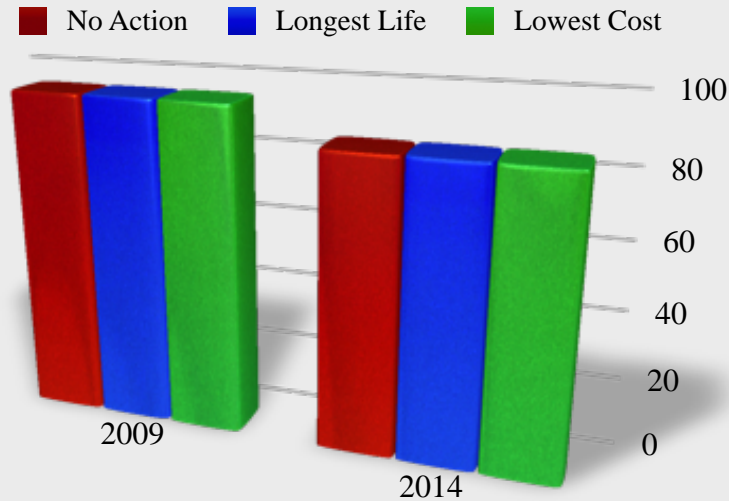
The average inspected Pavement Condition Index (PCI) for all of the airfield pavements was **95**. The runway had an average inspected PCI of **95** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

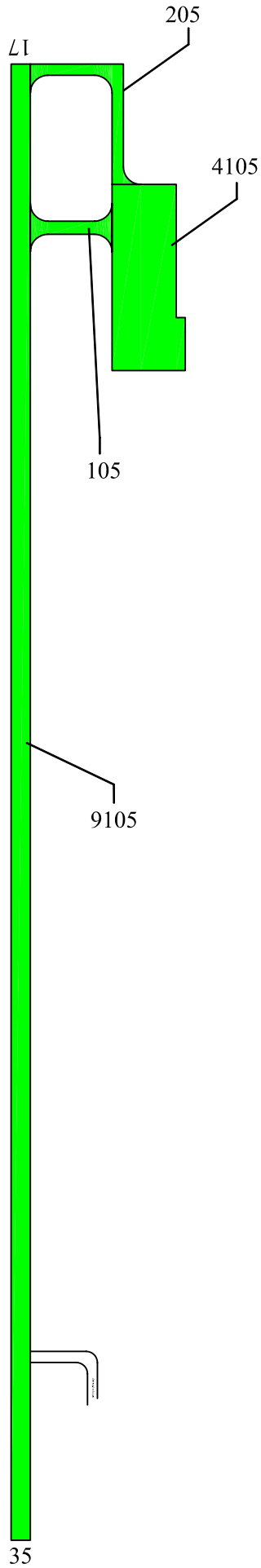
No features were identified for maintenance.

Capital Needs

No pavement features were below the MSL when inspected, and no features are projected to reach MSL within 5 years of the inspection.

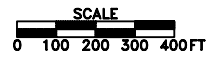


LINCOLN COUNTY AIRPORT
2009 PCI Inspection



PCI LEGEND

100-86	Excellent	Green
85-71	Very Good	Blue
70-56	Good	Cyan
55-41	Fair	Yellow
40-26	Poor	Orange
25-11	Very Poor	Pink
10-0	Failed	Red



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	100	AC/AC	0	N/A
205	100	AC	0	N/A
4105	95	AC/AC	2	2.5
9105	95	AC/AC	2	2.5

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	NONE	No Action	0	0
205	NONE	No Action	0	0
4105	NONE	No Action	0	0
9105	NONE	No Action	0	0



Pavement Condition

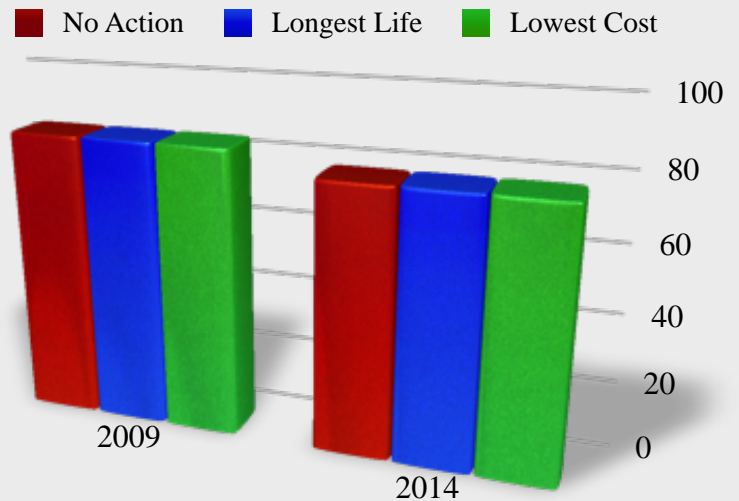
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **84**. The runways had an average projected PCI of **86** and were above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$42,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

Capital Needs

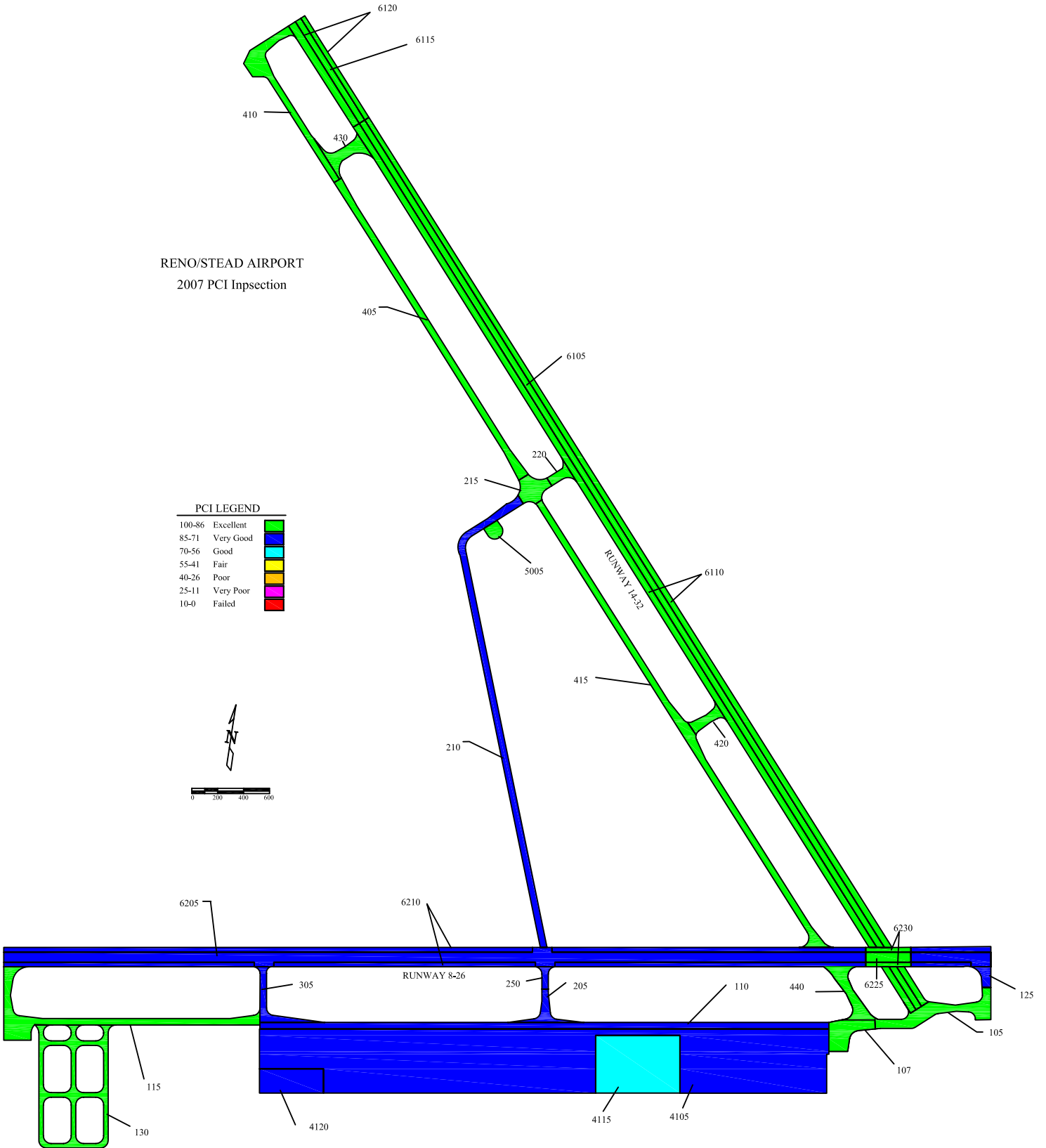
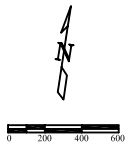
No pavement features were below the MSL when inspected and none are projected to reach the MSL in the next 5 years.



RENO/STEAD AIRPORT
2007 PCI Inspection

PCI LEGEND

100-86	Excellent	Green
85-71	Very Good	Blue
70-56	Good	Cyan
55-41	Fair	Yellow
40-26	Poor	Orange
25-11	Very Poor	Pink
10-0	Failed	Red



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	100	AC	1	0.0
107	100	AC	3	0.0
110	77	AC	9	2.6
115	100	AC	3	0.0
125	81	AC	7	2.7
130	100	AC	1	0.0
205	77	AC	15	1.5
210	75	AC	19	1.3
215	100	AC	1	0.0
220	100	AC	2	0.0
250	81	AC	7	2.7
305	74	AC	9	2.9
405	100	AC	0	N/A
410	100	AC	1	0.0
415	99	AC	2	0.5
420	100	AC	2	0.0
430	100	AC	1	0.0
440	100	AC	0	N/A
4105	76	AC	15	1.6
4115	70	AC	9	3.3
4120	76	AC	9	2.7
5005	100	AC	1	0.0
6105	96	AC	2	2.0
6110	99	AC	2	0.5
6115	96	AC	1	4.0
6120	99	AC	1	1.0

PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
6205	76	AC	7	3.4
6210	79	AC	7	3.0
6225	100	AC	2	N/A
6230	100	AC	2	N/A

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
305	2018	Crack Repair	2,754	2
305	2018	Resurfacing	48,860	17
305	2018	Surface Treatment	14,207	10
4115	2014	Resurfacing	376,024	17
4115	2014	Surface Treatment	107,853	9
6205	2014	Crack Repair	76,498	1
6205	2014	Resurfacing	760,525	15
6210	2018	Resurfacing	887,282	15
6210	2018	Surface Treatment	253,701	10



ROSASCHI AIR PARK

Pavement Condition

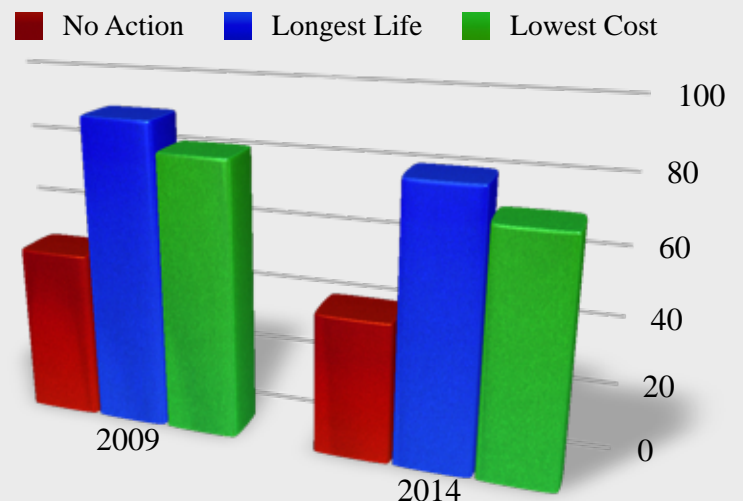
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **50**. The runway had an average projected PCI of **52** and was below the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately \$17,000 in pavement maintenance needs, such as crack sealing, that could be completed immediately.

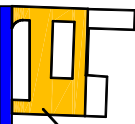
Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **50** to **41** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$540,000**. The lowest annual cost repairs are projected to cost **\$380,000**.

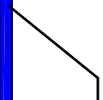


52

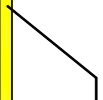
ROSASCHI AIR PARK 2009 PCI Inspection



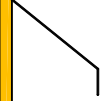
4105



6105










6110

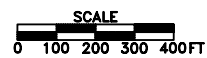
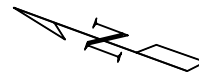


6115

7

PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
4105	40	AC	19	3.2
6105	71	AC	19	1.5
6110	47	AC	19	2.8
6115	34	AC	19	3.5

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
4105	2009	Structural Overlay	123,837	17
4105	2009	Surface Treatment	18,594	2
4105	2009	Reconstruction	194,850	22
6105	2020	Surface Treatment	25,048	8
6105	2020	Crack Repair	1,873	3
6105	2020	Resurfacing	83,199	15
6110	2009	Structural Overlay	100,671	15
6115	2009	Reconstruction	244,800	19
6115	2009	Structural Overlay	155,583	15



SEARCHLIGHT AIRPORT

Pavement Condition

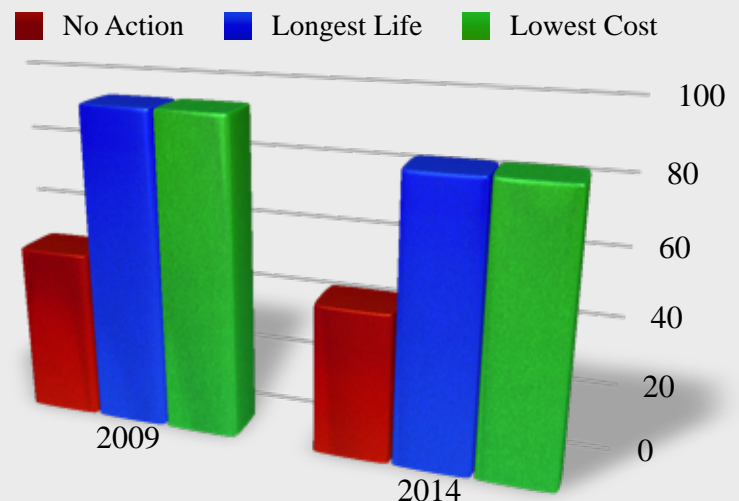
The average inspected Pavement Condition Index (PCI) for all of the airfield pavements was **50**. The runway had an average inspected PCI of **46** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

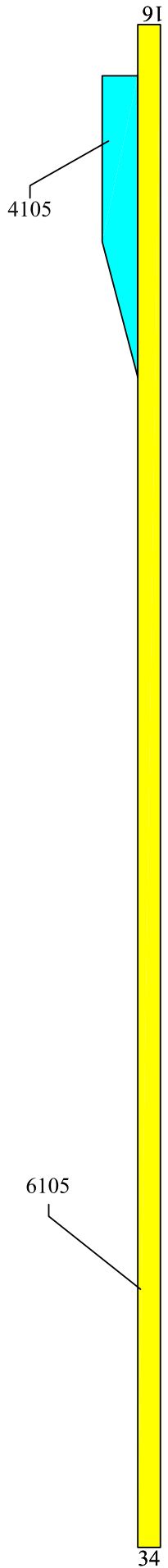
PCI analysis identified approximately **\$85,000** in pavement maintenance needs, such as patching and crack sealing, that could be completed immediately.

Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **50** to **44** by **2014**. The longest life and lowest annual cost repair strategies are the same, and both are projected to cost approximately **\$492,000**.

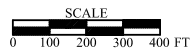


SEARCHLIGHT AIRPORT
2009 PCI Inspection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
4105	67	AC/AC	32	1.0
6105	46	AC/AC	32	1.7

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
4105	2009	No Action	0	0
6105	2009	Resurfacing	492,374	15
6105	2009	Surface Treatment	249,972	7
6105	2009	Crack Repair	216,072	1



SILVER SPRINGS AIRPORT

Pavement Condition

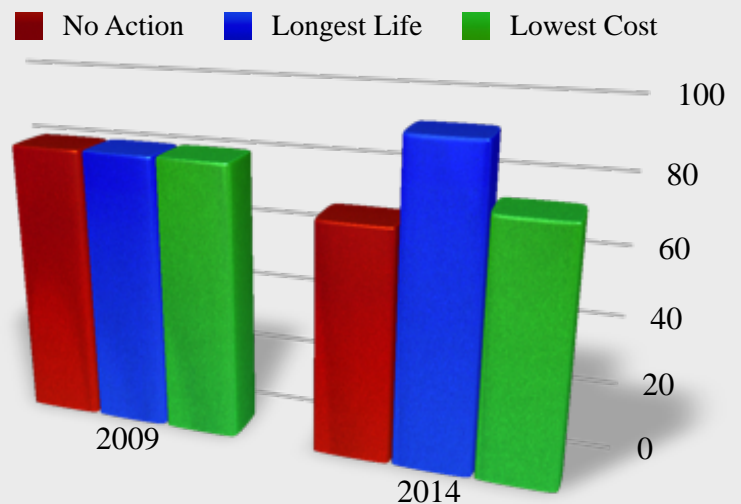
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **81**. The runway had an average projected PCI of **68** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$30,000** in pavement maintenance needs, such as crack sealing, that could be completed immediately.

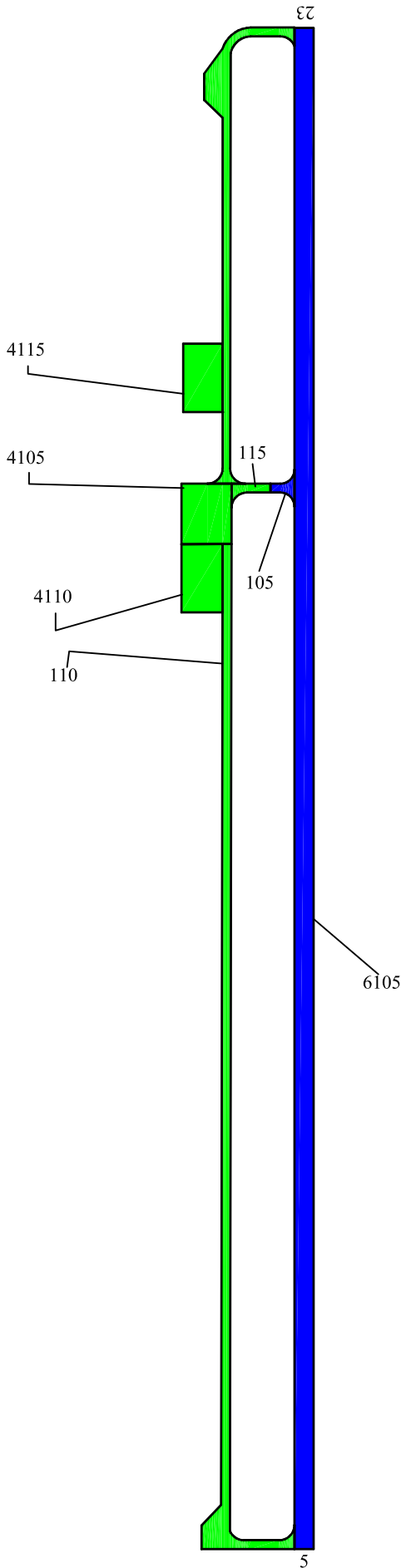
Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **81** to **68** by **2013**. Selecting the longest life repair strategy is projected to cost approximately **\$590,000**. The lowest annual cost repairs are projected to cost **\$47,000**.










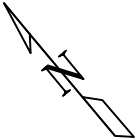
SILVER SPRINGS AIRPORT

2007 PCI Inpsection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	71	AC	6	4.8
110	98	AC	3	0.7
115	100	AC	3	0.0
4105	96	AC	6	0.7
4110	100	AC	0	N/A
4115	100	AC	0	N/A
6105	72	AC	6	4.7

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2012	Crack Repair	379	2
105	2012	Resurfacing	4,744	17
110	2008	No Action	0	0
115	2008	No Action	0	0
4105	2008	No Action	0	0
4110	2008	No Action	0	0
4115	2008	No Action	0	0
6105	2011	Resurfacing	584,999	15
6105	2011	Crack Repair	46,500	2



TONOPAH AIRPORT

Pavement Condition

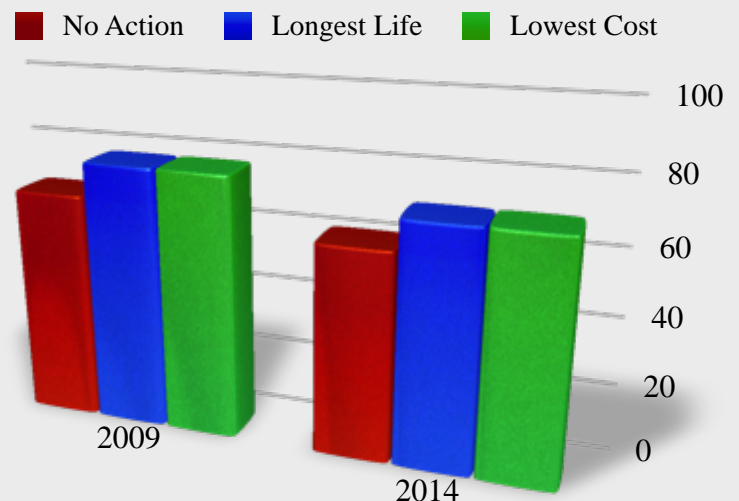
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **68**. The runways had an average projected PCI of **72** and were above the desired minimum service level (MSL) of **60**.

Maintenance Needs

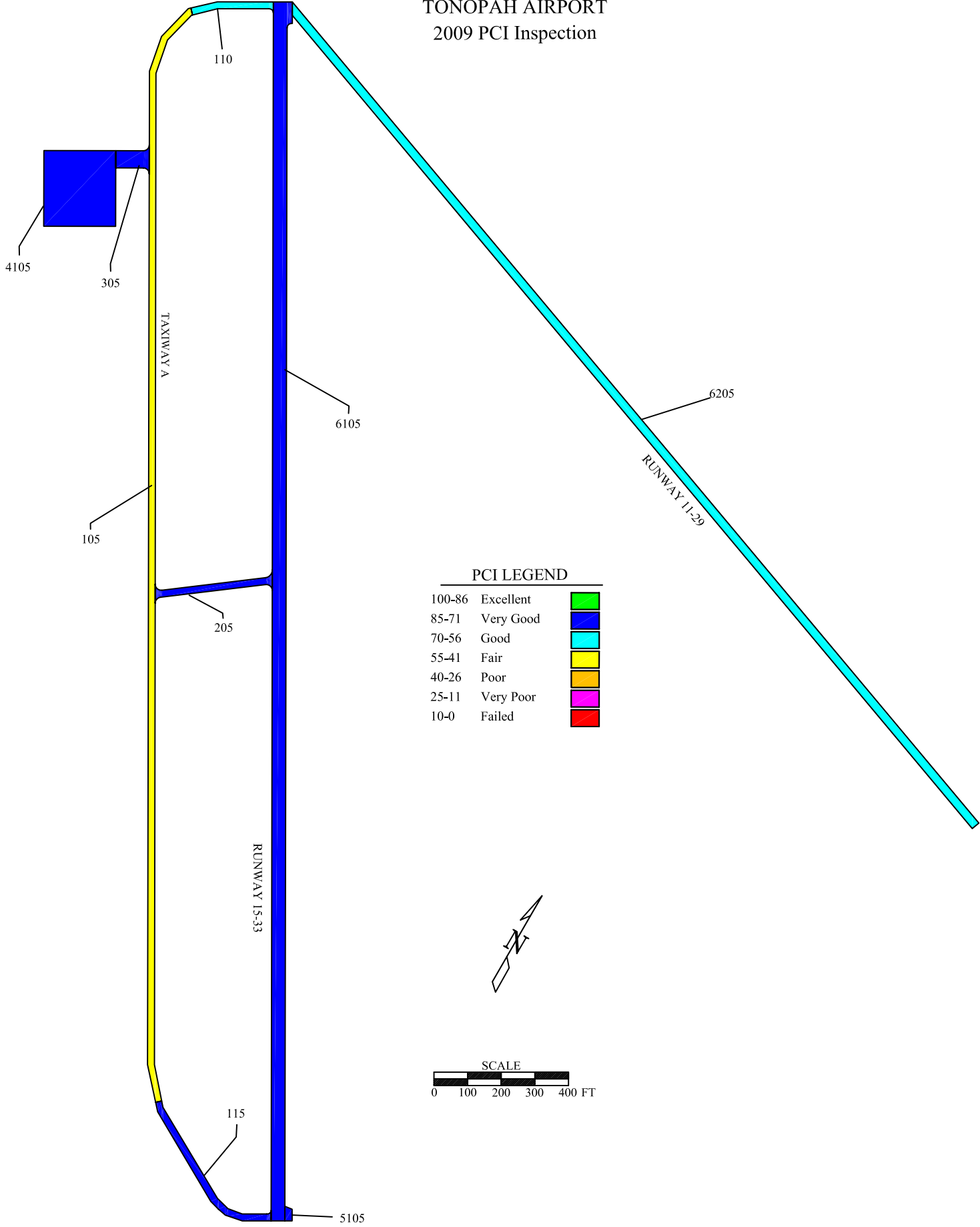
PCI analysis identified approximately **\$104,000** in pavement maintenance needs, such as patching, and crack sealing, that could be completed immediately.

Capital Needs








The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **68** to **61** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$1.1 million**. The lowest annual cost repairs are projected to cost **\$715,000**.

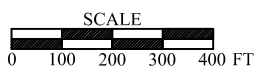


TONOPAH AIRPORT 2009 PCI Inspection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	43	AC/AC	28	2.0
110	68	AC/PCC	28	1.1
115	76	AC/AC	28	0.9
205	81	AC	9	2.1
305	78	AC/PCC	25	0.9
4105	75	AC/PCC	25	1.0
5105	82	AC	9	2.0
6105	74	AC	13	2.0
6205	68	AC	13	2.5

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2009	Structural Overlay	715,142	17
105	2009	Reconstruction	1,125,225	22
110	2020	Crack Repair	4,656	2
110	2020	Resurfacing	25,089	15
6105	2020	Crack Repair	77,972	3
6105	2020	Resurfacing	742,039	15
6205	2014	Resurfacing	402,674	15
6205	2014	Crack Repair	38,782	4



Pavement Condition

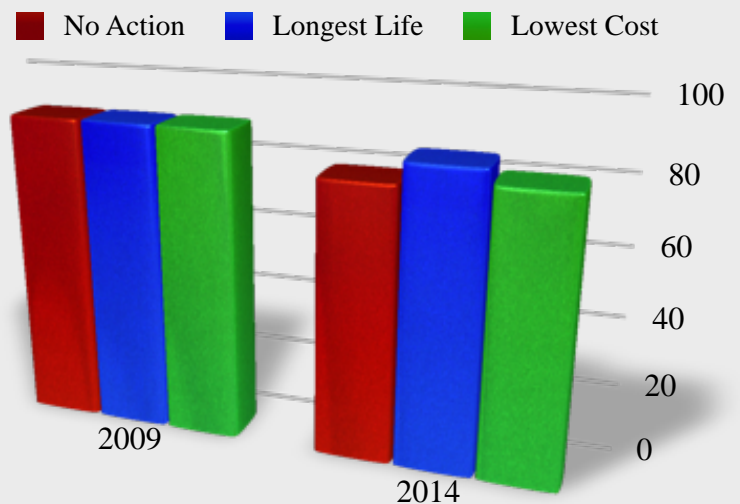
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **89**. The runway had an average projected PCI of **96** and was above the desired minimum service level (MSL) of **60**.

Maintenance Needs

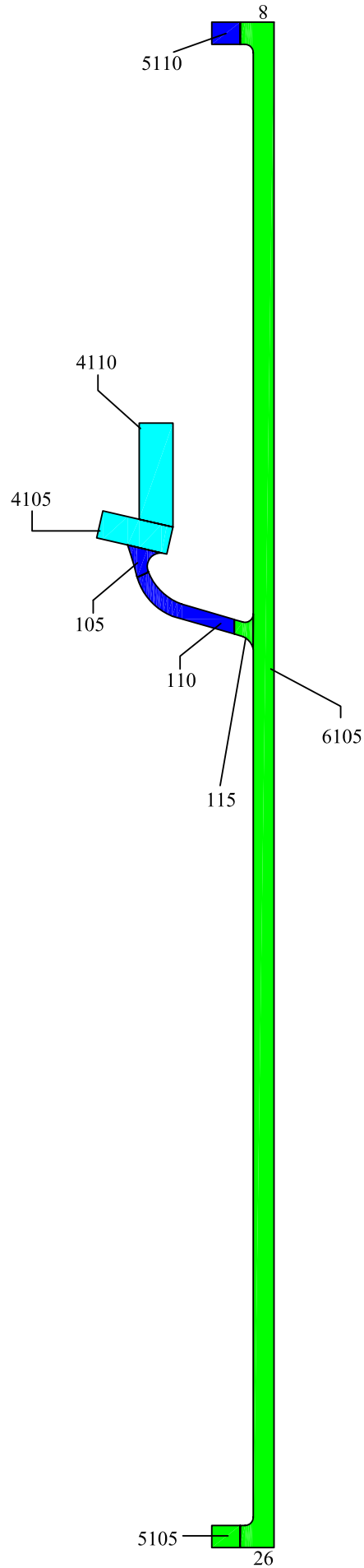
PCI analysis identified approximately **\$8,300** in pavement maintenance needs, such as patching, and crack sealing, that could be completed immediately.

Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **89** to **79** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$91,000**. The lowest annual cost repairs are projected to cost **\$25,000**.

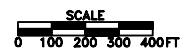


HARIET FIELD 2008 PCI Inspection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	71	AC/AC	16	1.8
110	84	AC/AC	13	1.2
115	88	AC	2	6.0
4105	58	AC/AC	16	2.6
4110	58	AC/AC	16	2.6
5105	93	AC	4	1.8
5110	78	AC	11	2.0
6105	99	AC	0	N/A

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2018	Crack Repair	730	3
105	2018	Resurfacing	9,294	17
105	2018	Surface Treatment	2,884	11
115	2015	Structural Overlay	12,726	17
4105	2010	Crack Repair	3,428	3
4105	2010	Resurfacing	33,799	17
4105	2010	Surface Treatment	12,000	9
4110	2010	Crack Repair	7,365	3
4110	2010	Resurfacing	57,264	17
4110	2010	Surface Treatment	21,545	9



WINNEMUCCA MUNICIPAL AIRPORT

Pavement Condition

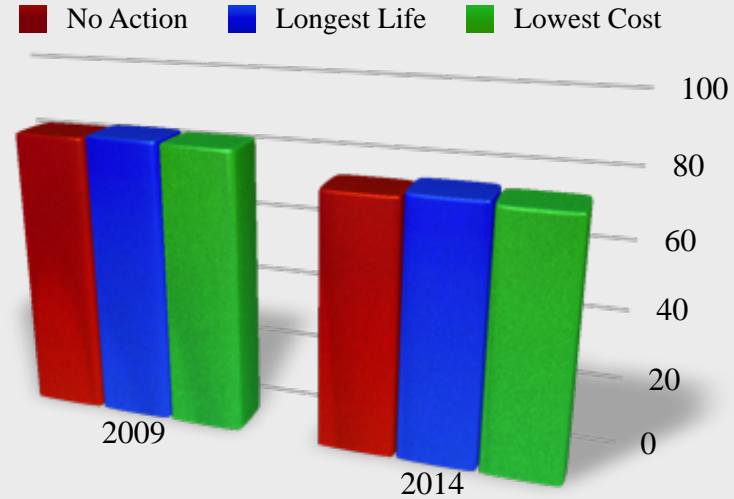
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **82**. The runways had an average projected PCI of **94** and were above the desired minimum service level (MSL) of **60**.

Maintenance Needs

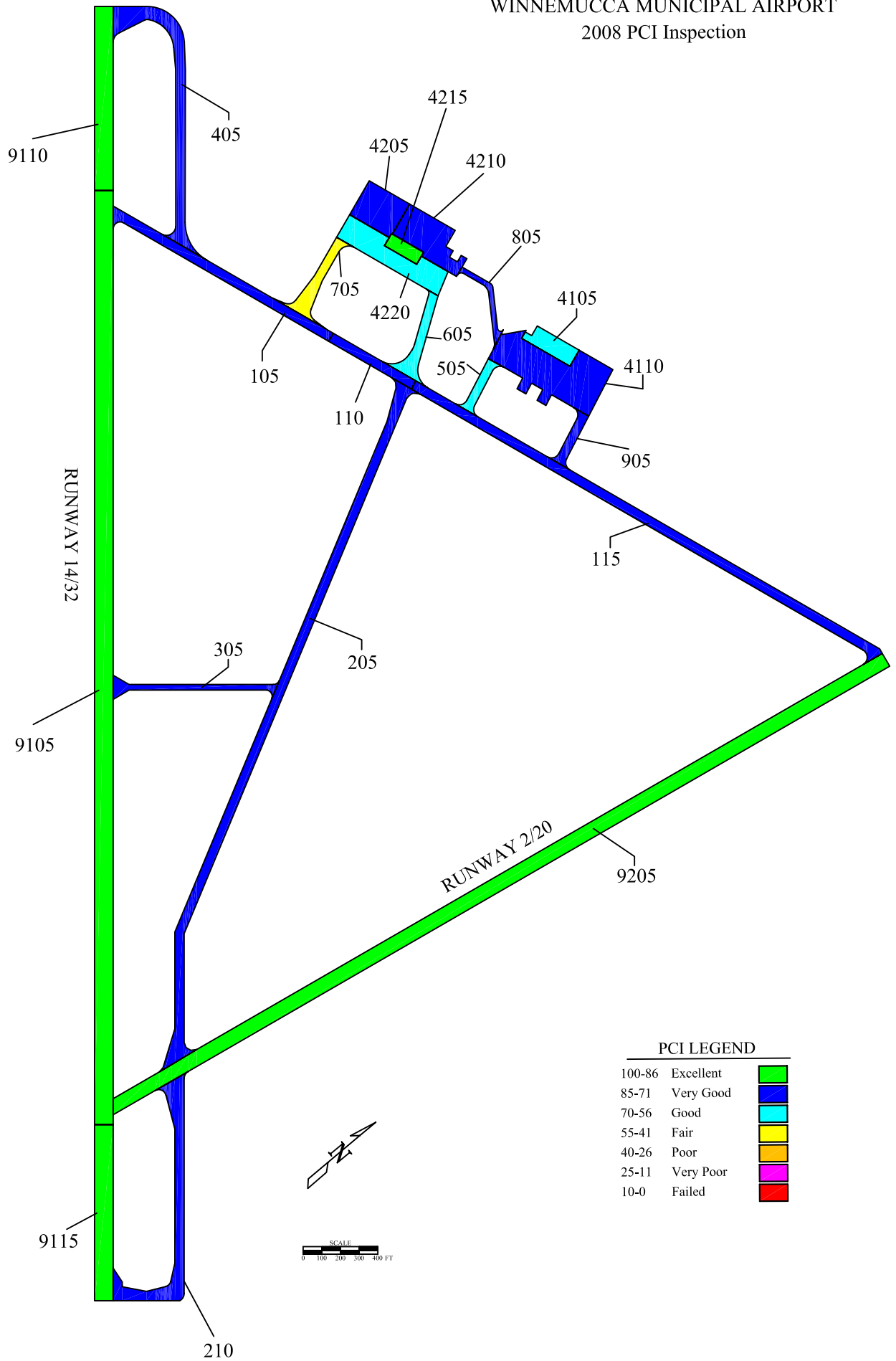
PCI analysis identified approximately **\$40,000** in pavement maintenance needs, such as patching, slab replacement, and crack sealing, that could be completed immediately.

Capital Needs








The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **82** to **74** by **2014**. Selecting the longest life repair strategy is projected to cost approximately **\$90,000**. The lowest annual cost repairs are projected to cost **\$18,000**.

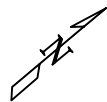


WINNEMUCCA MUNICIPAL AIRPORT
2008 PCI Inspection



PCI LEGEND

100-86	Excellent	
85-71	Very Good	
70-56	Good	
55-41	Fair	
40-26	Poor	
25-11	Very Poor	
10-0	Failed	



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	75	AC	16	1.6
110	73	AC	15	1.8
115	81	AC/AC	13	1.5
205	71	AC	15	1.9
210	71	AC	15	1.9
305	78	AC	15	1.5
405	75	AC	16	1.6
505	65	AC/AC	13	2.7
605	66	AC	15	2.3
705	52	AC	16	3.0
805	81	AC	9	2.1
905	81	AC/AC	13	1.5
4105	69	PCC	46	0.7
4110	79	AC/AC	13	1.6
4205	72	AC	15	1.9
4210	72	AC	15	1.9
4215	88	PCC	8	1.5
4220	68	AC	15	2.1
9105	99	AC/AC	0	N/A
9110	92	AC/AC	2	4.0
9115	95	AC/AC	2	2.5
9205	95	AC/AC	2	2.5

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
505	2013	Crack Repair	1,506	2
505	2013	Structural Overlay	47,475	17
605	2016	Crack Repair	8,056	1
605	2016	Resurfacing	41,859	17
705	2009	Crack Repair	18,779	3
705	2009	Resurfacing	42,379	17
705	2009	Surface Treatment	16,621	8
4220	2018	Crack Repair	17,525	2
4220	2018	Resurfacing	99,254	17
9110	2018	Resurfacing	128,439	15



YERINGTON MUNICIPAL AIRPORT

Pavement Condition

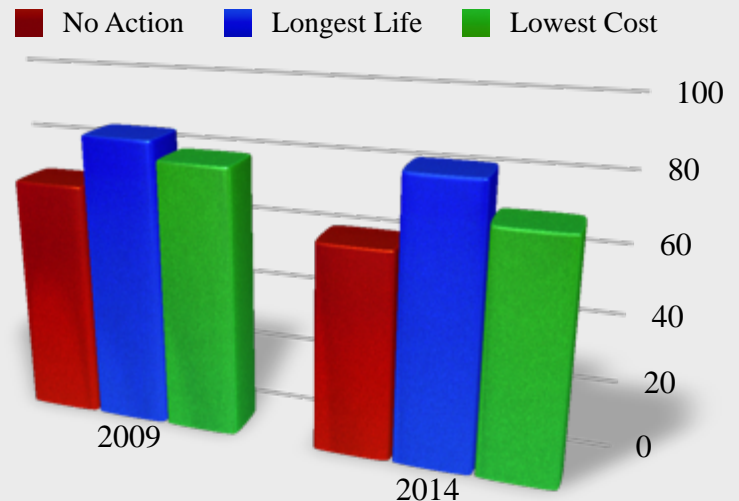
The average projected Pavement Condition Index (PCI) for all of the airfield pavements was **70**. The runway had an average projected PCI of **60** and was at the desired minimum service level (MSL) of **60**.

Maintenance Needs

PCI analysis identified approximately **\$46,000** in pavement maintenance needs, such as patching, slab replacement, and crack sealing, that could be completed immediately.

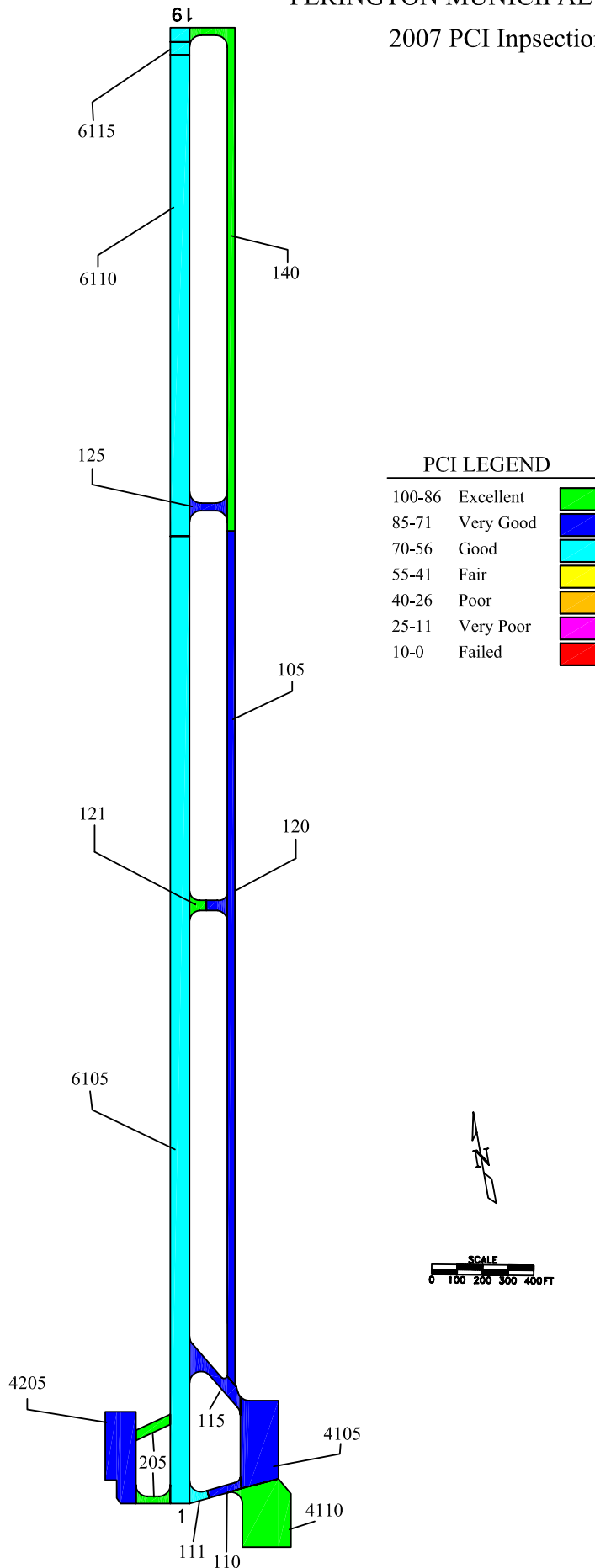
Capital Needs

The following graph show the projected pavement condition. If no action is taken, the average PCI is projected to fall from **70** to **61** by **2013**. Selecting the longest life repair strategy is projected to cost approximately **\$570,000**. The lowest annual cost repairs are projected to cost **\$153,000**.



YERINGTON MUNICIPAL AIRPORT

2007 PCI Inpsection



PCI HISTORY

FEATURE	PCI	TYPE	AGE	DET. RATE
105	85	AC with Slurry	14	1.1
110	72	AC with Slurry	14	2.0
111	65	AC with Slurry	14	2.5
115	78	AC with Slurry	14	1.6
120	83	AC with Slurry	14	1.2
121	91	AC with Slurry	14	0.6
125	85	AC with Slurry	14	1.1
140	92	AC with Slurry	14	0.6
205	89	AC with Slurry	14	0.8
4105	71	AC/AC with Slurry	14	2.1
4110	95	AC with Slurry	14	0.4
4205	82	AC with Slurry	14	1.3
6105	61	AC	14	2.8
6110	62	AC	20	1.9
6115	64	AC	14	2.6

VIABLE CIP ACTIONS

FEATURE	ACTION YR	ACTION	COST (\$)	LIFE EXT
105	2008	No Action	0	0
110	2014	Resurfacing	6,759	17
111	2011	Structural Overlay	6,479	17
115	2017	Resurfacing	18,589	17
120	2008	No Action	0	0
121	2008	No Action	0	0
125	2008	No Action	0	0
140	2008	No Action	0	0
205	2008	No Action	0	0
4105	2013	Resurfacing	63,179	17
4110	2008	No Action	0	0
4205	2019	Surface Treatment	14,393	11
4205	2019	Resurfacing	50,569	17
6105	2008	Surface Treatment	127,904	7
6105	2008	Crack Repair	45,187	2
6105	2008	Resurfacing	369,719	15
6110	2009	Surface Treatment	68,763	10
6110	2009	Crack Repair	18,085	5
6110	2009	Resurfacing	189,669	15
6115	2010	Resurfacing	4,874	15
6115	2010	Crack Repair	635	2