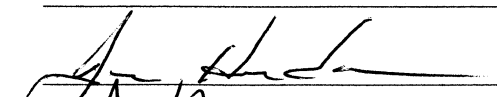
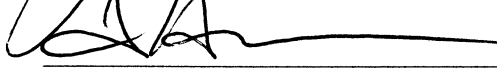
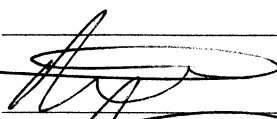
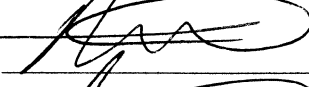

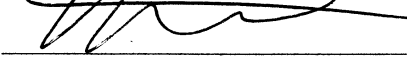
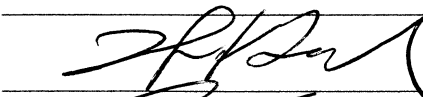

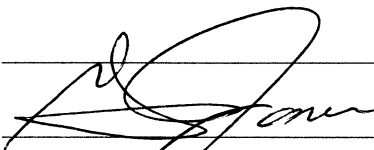

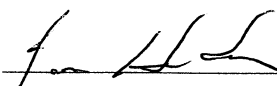
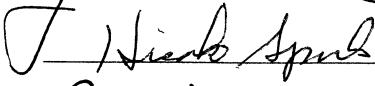
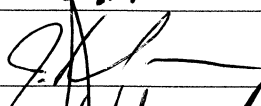

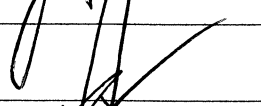


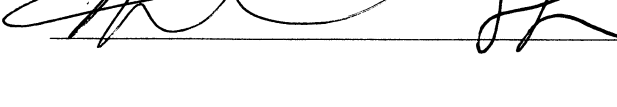


HUBER AIRPARK OWNER'S ASSOCIATION MEETING DATE: 5/6/15

LOT #	PRINTED NAME	SIGNATURE
02		
03		
04		
05		
06		
07		
08	Intercoastal	
09	Tim Hennessee	
10		
11		
12	Derrick Smith	
13	Derrick Smith Derrick Sparks	 Hink Sparks
14	Derrick Smith	
15	Derrick Smith	
16		
17		
19	Ted Garland	
20	Al Andrews	
21R		
S22/23		
24	PETE LONES	
25	Randy Starbuck	PROXY
26	CHUCK WOODS	

HUBER AIRPARK OWNER'S ASSOCIATION MEETING DATE: _____

<u>LOT #</u>	<u>PRINTED NAME</u>	<u>SIGNATURE</u>
27	Joe Hudson	
28	Hisako Sparks	
29	Doug Anderson	PROXY
30	Joe Power	
31	DALE R. SPANWAGEL	
32	Irvin Sam (Kenzi)	
33	Irvin Sam (Kenzi)	
1	HCC	
2	HCC	

VISITOR'S

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Huber Airpark HOA Meeting Minutes

The meeting was called to order at 6:15 P.M. on May 6, 2015

Chuck Woods opened the meeting with an over view of the runway committees research and recommendation to the HOA membership concerning the runway capital improvement project. A HOA member will provide construction equipment necessary to lower and grade the east side of the runway in order to address the present water drainage issue at **no cost to the HOA membership**. Informed the member's of the approximate time spent in meetings and time spent conducting individual research to consider and recommend a plan of action for HOA membership approval. Reviewed each committee member's background.

Joe Power presented the results of the committee's research and reviewed Tom Freeman's Runway Status Observations and excerpts of the Committee Meeting Report. Both reports attached.

Derrick Smith discussed the bids received and the runway committee's selection of the contractor to perform the capital improvement project. Discussed the guideline for HOA member's capital improvement payment/s.

Joe Hudson presented the technical aspect of the material's that will be used for the project and informed membership that all materials used will have spec sheets of the material/s used and density tests will be performed to insure the quality of the material used.

Additional points made by committee members:

1. Capital improvement will allow the HOA to perform preventative maintenance instead of a continuous corrective maintenance program under normal circumstances that should result in maintenance savings.
2. For property selling consideration/s, the market value of each property should increase under normal economic conditions.
3. Form a committee tasked with developing a long range plan of 12 - 15 years that will recommend a preventative maintenance program for the runway to be considered for approval and implementation once the capital improvement project has been completed.
4. Form a committee tasked with researching and recommending a plan to address water drainage issues on the west side of the runway.

Board Members Present: Al Andrews, Irvin Sahni, Chuck Woods, Derrick Smith

Meeting Adjourned at 7:30 P.M.

Huber Airpark Runway Committee

Report Summary

April 15, 2015

Committee Members: Chuck Woods, Derrick Smith, Joe Power, Pat Pence and Joe Hudson

The committee's report is summarized as follows (for details, please see the full report):

1. The current state of the runway is fair to poor, due to its age (~12 years), lack of maintenance, and the migration of water through cracks in the runway.
2. The runway does not show any signs of (over) weight stress from the current mix of aircraft.
3. Standing water adjacent to the East and West sides of the runway, though not the principal factor in the current runway condition, needs to be addressed for the long term health of the runway, maintenance of the grounds, and for esthetic value.
4. Grading and drainage of the property adjacent to the runway on the East side will be addressed before the overlay project begins.
5. A practical drainage method for the West side of the runway requires further study and should be addressed in the mid-term.
6. The proposed overlay of the existing runway, after remediation of all soft spots, is the best long term solution for the dollars invested.

Huber Airpark Runway Committee

Findings and Recommendations

April 15, 2015

Committee Members: Chuck Woods, Derrick Smith, Joe Power, Pat Pence and Joe Hudson

Current Runway Status:

The current runway, although poorly thought out by the developers, is in fair, operable condition, with a base and sub-base that have been compacted over the past 12 years. At any one time, the amount of load the runway can safely carry (see Engineer's Report & Runway Discrepancies, attached) is controlled, to the largest degree, by the amount and size of the soft spots. The latter is a direct function of the amount of cracks and rain water intrusion.

The current runway has a surface of asphalt ~1 ¼" to 2" thick, with some of the runway laid on a 4" base and some of the runway laid directly on clay soil.

The sub-base material under the majority (74%) of the runway is Branyon A (BrA) clay which has a high Plasticity Index (PI) of ~65, and a low to moderate permeability, ranging from a minimum of 0.00"/hour, to a maximum of 0.06"/hour.

~~The result is, when water does migrate under the runway, or penetrates through surface cracks, soft spots are created and repairs are necessary in short order.~~

Runway Discrepancies:

The runway, as it sits, has various problems, which include: low spots (bird baths), cracks of various size, and edge deterioration due to weed and grass encroachment. The combination of the bird baths and cracks allow for rain water penetration, causing soft spots to develop under the asphalt. As a result, the low spots and the major cracks need to be filled as quickly as possible to prevent further damage and to prepare the runway for the overlay.

Recommendation:

The committee has concluded that the best solution, considering cost and effectiveness, is to:

1. Soft roll the runway to identify and repair the soft spots.
2. Fill and level the largest, if not all, of the bird baths.
3. Apply and roll 2" of Type C (structural) asphalt. This will greatly strengthen the existing runway and provide a sealed structural base for the finish overlay.
4. Apply, roll, and crown 1 ½" of Type D (finish) asphalt. This will give us the crown we need to remove rain water quickly, before it has time to penetrate any major cracks.
5. Lower and grade the land on the East side of the runway to provide for better (quicker) drainage into Walnut Branch.
6. Address the runway edge grass/weed encroachment.

7. Provide a means for any heavy trucks to access the runway without utilizing Beechcraft Lane, to prevent further damage.

The committee's recommendation is to use Lone Star Paving as their price is competitive and they are qualified to provide a turnkey project in a timely manner.

Cost:

The estimated current cost for the recommended corrective action is \$292,562.00. This figure is subject to change depending on any additional soft spots identified during the repair and any other unforeseen items we may request of the contractor due to changing circumstances. The cost of assessment based on the bid per lot is \$8,865.00 however; the assessment due will be slightly higher at \$9,250.00 per lot. This will give a buffer of any possible overages and soft spot repairs. This will give us a small overage or unforeseen fund of \$12,705.00. We also have \$15,000.00 left over from the runway assessment of 2011 this can and may be applied here as well if needed.

As a part of the long term strategy, we will be making a recommendation to the board to create an annual runway and roadway repair / maintenance fund to insure there are sufficient funds to adequately and timely respond to repairs as they needed, and to provide an amount of money for future runway & roadway rehabilitation. This assessment would begin in 2016. This assessment we recommend will be annually just like the \$450.00 annual dues for maintenance and operations at the airport. We recommend an annual assessment of \$1,000.00 per lot.

Future planned issues to be covered are any cracks that may appear in the runway will be addressed as they come up to minimize any damage. This will keep us ahead of the aging of the runway and ensure long-term use of the runway. In addition these funds will be allocated to take care of the drainage issues west of the runway and 395 Beechcraft lane.

The process of voting will be via written and signed proxy that will be distributed at the meeting. Our deadline to have all votes in will be as follows:

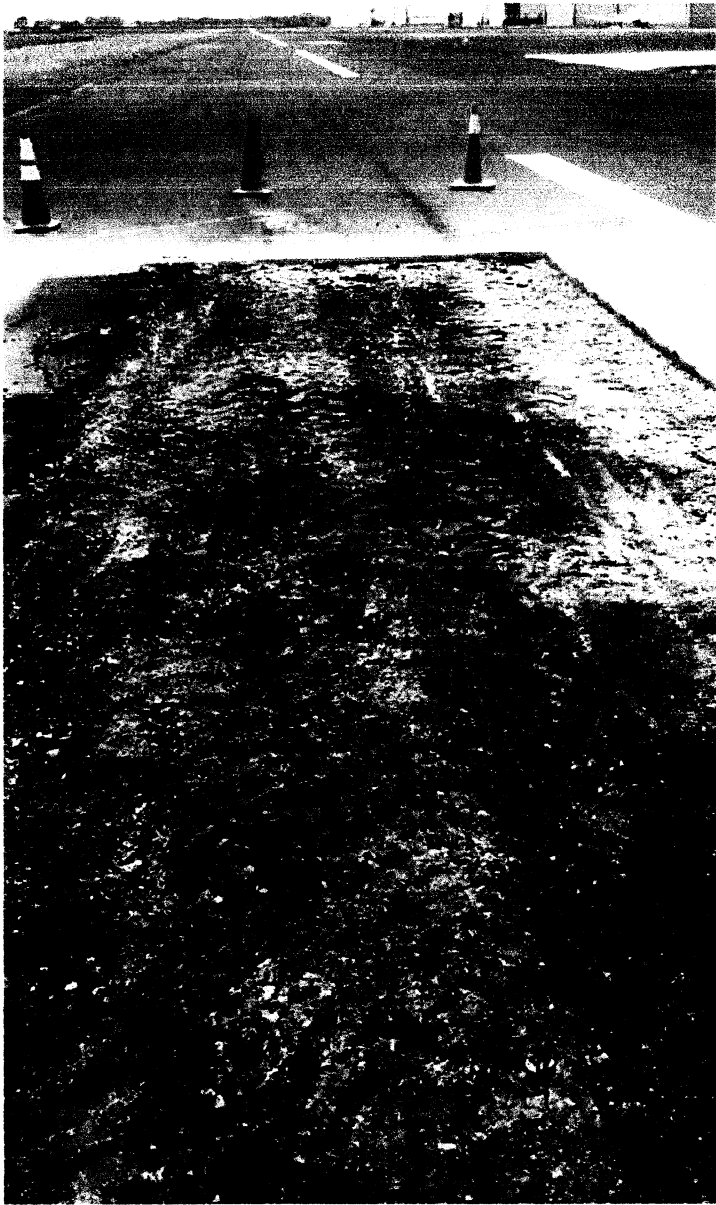
- All votes accounted for by May 1st
- If passed, ½ of the assessment will be due by May 15th
- The 2nd half of assessment will be due by May 30th

End of Report

***Tom J. Freeman's Huber Runway Report**
Key Points – March 25, 2015

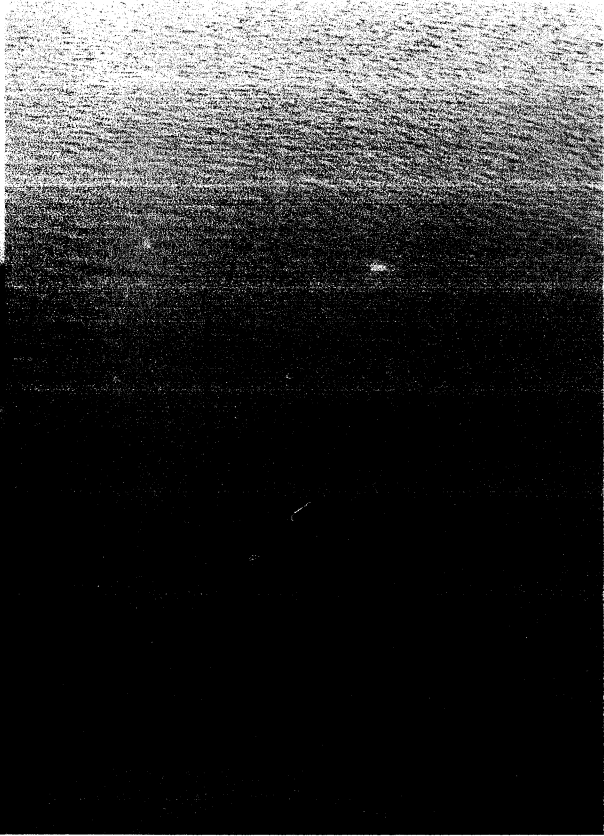
1. Takeoff (North) end shows no signs of overloading (apparently this is the most common area to show stress due to takeoff loads and slow speed, i.e. longer exposure to concentrated loads).
2. Turn-around (TA) area shows no shear stress due to turning radius loads; although extra reinforcement for TA's or concrete for run-ups would help prevent future damage
3. Runway landing / taxi areas show no signs of excessive loads.
4. Runway would last 3 – 5 years with proper sealing and continued patching, as required.
5. We need to keep the grass killed at the edges of the runway to prevent invasion and resulting asphalt edge deterioration.
6. Due to Items 1 – 3, no reason for restricting the current mix of aircraft from operating at the field.
7. Any overlay crown should be biased towards the West edge to get as much water shed to the East (downhill) side as possible.
8. The East side dirt needs to be lowered and graded to allow quicker runoff. Possible add a "grass" ditch to facilitate.
9. No reason for "french drains", considering their costs relative to their effectiveness in the resident soil type.
10. Complete rebuild is not economically feasible, considering the lack of available state or federal funds.
11. Milling the runway would probably be counterproductive given the thin to non-existence of a proper base and the inability to prevent clay mixing with the milled asphalt.
12. A proper overlay of asphalt (the thicker the better) and properly crowned (west to east) would be the suggested approach.
13. The use of graduate or young engineers would be less than useless due to lack of experience.
14. Use same or similar type of asphalt for new overlay.
15. Fix any weak portions by identifying via different methods.

* Mr. Freeman, B.S./M.S. Civil Engineering, is currently an Engineering Research Associate and Program Manager at the Texas A&M Transportation Institute.

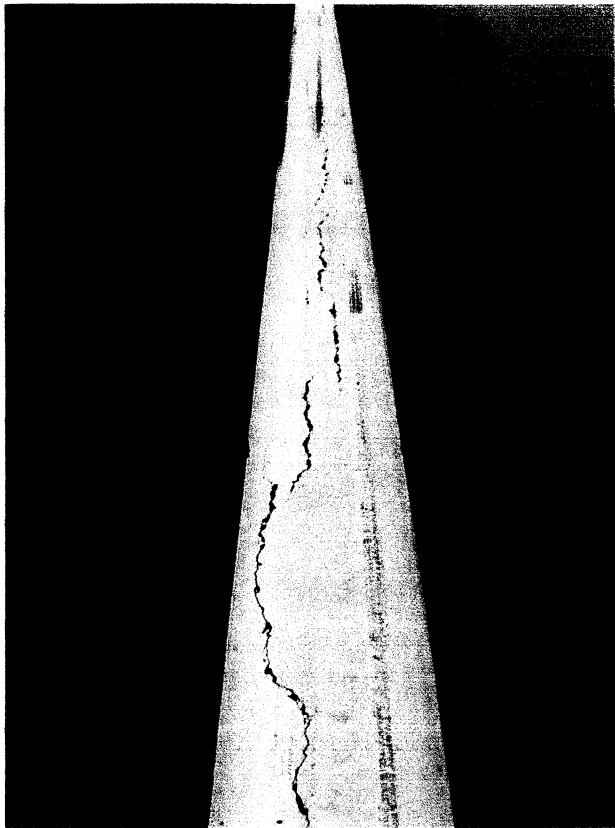




Bird Baths Looking North



Submerged Crack



Typical Cracks



Typical Cracks



LONE STAR PAVING

4310 JUNG ROAD, BLDG. 2
SAN ANTONIO, TX 78247

Estimate

4/13/2015	
Huber Airpark	
2475 Rudeloff Road Seguin, TX 78155	

Phone # (210) 463-9966	Fax # (210) 463-9963
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2015 PRICING (VALID FOR CONSTRUCTION THROUGH 12/31/2015)					
Tack & Pave Level Up with TY D HMAC (PG 64-22)	150	TON	\$ 80.58	\$	12,087.00
Tack & Pave 2" TY C HMAC (PG 64-22)	2,100	TON	\$ 74.89	\$	157,269.00
Tack & Pave 1.5" TY D HMAC (PG 64-22)	1,600	TON	\$ 74.79	\$	119,664.00
Tack & Pave Driveway Ramps with TY D HMAC (PG 64-22) not to exceed 20 tons	20	TON	\$ 177.13	\$	3,542.60

					Total
					\$ 292,562.60

PRICING INCLUDES ONE MOBILIZATION. ADDITIONAL MOBILIZATIONS WILL BE \$3,500 EACH.

Ben Zwicke (210) 997-8230	Intercoastal Contractors Inc.
	Joe Hudson

EXCLUDES - BONDING, PERMITS, UTILITY ADJUSTMENTS, LAYOUT OR SURVEYING, SAFETY SLOPE INSTALL/REMOVAL, TEMP TAPERS FOR UTILITIES, EXCAVATION, TRAFFIC CONTROL OR FLAGMEN, SAWCUTTING, LANE CLOSURE FEES OR PERMITS, TEMPORARY OR PERMANENT STRIPING, NIGHT OR WEEKEND WORK.

LONE STAR PAVING WILL EXECUTE ONLY THOSE ITEMS OF WORK LISTED IN THE "SCOPE OF WORK" ABOVE. ANY ADDITIONAL ITEMS OF WORK WILL REQUIRE A WRITTEN CHANGE ORDER IN ADVANCE. LONE STAR PAVING IS NOT RESPONSIBLE FOR DRAINAGE ISSUES ON SLOPES LESS THAN 2%. ALL QUANTITY OVERRUNS WILL BE VERIFIED IN PLACE UPON COMPLETION AND BILLED AT \$85.00 PER TON.

All agreements must be made in writing. Asphalt paving standards for newly constructed areas are proposed to comply with the Texas Department of Transportation hot mix standards. Other paving specifications must be specifically outlined. All permits and fees are excluded unless otherwise noted. Lone Star Paving is not responsible for utility lines less than 12 inches deep. Lone Star Paving will carry Workers Compensation, General Liability and Auto Insurance for labor provided in the performance of this contract. The amounts included in this estimate are based on information provided and are subject to change if new information is provided or differing site conditions are encountered. The contractor is responsible for the paving surface. From time to time, the paving surface may have areas whereby additional hotmix must be applied to achieve desired results, the fees for these additional amounts of materials will be discussed and agreed to prior to commencement of work. All changes in the scope of the work must be agreed prior to the commencement of work. Fees for our services are due 30 days from the date of the invoice. Payments should be remitted to Asphalt Inc., LLC d/b/a Lone Star Paving, PO Box 200608, Austin, Tx 78720. Interest shall accrue for all amounts past due at the rate of eighteen percent (18%) compound interest per annum or highest legal limit. The Contractor agrees to pay reasonable attorney fees, expert fees, all costs of court, and any other expenses incurred by Asphalt Inc in the collection of any sums due under the performance of this contract. The venue for any legal action under this contract shall be Travis County, Texas. The parties expressly agree to waive the right to a jury trial.

The above prices, specifications, and conditions are satisfactory and are hereby accepted. Payment will be made as outlined above.

Accepted by: _____

Date: _____

Title: _____

Company Name: _____