

2022

Statewide Airfield Pavement Management Program

District 1 Airfield Pavement Evaluation Report



DISTRICT 1



PROGRAM OVERVIEW

Program Background

In 1992, the Florida Department of Transportation (FDOT) established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation Offices, and airport operators with a system to proactively manage airfield pavement infrastructure within the Florida airport system. The SAPMP includes Pavement Condition Index (PCI) surveys for airport facilities. Currently, the SAPMP includes 95 participating public-use airports with pavement facilities and provides its users with comprehensive data to better manage their pavement assets.

Airports participating in the Airport Improvement Program (AIP) are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding per FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements” and 150/5380-7B “Airport Pavement Management Program (PMP)”. In general, adherence to the FAA Advisory Circulars is mandatory for projects funded with federal grant monies through the AIP and with revenue from the Passenger Facilities Charges (PFC) Program. The AIP requires detailed assessments of airfield pavements at least once a year for a pavement management program. The frequency of the detailed inspections may be extended to every three years if the pavement is assessed according to the PCI survey procedure described in ASTM D5340-20 “Standard Test Method for Airport Pavement Condition Index Surveys”. FDOT performs the SAPMP System Updates for the benefit of participating public-use and publicly owned airports through the FDOT’s Aviation Office.

The results of this program for the airports within District 1 are presented in this summary and can be utilized by the District to identify, prioritize, and schedule pavement maintenance, repair, reconstruction, and major rehabilitation projects. This summary was created specifically for the use of the District Aviation Offices and differs from the FDOT SAPMP individual airport reports regarding the summarization of data presented.



Program Benefits

The SAPMP enables the FDOT Aviation Office and the FDOT Districts to monitor pavement conditions at Florida airports. The SAPMP provides objective condition information needed to make informed decisions regarding the significant capital investment that the public-use airport pavement infrastructure represents. Utilizing the SAPMP will help stakeholders better understand the relative condition of their pavement facilities and when those facilities should be rehabilitated. The data collected from the SAPMP can be used for project planning for the next 10 years and will be revisited every three years as pavement conditions are updated.

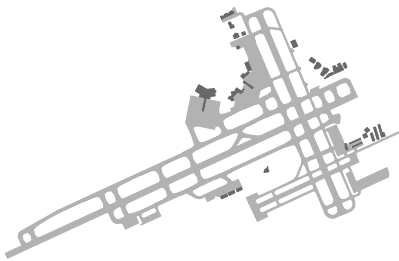
From a pavement management perspective, one of the most valuable aspects of the SAPMP is the ability to determine the optimum time for treatment resulting in cost savings by effectively prioritizing the rehabilitation of pavement assets that have, or will soon reach, a critical condition or PCI. The SAPMP supports a proactive major rehabilitation strategy that can effectively address pavement projects before the cost of these projects begin to exponentially increase.

The SAPMP addresses the requirements of maintaining an effective pavement management program for participating airports. Management of pavement assets provides insight for short- and long-term budget needs, understanding of the overall pavement condition (current and future), and knowledge of the pavement facilities that are under consideration for projects. A pavement evaluation can support the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

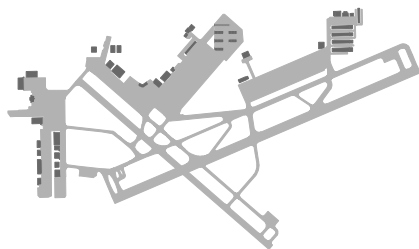
PAVEMENT INVENTORY OVERVIEW

Airport Category

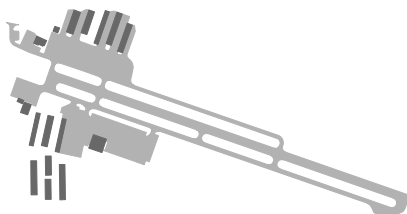
The airports within the FDOT SAPMP are classified into three categories as identified by the NPIAS: Primary/Commercial (PR), Reliever (RL), and General Aviation (GA). The summaries found within the remainder of this document are identified and summarized by these three categories, which are defined below.



Primary/Commercial: Primary and/or commercial service airports are publicly owned airports with scheduled air carrier service. Example, DAB – Daytona Beach International Airport.



Reliever: A non-primary airport designated to relieve congestion at commercial service airports and to provide more general aviation access to the overall community. Example, ORL – Orlando Executive Airport.



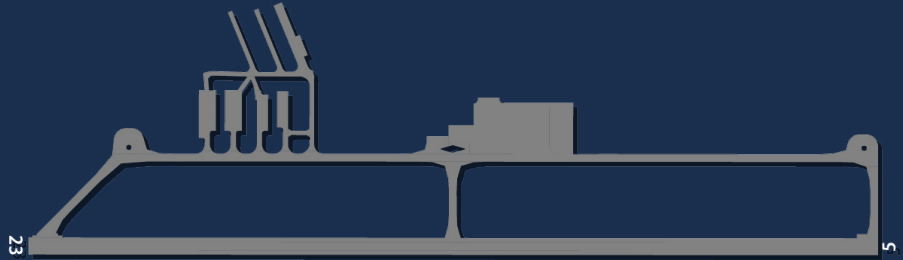
General Aviation: A public-use airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings per year. Example, COI – Merritt Island Airport.

Airport Pavement Network Definition Terminology

The following section defines the common terms used in the SAPMP System Update.

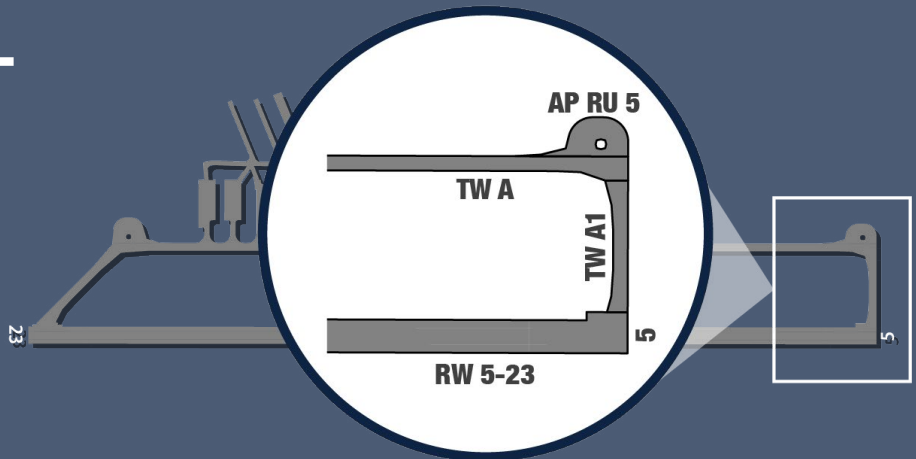
NETWORK LEVEL

An individual Airport's airfield pavement facilities maintained by the Airport.



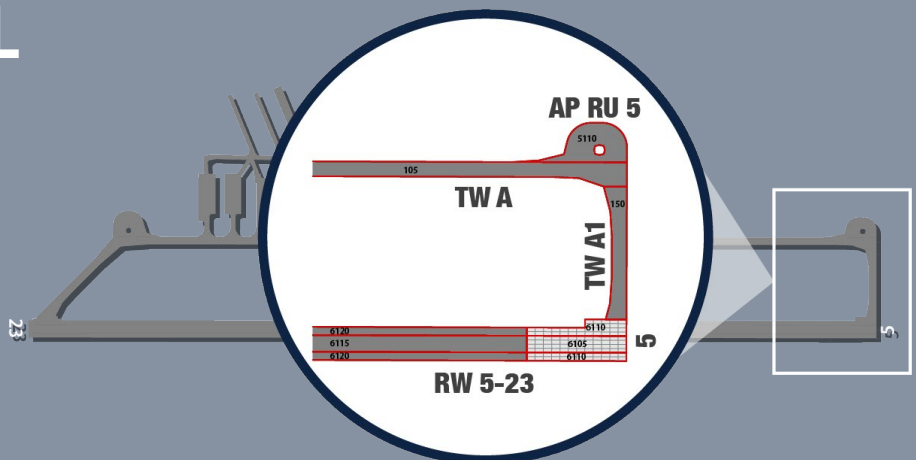
BRANCH LEVEL

A logical unit of generally identifiable pavement within a network that has a distinct functional classification.



SECTION LEVEL

A subdivision of a branch that has consistent characteristics throughout its length or area. These characteristics include structural composition, construction history, age, traffic type, traffic frequency, and pavement condition.

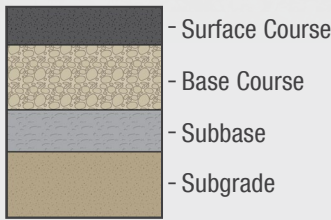


FDOT SAPMP Surface Types

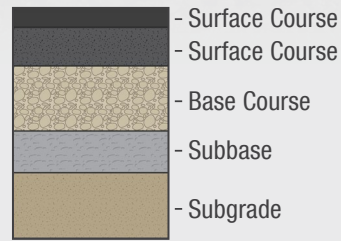
FDOT airfield pavements consist of two predominant pavement types: flexible (AC-surfaced) and rigid (PCC-surfaced), which are further broken down into four categories defined below. The pavement sections shown are intended to be conceptual representations and may vary from actual construction. It should be noted that a select number of airports within the program contain a fifth surface type called Whitetopping Pavement (WT). Whitetopping pavement is a non-FAA standard composite pavement comprised of relatively thin PCC overlaid on an existing AC pavement structure.

FLEXIBLE PAVEMENT

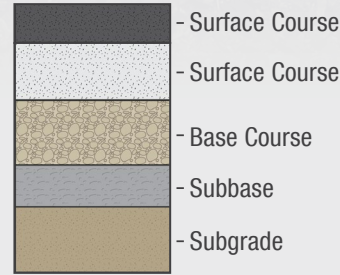
Asphalt Concrete (AC)



Asphalt overlaid on Asphalt Concrete (AAC)

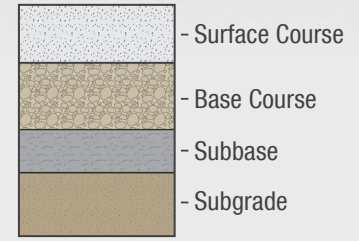


Asphalt overlaid on Cement Concrete (APC)



RIGID PAVEMENT

Portland Cement Concrete (PCC)



Pavement Age

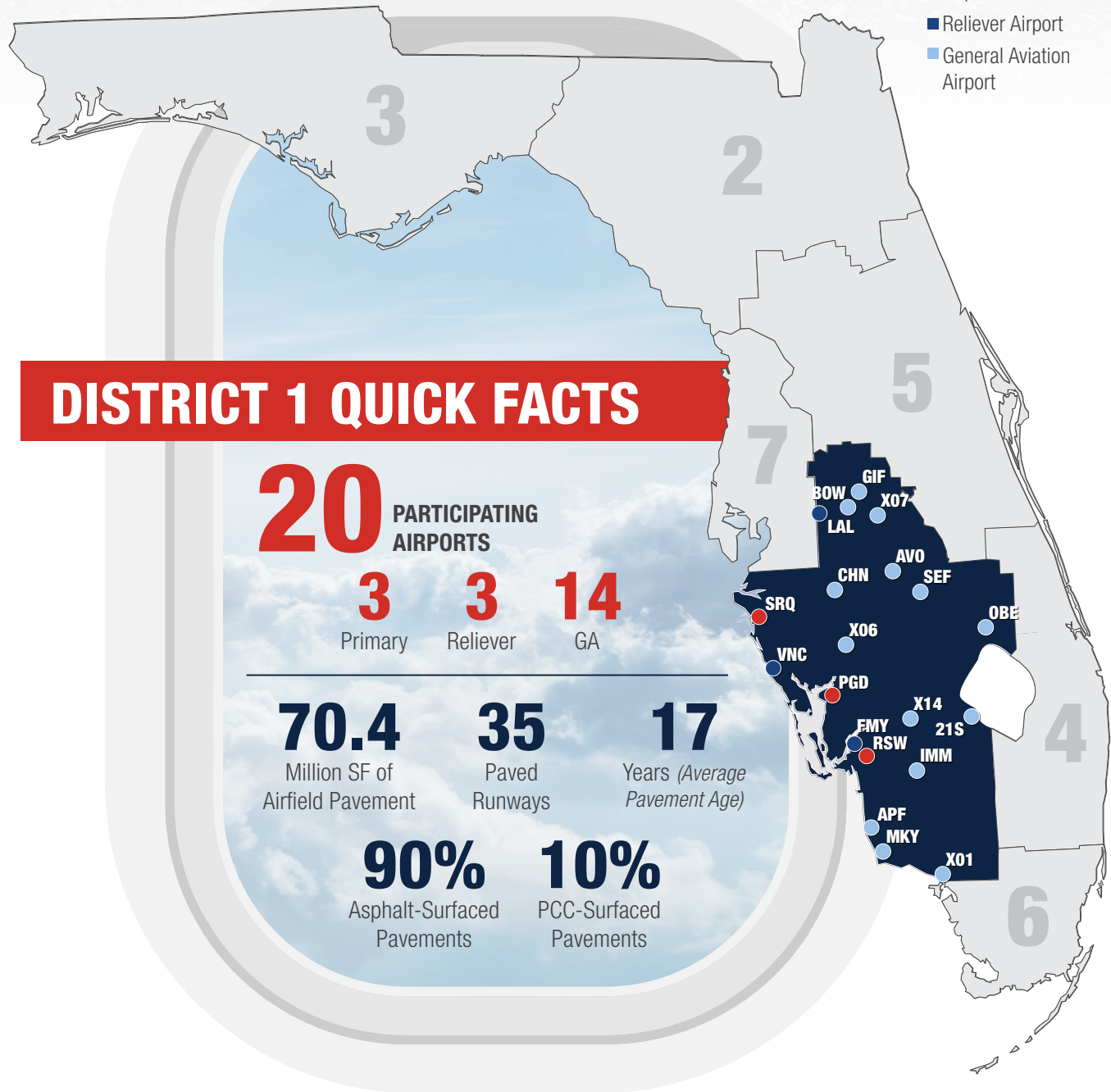
Pavement age is determined by the date of the last major work project performed. The estimation of pavement age is based on recent construction information requested from the airports at the start of the program. Major work such as reconstruction or rehabilitation resets a pavement's age to zero and the PCI to 100. It should be noted that surface treatments do not reset a pavement's age to zero as a reconstruction or rehabilitation project would; they are used as a measure to maintain and improve the current pavement surface and extend the life of the pavement without performing major work.

Major work such as **reconstruction** or **rehabilitation** resets a pavement's age to **zero** and the **PCI** to **100**.

District 1 Inventory Summary

District 1 is responsible for 20 of the 95 participating Primary (PR), Reliever (RL), and General Aviation (GA) airports. As part of the FDOT SAPMP System Update, all these airports underwent a comprehensive pavement inventory update based on project record documentation provided by the airports at the start of this program. These updates included pavement facility limits, surface type, and section definitions resulting from provided project limits.

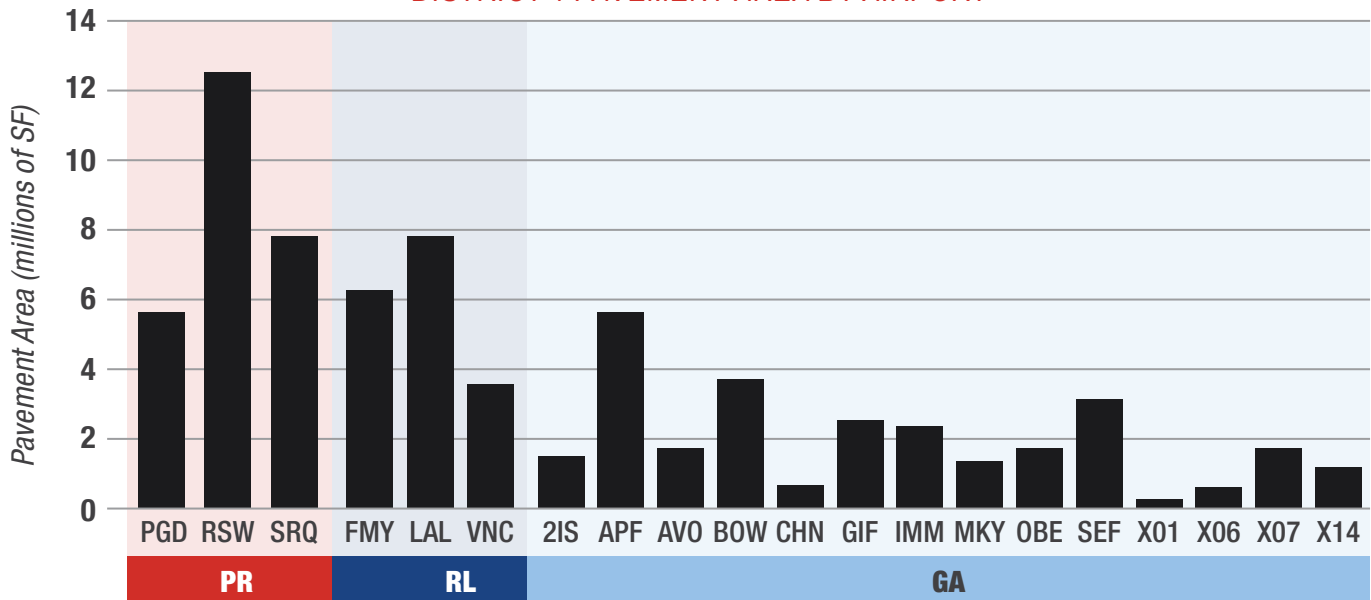
- Primary/Commercial Airport
- Reliever Airport
- General Aviation Airport



DISTRICT 1 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
PGD	Punta Gorda Airport	2	5.6	3
RSW	Southwest Florida International Airport	2	12.6	1
SRQ	Sarasota/Bradenton International Airport	2	7.8	2
Reliever				
FMY	Page Field	2	6.2	2
LAL	Lakeland Linder International Airport	2	7.9	2
VNC	Venice Municipal Airport	2	3.6	2
General Aviation				
2IS	Airglades Airport	1	1.3	1
APF	Naples Municipal Airport	2	5.7	2
AVO	Avon Park Executive Airport	1	1.5	2
BOW	Bartow Executive Airport	1	3.6	3
CHN	Wauchula Municipal Airport	1	0.7	1
GIF	Winter Haven Regional Airport	1	2.5	2
IMM	Immokalee Regional Airport	1	2.4	2
MKY	Marco Island Executive Airport	1	1.3	1
OBE	Okeechobee County Airport	1	1.4	2
SEF	Sebring Regional Airport	1	3.0	2
X01	Everglades Airpark	1	0.2	1
X06	Arcadia Municipal Airport	1	0.6	1
X07	Lake Wales Municipal Airport	1	1.5	2
X14	Labelle Municipal Airport	1	1.0	1

DISTRICT 1 PAVEMENT AREA BY AIRPORT



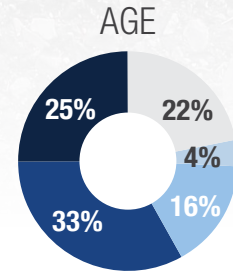
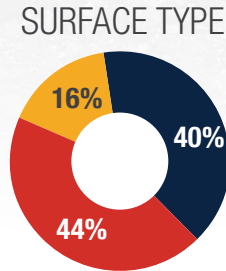
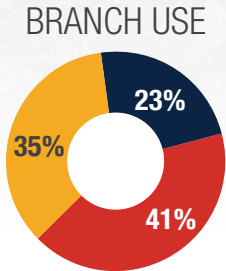
Airports by Airport Category

District 1 Inventory Summary by Airport Category

PRIMARY AIRPORT INVENTORY

*PGD, RSW, SRQ

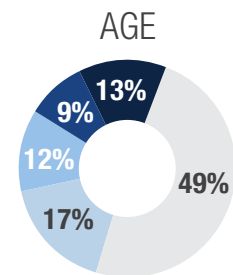
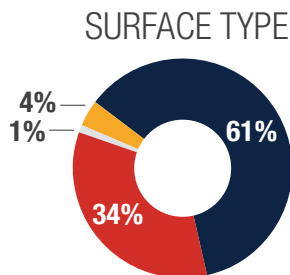
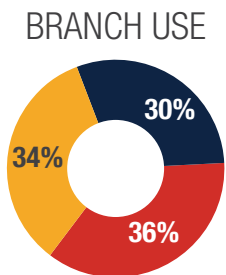
3 airports **26M** SF of airfield pavement **6** paved runways **16** years (avg pavement age)



RELIEVER AIRPORT INVENTORY

*FMY, LAL, VNC

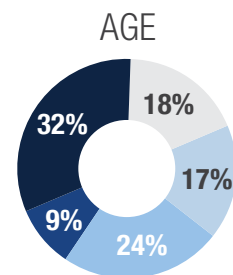
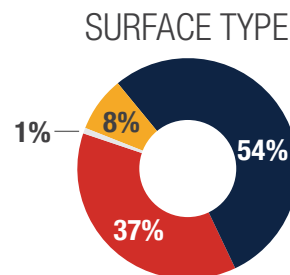
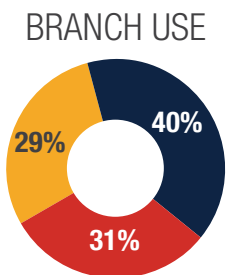
3 airports **17.6M** SF of airfield pavement **6** paved runways **10** years (avg pavement age)



GENERAL AVIATION INVENTORY

*ZIS, APF, AVO, BOW, CHN, GIF, IMM, MKY, OBE, SEF, X01, X06, X07, X14

14 airports **26.8M** SF of airfield pavement **23** paved runways **23** years (avg pavement age)



■ Runway ■ Taxiway/Taxilane ■ Apron

■ AC ■ AAC □ APC ■ PCC

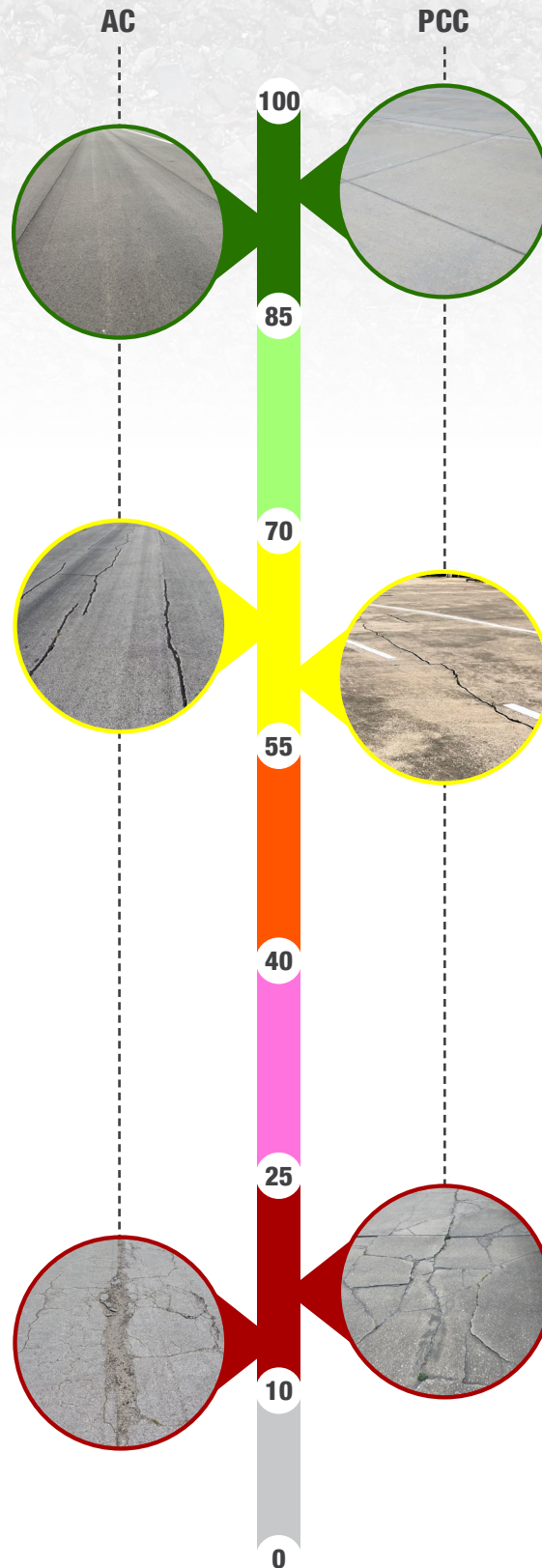
□ 0-5 years □ 6-10 years □ 11-15 years
■ 16-20 years ■ Over 20 years

PAVEMENT CONDITION INDEX (PCI)

In adherence to the FAA Advisory Circular 150/5380-7B "Airport Pavement Management Program" and ASTM D5340- 20 "Standard Test Method for Airport Pavement Condition Index Surveys," the pavements were evaluated using the PCI Survey Method of inspection.

The PCI procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by ASTM D5340-20, and is the primary method of observing and recording distress data. It provides a consistent, objective, and repeatable method to evaluate the pavement condition.

The collected distress data is used to calculate an index that represents the functional pavement condition in numerical terms ranging from 0 (Failed pavement) to 100 (Good or new pavement). The adjacent figure provides a visual representation of the scale.



Good/New Pavement

Pavements classified as Good require either no treatment or would typically benefit from the application of preventative maintenance activities such as crack seals, joint seals, and surface treatment.

Fair Pavement

Pavements with a Fair condition rating typically require rehabilitation such as an overlay with or without milling for AC or select crack seal with significant patching for PCC.

Poor/Failed Pavement

Pavements that are Poor or Failed require significant and costly interventions such as reconstruction to restore the pavement to operational service.

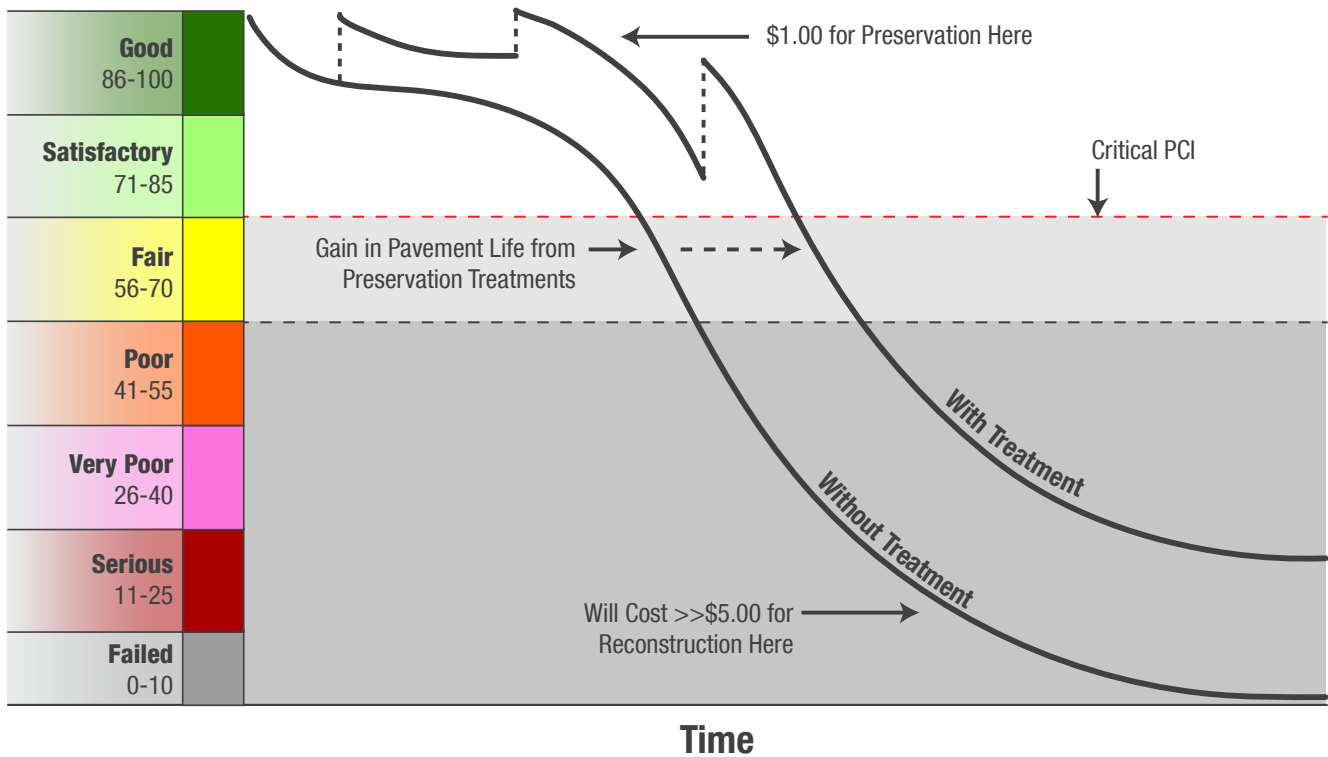
Critical PCI

Based on FAA Order 5100.38D Change 1 Airport Improvement Handbook, issued February 26, 2019, the FAA has established pavement construction based on thresholds that distinguish Rehabilitation and Reconstruction. Pavement sections between PCI values 55 and 70 will be considered for Rehabilitation and sections with PCI values less than 55 will be considered for Reconstruction at the planning-level. Accordingly, the **Critical PCI is defined at 70 for the FDOT SAPMP**. It should be noted that although a pavement reaches the threshold for rehabilitation, the pavement can still benefit from routine maintenance if no load-related distresses are present.

!!!
Critical PCI is defined at 70 for the FDOT SAPMP

An effective pavement maintenance management program is intended to identify and estimate future maintenance, repair, rehabilitation, and reconstruction needs. When timely preservation maintenance is performed on pavements with conditions above the “critical condition”, or prior to major decline in condition, significant rehabilitation and/or reconstruction may be delayed. The figure below depicts the concept of timely pavement treatments as described by the FAA AC 150/5380-7B.

TYPICAL PAVEMENT CONDITION LIFE CYCLE



FAA Eligibility Thresholds: **>70:** Routine Maintenance **55-70:** Rehabilitation Eligible **<55:** Reconstruction Eligible

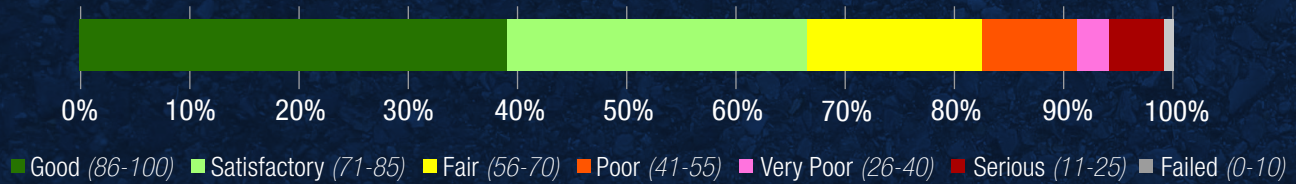
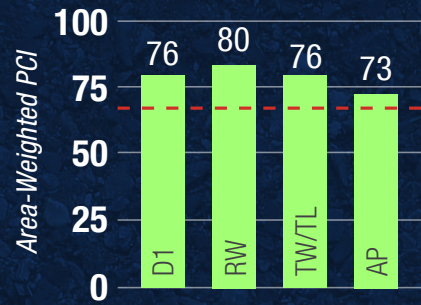
*Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.

District 1 PCI Results

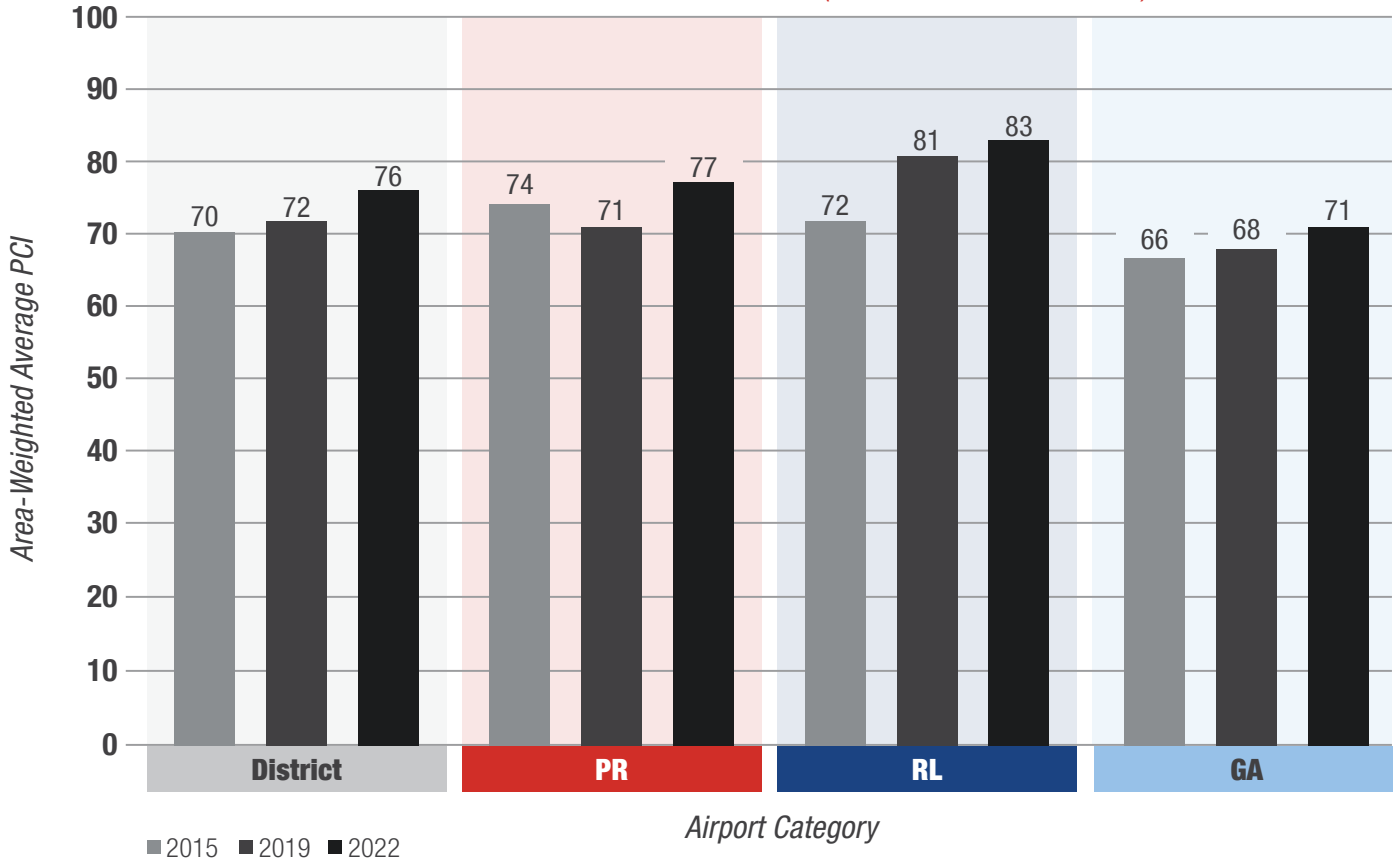
This section is an overall summary of the current and 5-year forecasted pavement conditions within District 1. A summary of each individual Airport's PCI findings can be found in the back of this report.



Current PCI: **76**
5-Year PCI: **67**

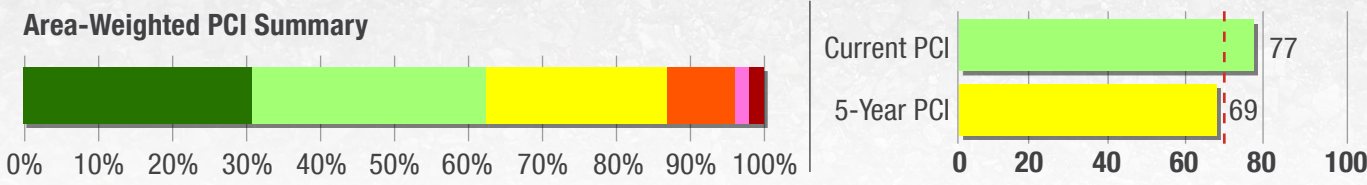


DISTRICT CONDITIONS BY CATEGORY (SINCE 2015 PROGRAM)



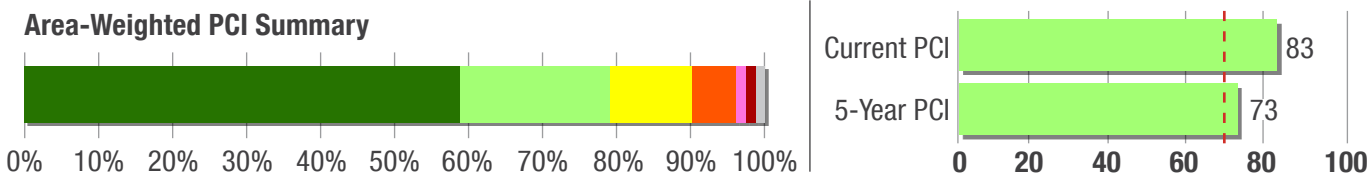
District 1 PCI Summary by Airport Category

PRIMARY AIRPORT CONDITIONS *PGD, RSW, SRQ



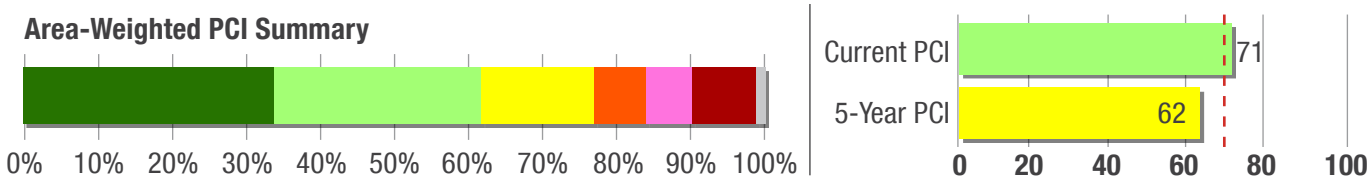
PCI Year	Runways	Taxiways/Taxilanes	Aprons
Current PCI	84	75	76
5-Year PCI	74	67	68

RELIEVER AIRPORT CONDITIONS *FMY, LAL, VNC



PCI Year	Runways	Taxiways/Taxilanes	Aprons
Current PCI	87	85	78
5-Year PCI	77	76	68

GENERAL AVIATION AIRPORT CONDITIONS *2IS, APF, AVO, BOW, CHN, GIF, IMM, MKY, OBE, SEF, X01, X06, X07, X14



PCI Year	Runways	Taxiways/Taxilanes	Aprons
Current PCI	74	71	66
5-Year PCI	64	62	58

■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

1 District

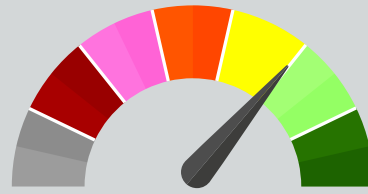
35 Runways

6 Primary **6** Reliever **23** General Aviation



Current Runway Conditions:
PCI = 80

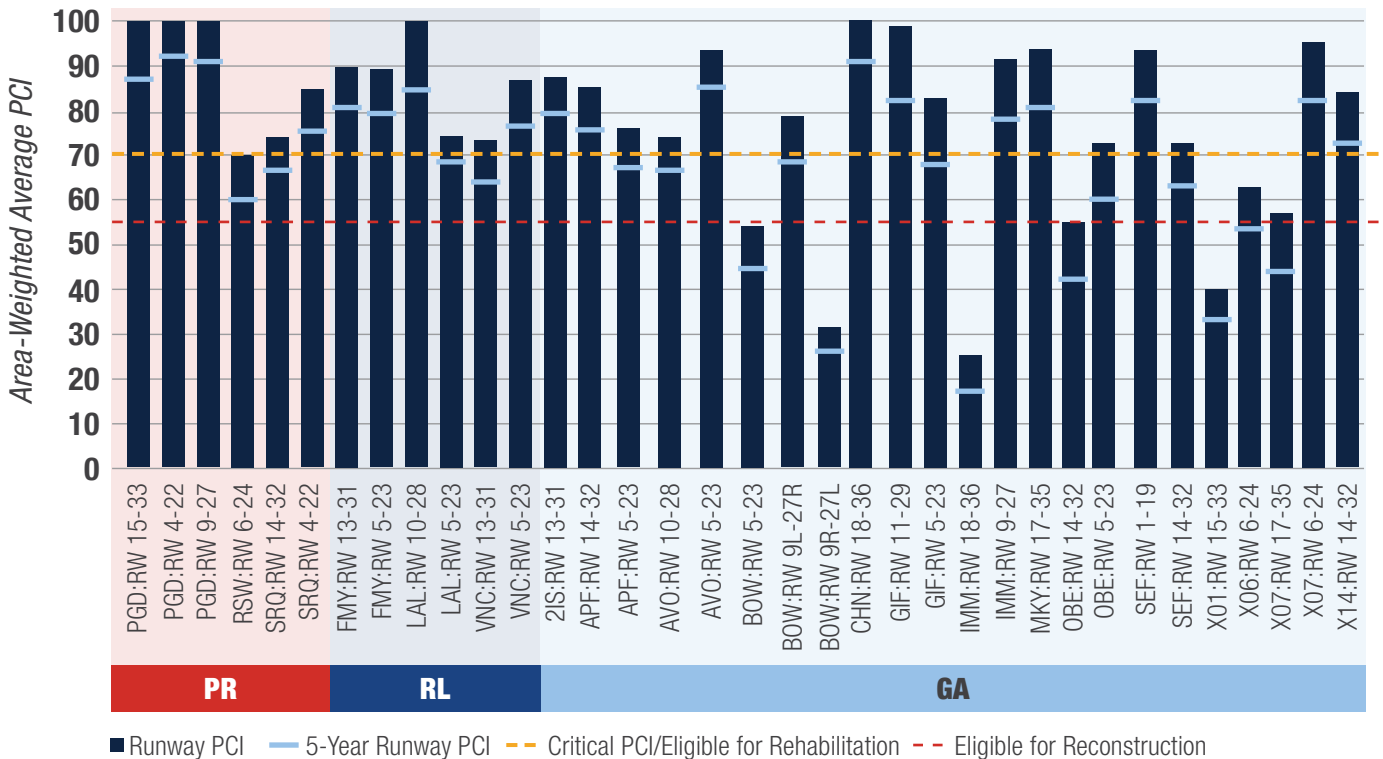
8 of **35**
are at or below
Critical PCI (**70**)



5-Year Runway Outlook:
PCI = 70

17 of **35**
will be at or below
Critical PCI (**70**)

CURRENT AND FORECASTED 5-YEAR RUNWAY PCI BY FACILITY



RUNWAY CONDITION SUMMARY

Category	Airport	Runway ID	Runway Length	Runway Width	Runway PCI	5 Year RW PCI
Primary						
PR	PGD	RW 15-33	6,286	150	100	87
PR	PGD	RW 4-22	7,193	150	100	92
PR	PGD	RW 9-27	2,636	60	100	91
PR	RSW	RW 6-24	12,000	150	70	60
PR	SRQ	RW 14-32	9,500	150	75	66
PR	SRQ	RW 4-22	5,006	150	84	74
Reliever						
RL	FMY	RW 13-31	4,910	150	90	81
RL	FMY	RW 5-23	6,406	150	89	80
RL	LAL	RW 10-28	8,500	150	100	84
RL	LAL	RW 5-23	5,000	150	74	69
RL	VNC	RW 13-31	5,640	150	73	64
RL	VNC	RW 5-23	5,000	150	87	78
General Aviation						
GA	ZIS	RW 13-31	5,902	75	88	80
GA	APF	RW 14-32	5,001	100	86	77
GA	APF	RW 5-23	6,600	150	76	67
GA	AVO	RW 10-28	3,844	75	75	66
GA	AVO	RW 5-23	5,374	100	94	85
GA	BOW	RW 5-23	5,000	100	54	44
GA	BOW	RW 9L-27R	5,000	150	79	69
GA	BOW	RW 9R-27L	4,400	150	31	26
GA	CHN	RW 18-36	4,005	75	100	91
GA	GIF	RW 11-29	4,001	60	99	84
GA	GIF	RW 5-23	5,005	100	82	68
GA	IMM	RW 18-36	4,550	150	26	18
GA	IMM	RW 9-27	5,000	100	91	79
GA	MKY	RW 17-35	5,000	100	93	81
GA	OBE	RW 14-32	4,001	75	55	42
GA	OBE	RW 5-23	5,000	100	73	60
GA	SEF	RW 1-19	5,234	100	93	82
GA	SEF	RW 14-32	4,990	100	73	63
GA	X01	RW 15-33	2,400	50	40	34
GA	X06	RW 6-24	3,700	75	62	54
GA	X07	RW 17-35	3,860	75	57	44
GA	X07	RW 6-24	5,400	100	96	83
GA	X14	RW 14-32	5,254	75	84	73

FAA Eligibility Thresholds: □ >70: Routine Maintenance □ 55-70: Rehabilitation Eligible □ <55: Reconstruction Eligible

SAPMP CUSTOMIZATION

FAA AIP Handbook PCI Requirements

The FDOT SAPMP will integrate the PCI thresholds for airfield pavement projects to maintain alignment with the FAA AIP and/or PFC eligibility for project planning. The critical PCI value will be defined at 70 for the FDOT SAPMP. Critical PCI values for this SAPMP System Update are shown below.

FAA AIP HANDBOOK PCI REQUIREMENTS FOR AIRFIELD PAVEMENT PROJECTS

Airfield Pavement Project Type	PCI Requirement
Reconstruction	PCI < 55 (Poor)
Rehabilitation	PCI < 70 (Fair)
Maintenance	N/A

FAA AIP Handbook Minimum Useful Life

Below is a table of typical localized maintenance and major work project types and their minimum useful life as identified in Table 3-7 of the FAA AIP Handbook. This minimum useful life criteria is used to help determine if a project is eligible for federal funding. The useful life of the facility being rehabilitated or reconstructed must have been met in order for the project to be funded.

FAA AIP HANDBOOK MINIMUM USEFUL LIFE

Project Type	Useful Life
Asphalt seal coat, Slurry Seal, and Joint Sealing	3 years
Concrete Joint Replacement	7 years
Pavement Rehabilitation (not reconstruction)	10 years
Pavement Reconstruction	20 years





Planning-Level Localized Maintenance

Localized maintenance differs from major rehabilitation in that localized maintenance is applied based on the distresses observed and not an averaged or forecasted PCI value. Treatments are selected based on the appropriate corrective measure for a given distress type and severity level. Localized maintenance can be applied either as a preventive measure or a safety (“stopgap”) measure. The two types of localized maintenance are described below in further detail.

- » Localized Preventive Maintenance and Repair
 - Distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and surface treatment.
- » Localized Stopgap/Safety Maintenance and Repair
 - Defined as the localized distress repair needed to keep a pavement in a safe and operational condition. These activities are typically applied to high-severity distresses or distresses impacting operations.

The work quantities used to develop costs are limited to a near-term application since they were determined directly from the PCI assessment efforts. As pavements continue to deteriorate year-to-year, quantities and/or distress severities may increase, which will affect the amount and type of localized maintenance required. This analysis can be utilized as a planning tool to assist airport staff in determining an annual budget allocation for maintenance activities that will help maintain airport pavements above the critical PCI value and extend the life of the pavement.

Planning-Level Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section that can meet the structural demands of traffic loading. Major rehabilitation is generally described as a pavement construction that removes and replaces the pavement surface, thus resetting the PCI value to 100 and the pavement age to 0. Typical policies include full- and partial-depth reconstruction and mill and overlay.

Major Rehabilitation needs are identified by analyzing the airport’s pavement condition in relationship to critical PCI values, major rehabilitation policies, and unit costs, assuming there are no budget constraints. While this is financially impractical, it does yield the unbiased pavement needs over a defined timeframe at each airport given current and forecasted pavement conditions. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets.

Conceptual pavement sections were developed for this program based on the minimum requirements of the FAA AC 150/5320-6G and can be found in the Individual Airport Pavement Evaluation Report. No pavement design has been performed in accordance with AC 150/5320-6G for the determined conceptual sections.

DISTRICT 1 LOCALIZED MAINTENANCE NEEDS

\$4.6M

Preventive total

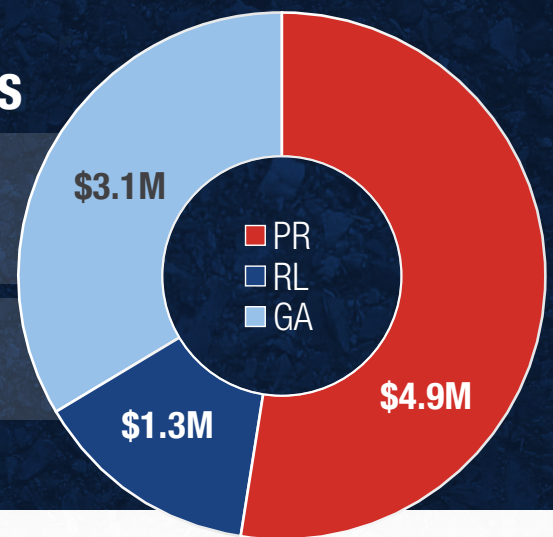
+

\$4.7M

Stopgap total

= \$9.3M

In Total Localized Maintenance Needs



Localized Maintenance Needs

This FDOT SAPMP System Update provides a planning-level estimation of Localized Maintenance and Repair costs based on the results of the latest PCI assessment performed at the airports. The localized maintenance for Primary, Reliever, and General Aviation airports are shown below.

PLANNING-LEVEL LOCALIZED M&R NEEDS SUMMARY

Category	Network ID	Preventive Work Cost	Stopgap Work Cost	Total
PR	PGD	\$285,210	\$54,010	\$339,220
	RSW	\$1,346,290	\$1,986,120	\$3,332,410
	SRQ	\$1,147,470	\$101,260	\$1,248,730
PR Total		\$2,778,970	\$2,141,390	\$4,920,360
RL	FMY	\$415,480	\$0	\$415,480
	LAL	\$114,480	\$150,330	\$264,810
	VNC	\$502,570	\$86,310	\$588,880
RL Total		\$1,032,530	\$236,640	\$1,269,170
GA	2IS	\$16,570	\$144,520	\$161,090
	APF	\$422,220	\$81,390	\$503,610
	AVO	\$21,750	\$64,670	\$86,420
	BOW	\$154,440	\$364,550	\$518,990
	CHN	\$5,120	\$0	\$5,120
	GIF	\$59,510	\$29,260	\$88,770
	IMM	\$9,640	\$83,800	\$93,440
	MKY	\$5,420	\$0	\$5,420
	OBE	\$11,520	\$0	\$11,520
	SEF	\$33,220	\$1,556,440	\$1,589,660
	X01	\$9,790	\$0	\$9,790
	X06	\$0	\$0	\$0
	X07	\$2,850	\$8,770	\$11,620
X14	\$20,560	\$6,730	\$27,290	
GA Total		\$772,610	\$2,340,130	\$3,112,740
District 1 Total Localized Needs =		\$4,584,110	\$4,718,160	\$9,302,270

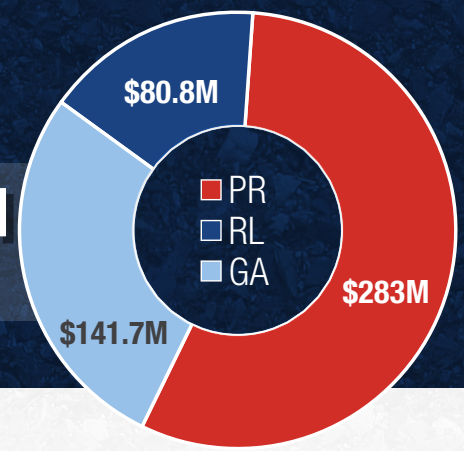
DISTRICT 1 MAJOR REHABILITATION NEEDS

\$108.9M + \$396.6M = \$505.5M

Total 5-Year RW
Major Needs

Total 5-Year TW
and AP Needs

In Total 5-Year Major
Rehabilitation Needs



Major Rehabilitation Needs

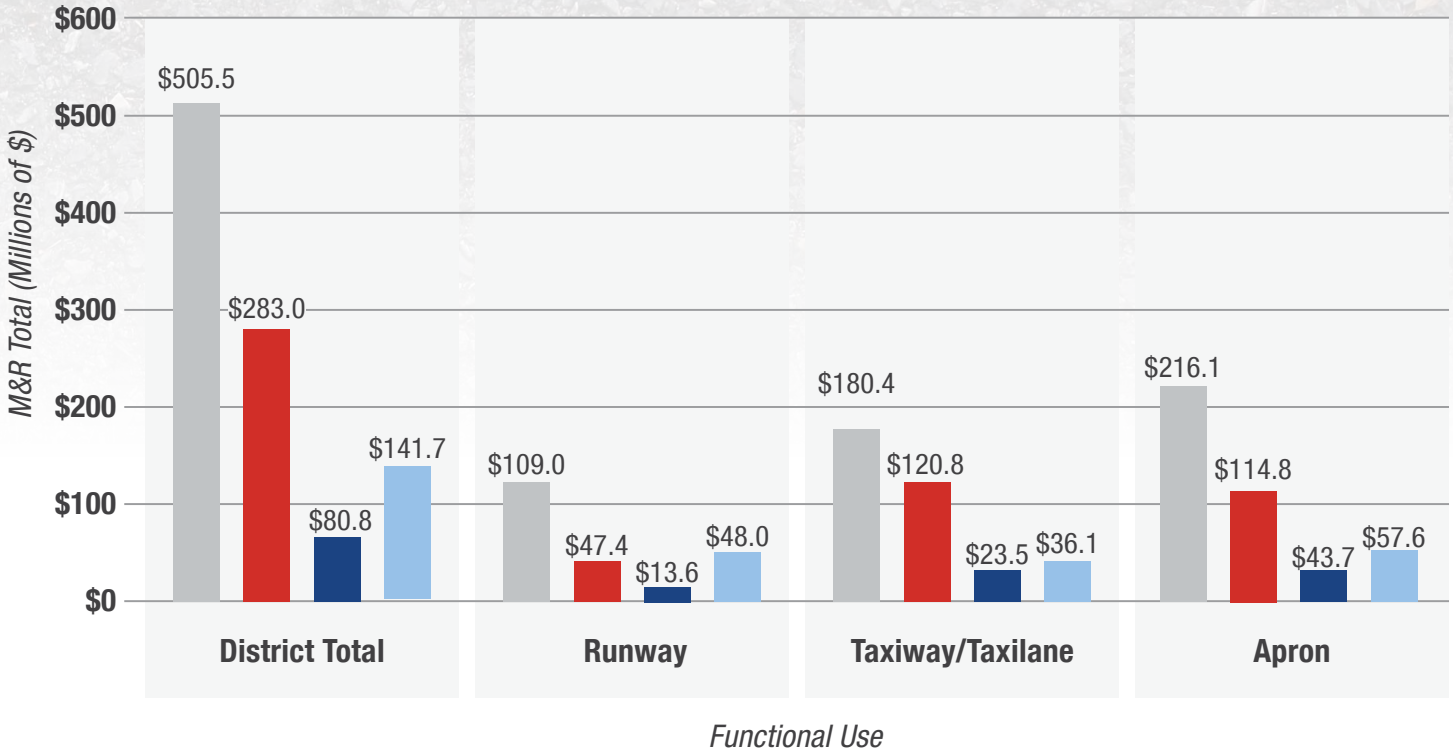
Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 1. A summary of each individual Airport’s needs at the section-level and the recommended work type can be found in the individual airport report.

M&R FUNDING NEEDS BY YEAR (IN MILLIONS)

Category	Network ID	Inspection Year	Year 1*	Year 2	Year 3	Year 4	Year 5	Planning Total
PR	PGD	2022	\$42.62	-	\$0.59	\$3.15	-	\$46.36
	RSW	2022	\$125.33	\$25.81	\$1.24	\$14.49	\$6.35	\$173.22
	SRQ	2022	\$31.95	\$8.22	\$16.70	\$6.55	-	\$63.42
PR Planning Total			\$199.90	\$34.03	\$18.53	\$24.19	\$6.35	\$283.00
RL	FMY	2022	\$24.43	\$1.53	\$2.17	\$0.37	\$4.89	\$33.39
	LAL	2022	\$20.97	\$1.77	\$2.83	\$0.99	\$3.13	\$29.69
	VNC	2022	\$17.68	-	-	-	-	\$17.68
RL Planning Total			\$63.08	\$3.30	\$5.00	\$1.36	\$8.02	\$80.76
GA	ZIS	2020	\$7.35	-	-	-	\$0.27	\$7.62
	APF	2022	\$12.94	\$0.27	\$5.17	\$4.27	\$3.18	\$25.83
	AVO	2020	\$4.96	-	\$1.54	-	-	\$6.50
	BOW	2020	\$25.99	\$0.44	-	\$4.42	\$0.32	\$31.17
	CHN	2020	\$2.08	-	-	-	-	\$2.08
	GIF	2020	\$10.99	\$0.02	-	\$1.28	\$1.66	\$13.95
	IMM	2020	\$11.91	-	-	-	\$0.07	\$11.98
	MKY	2020	-	-	-	-	\$0.09	\$0.09
	OBE	2020	\$6.93	-	-	\$0.98	-	\$7.91
	SEF	2020	\$21.03	-	-	\$3.36	\$0.33	\$24.72
	X01	2020	\$1.60	\$0.21	\$0.03	-	\$0.09	\$1.93
	X06	2020	\$3.78	-	-	-	-	\$3.78
	X07	2020	\$3.45	-	-	-	-	\$3.45
X14	2020	\$0.63	\$0.06	-	-	-	\$0.69	
GA Planning Total			\$113.64	\$1.00	\$6.74	\$14.31	\$6.01	\$141.70
District 1 Major Planning Needs =			\$376.62	\$38.33	\$30.27	\$39.86	\$20.38	\$505.46

*Year 1 equates to 2021 for airports inspected in 2020 and 2023 for airports inspected in 2022

M&R FUNDING NEEDS BY FUNCTIONAL USE

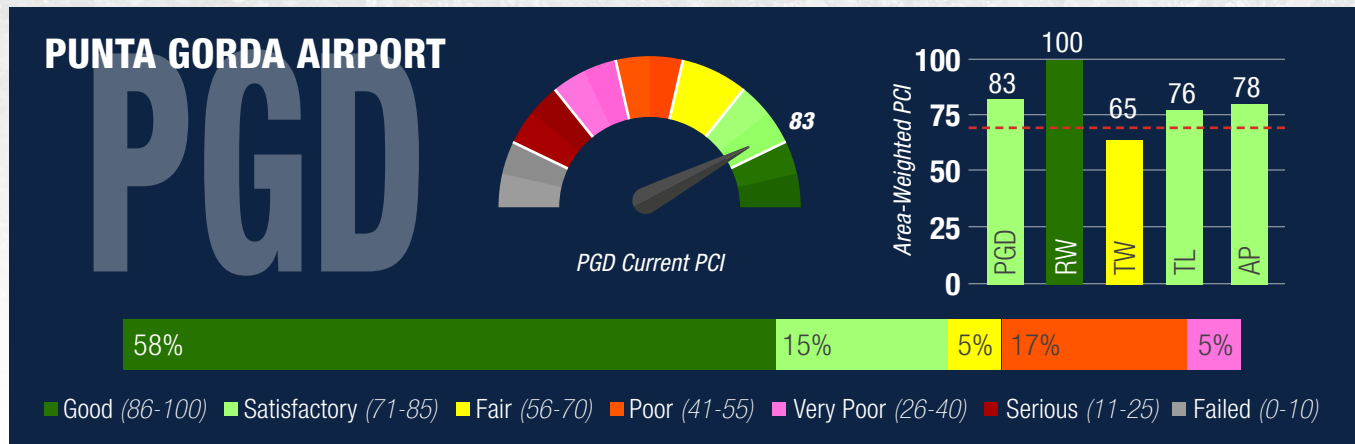


Airport Category ■ District 1 ■ Primary/Commercial ■ Reliever ■ General Aviation



INDIVIDUAL AIRPORT RESULTS SUMMARIES

PRIMARY/COMMERCIAL AIRPORTS



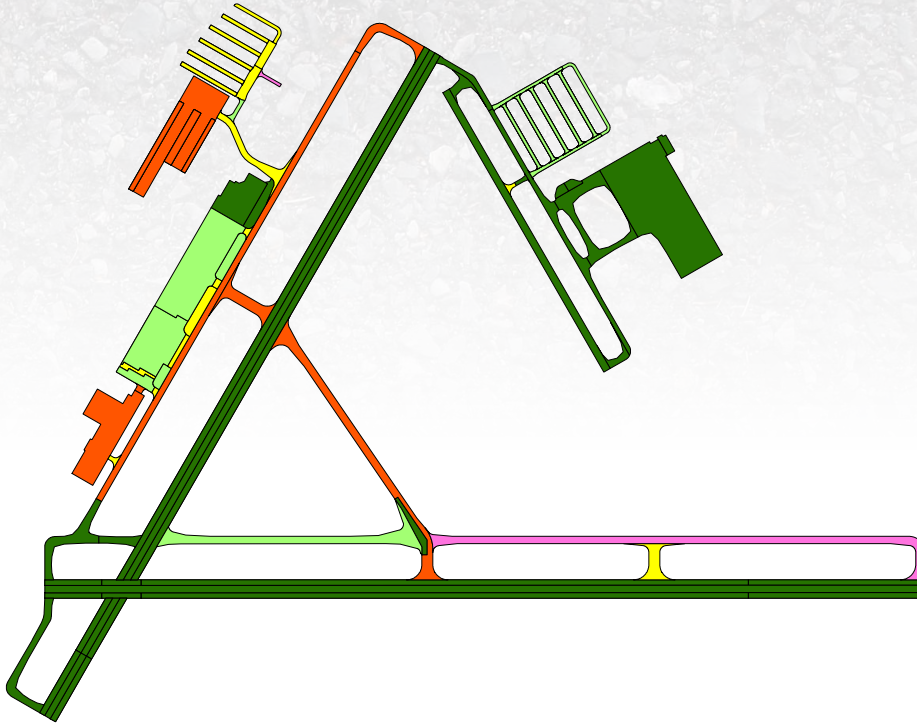
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$285,210)	Surface Seal	250,193	SF	\$187,680
	PCC Joint Seal	21,300	LF	\$90,540
	PCC Partial-Depth Patching	41	SF	\$6,990
Localized Stopgap Maintenance (Total = \$54,010)	AC Full-Depth Patching	1,421	SF	\$26,650
	PCC Partial-Depth Patching	163	SF	\$27,360
Total Localized Maintenance Needs =				\$ 339,220

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

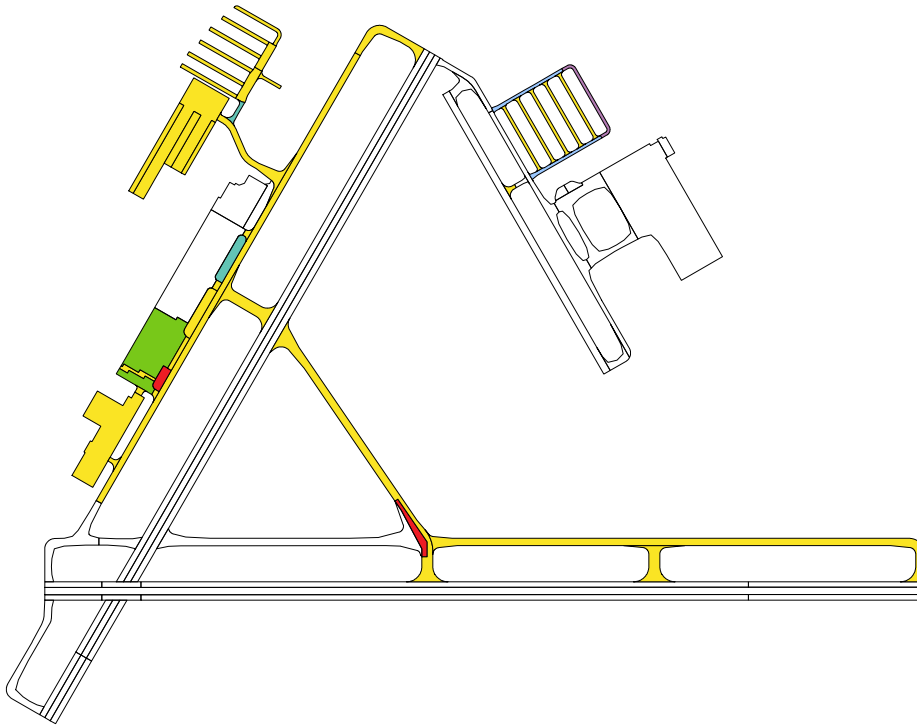
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2023	\$5.3	\$37.3	\$42.6
2025	\$0.6	-	\$0.6
2026	\$3.2	-	\$3.2
2029	\$0.4	-	\$0.4
2030	\$0.8	-	\$0.8
2031	\$0.7	-	\$0.7
Total Major Rehabilitation Needs =			\$48.3

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

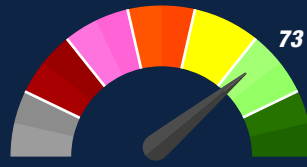
MAJOR REHABILITATION EXHIBIT



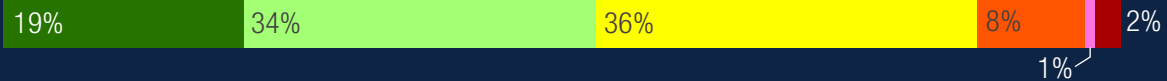
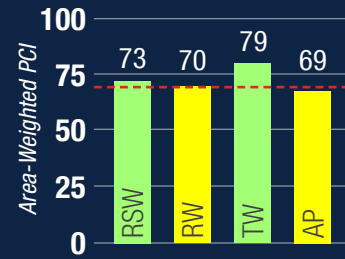
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

RSW



RSW Current PCI



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

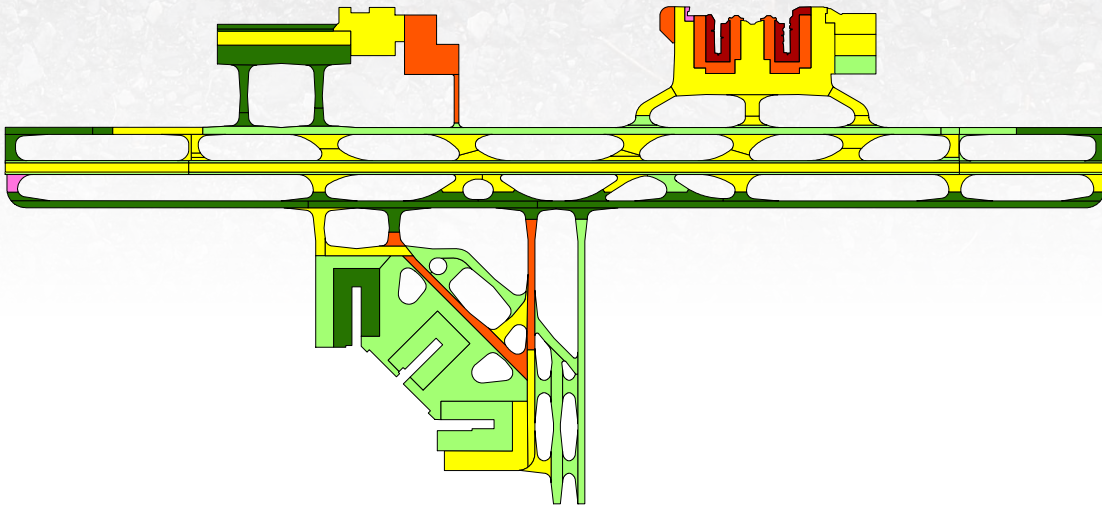
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$1,346,290)	AC Crack Sealing	4,909	LF	\$19,670
	Surface Seal	1,016,706	SF	\$762,660
	PCC Joint Seal	115,357	LF	\$490,310
	PCC Partial-Depth Patching	437	SF	\$73,650
Localized Stopgap Maintenance (Total = \$1,986,120)	AC Partial-Depth Patching	1,984	SF	\$12,900
	AC Full-Depth Patching	435	SF	\$8,160
	PCC Crack Sealing	602	LF	\$4,220
	PCC Joint Seal	10,494	LF	\$44,610
	PCC Partial-Depth Patching	4,649	SF	\$785,890
	PCC Full-Depth Patching	1,504	SF	\$112,770
	PCC Slab Replacement	19,758	SF	\$1,017,570
Total Localized Maintenance Needs =				\$3,332,410

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

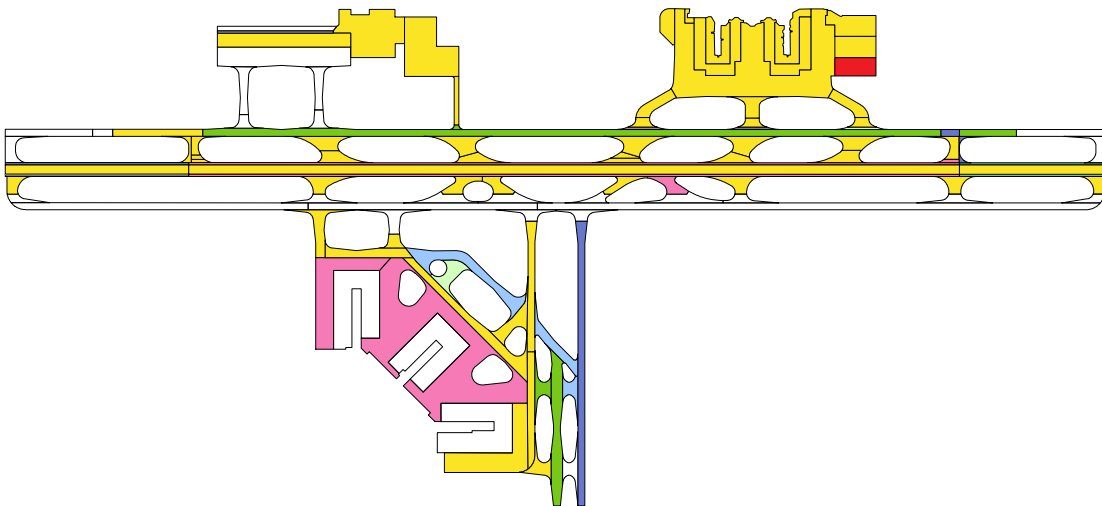
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2023	\$70.1	\$55.3	\$125.4
2024	\$25.8	-	\$25.8
2025	\$1.2	-	\$1.2
2026	\$14.5	-	\$14.5
2027	\$6.4	-	\$6.4
2028	\$1.3	-	\$1.3
2029	\$0.2	-	\$0.2
2030	\$3.9	-	\$3.9
2031	\$5.8	-	\$5.8
Total Major Rehabilitation Needs =			\$184.5

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

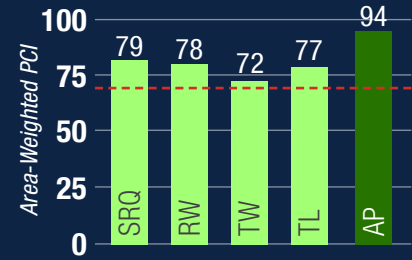
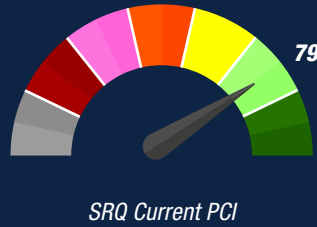
MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

SRQ



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

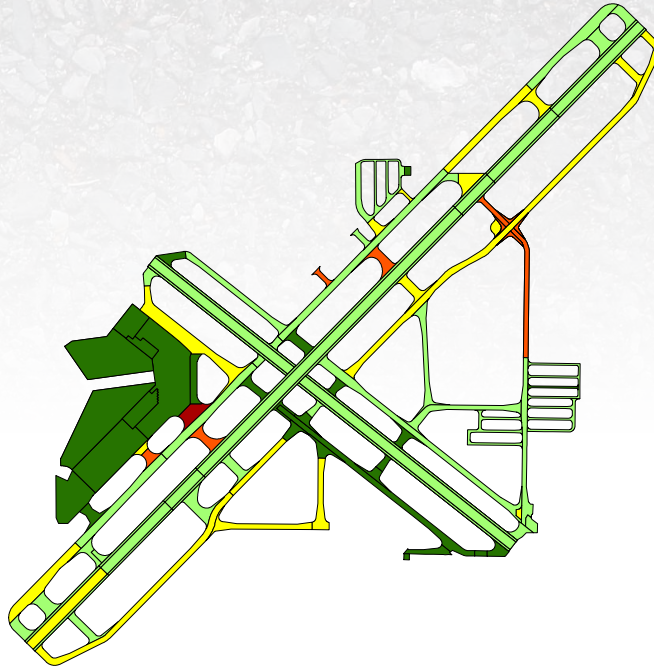
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$1,147,470)	AC Crack Sealing	2,708	LF	\$10,860
	Surface Seal	645,710	SF	\$484,550
	AC Full-Depth Patching	285	SF	\$5,360
	PCC Joint Seal	137,599	LF	\$584,840
	PCC Partial-Depth Patching	365	SF	\$61,860
Localized Stopgap Maintenance (Total = \$101,260)	AC Full-Depth Patching	5,399	SF	\$101,260
Total Localized Maintenance Needs =				\$1,248,730

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

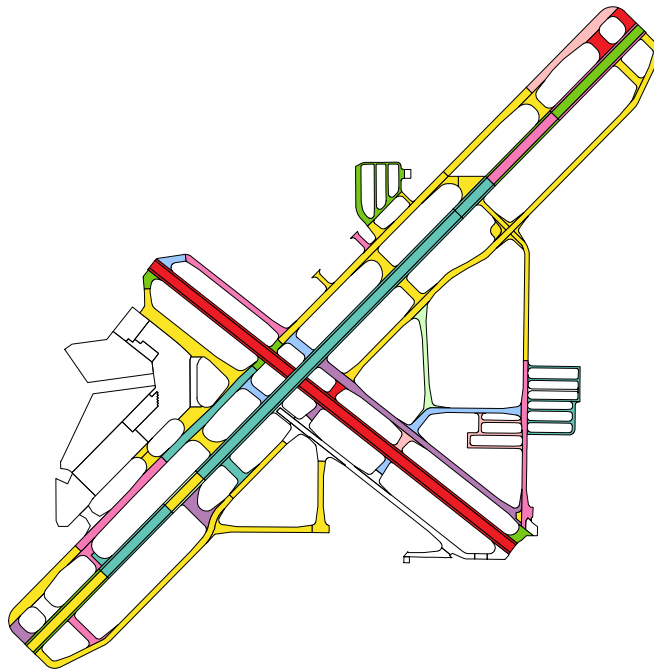
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2023	\$23.8	\$8.2	\$32.0
2024	\$8.2	-	\$8.2
2025	\$16.7	-	\$16.7
2026	\$6.5	-	\$6.5
2028	\$1.8	-	\$1.8
2029	\$5.5	-	\$5.5
2030	\$16.1	-	\$16.1
2031	\$3.8	-	\$3.8
2032	\$4.4	-	\$4.4
Total Major Rehabilitation Needs =			\$95.0

PAVEMENT CONDITION INDEX EXHIBIT



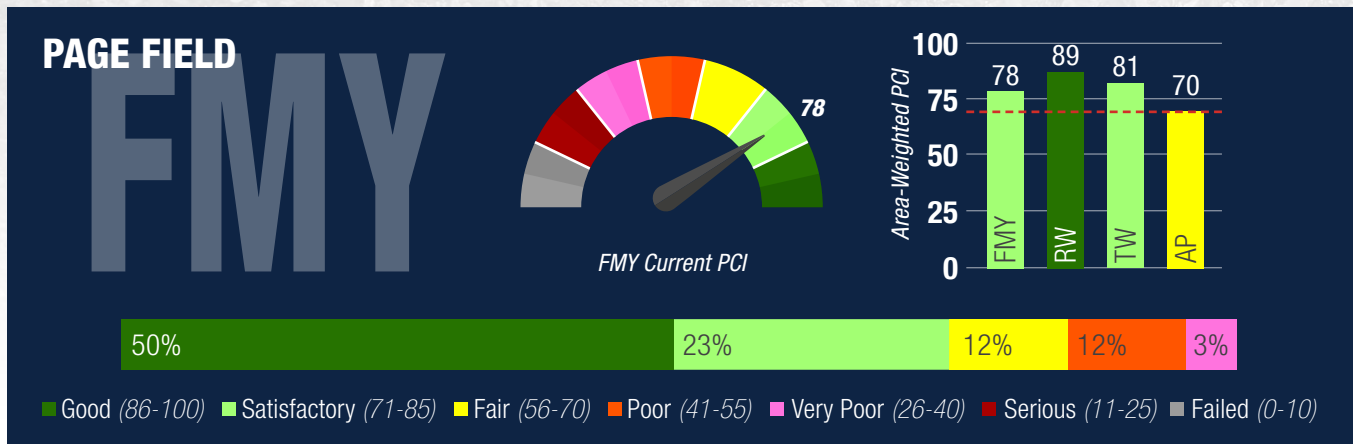
■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

RELIEVER AIRPORTS



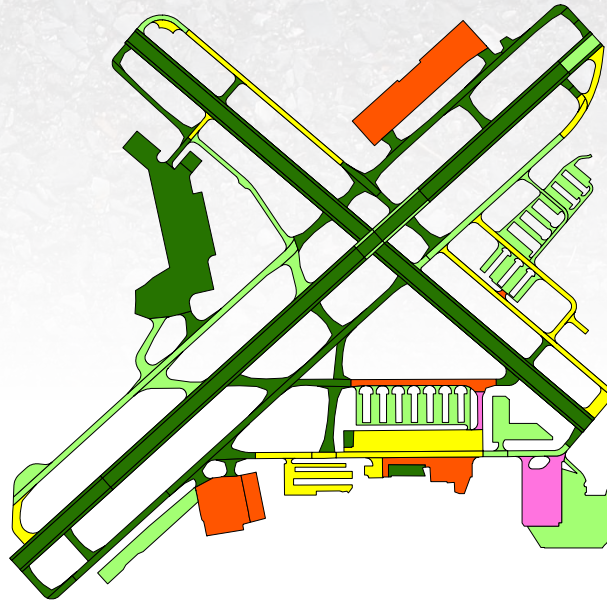
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$415,480)	AC Crack Sealing	989	LF	\$3,990
	Surface Seal	546,691	SF	\$410,160
	AC Full-Depth Patching	115	SF	\$1,330
Total Localized Maintenance Needs =				\$415,480

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

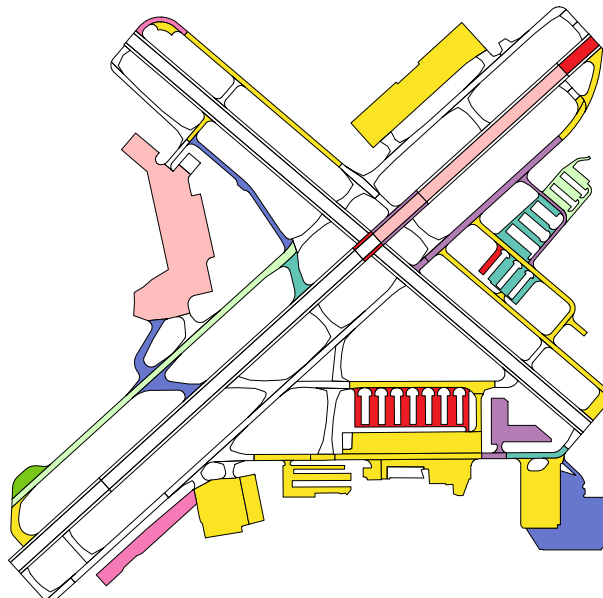
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2023	\$7.6	\$16.8	\$24.4
2024	\$1.5	-	\$1.5
2025	\$2.2	-	\$2.2
2026	\$0.4	-	\$0.4
2027	\$4.9	-	\$4.9
2028	\$3.1	-	\$3.1
2029	\$3.3	-	\$3.3
2030	\$3.4	-	\$3.4
2032	\$12.2	-	\$12.2
Total Major Rehabilitation Needs =			\$55.4

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

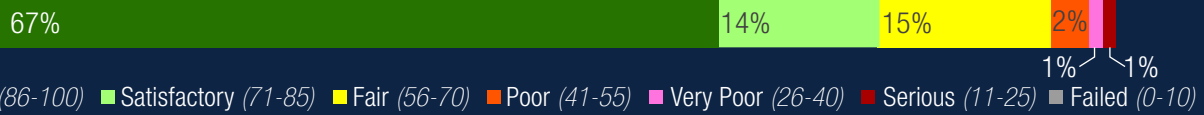
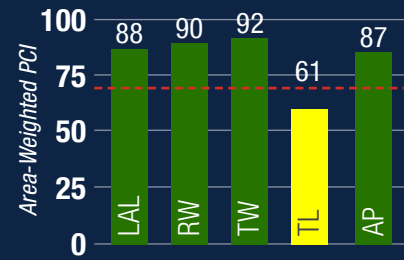
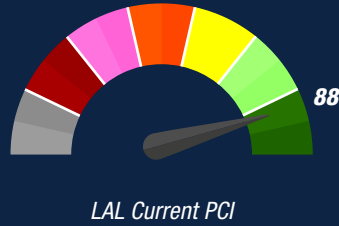
MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

LAKELAND LINDER INTERNATIONAL AIRPORT

LAL



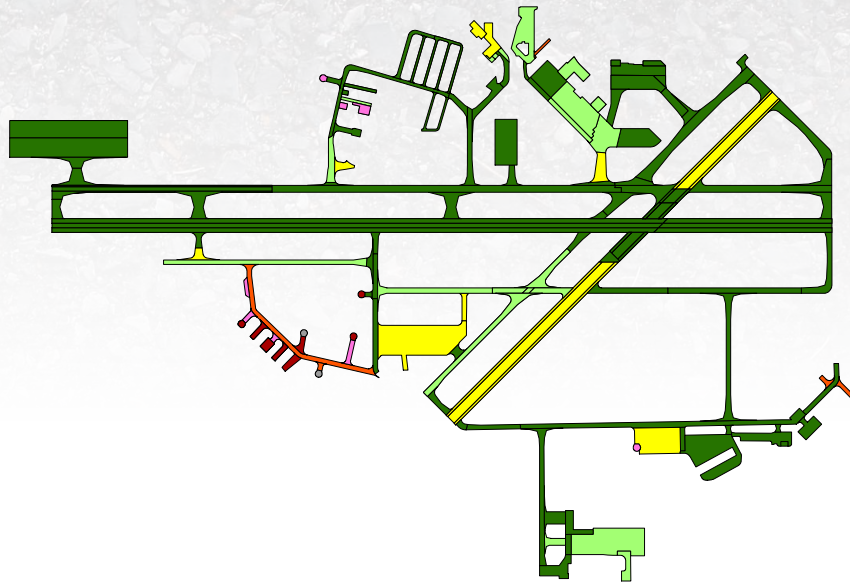
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$114,480)	AC Crack Sealing	478	LF	\$1,930
	Surface Seal	132,402	SF	\$99,350
	PCC Joint Seal	1,038	LF	\$4,420
	PCC Partial-Depth Patching	4	SF	\$780
	PCC Full-Depth Patching	123	SF	\$8,000
	Localized Stopgap Maintenance (Total = \$150,330)	AC Partial-Depth Patching	6,675	SF
AC Full-Depth Patching		398	SF	\$4,590
PCC Crack Sealing		2,037	LF	\$14,330
PCC Joint Seal		5,959	LF	\$25,390
PCC Partial-Depth Patching		267	SF	\$45,190
PCC Full-Depth Patching		216	SF	\$14,100
PCC Slab Replacement		291	SF	\$15,000
Total Localized Maintenance Needs =				\$264,810

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

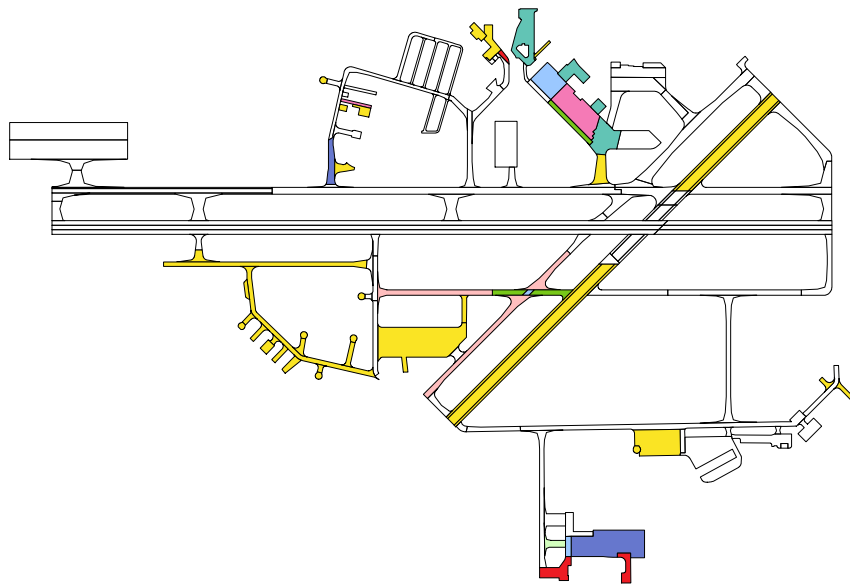
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2023	\$13.4	\$7.5	\$20.9
2024	\$1.8	-	\$1.8
2025	\$2.8	-	\$2.8
2026	\$1.0	-	\$1.0
2027	\$3.1	-	\$3.1
2028	\$0.3	-	\$0.3
2029	-	-	-
2030	\$1.2	-	\$1.2
2032	\$3.6	-	\$3.6
Total Major Rehabilitation Needs =			\$36.2

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

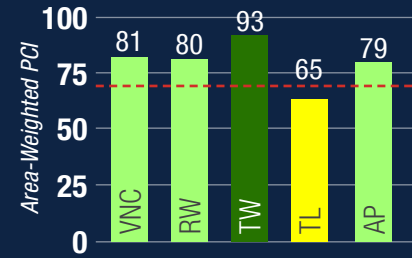
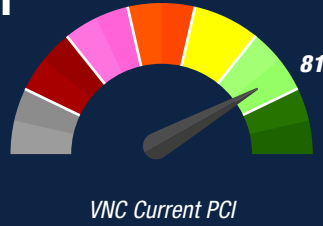
MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

VENICE MUNICIPAL AIRPORT

VNC



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

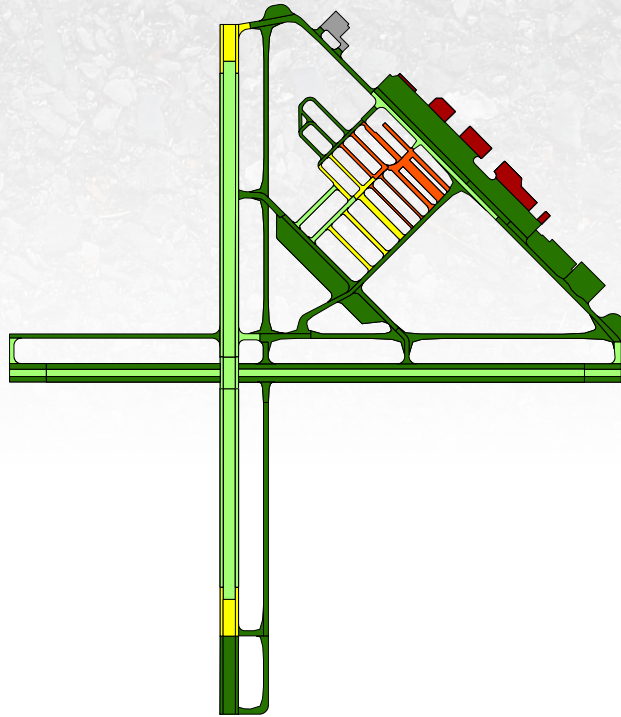
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$502,570)	Surface Seal	669,937	SF	\$502,570
Localized Stopgap Maintenance (Total = \$86,310)	AC Partial-Depth Patching	351	SF	\$1,670
	PCC Crack Sealing	2,975	LF	\$20,840
	PCC Joint Seal	4,552	LF	\$19,350
	PCC Partial-Depth Patching	184	SF	\$31,010
	PCC Full-Depth Patching	207	SF	\$13,440
Total Localized Maintenance Needs =				\$588,880

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

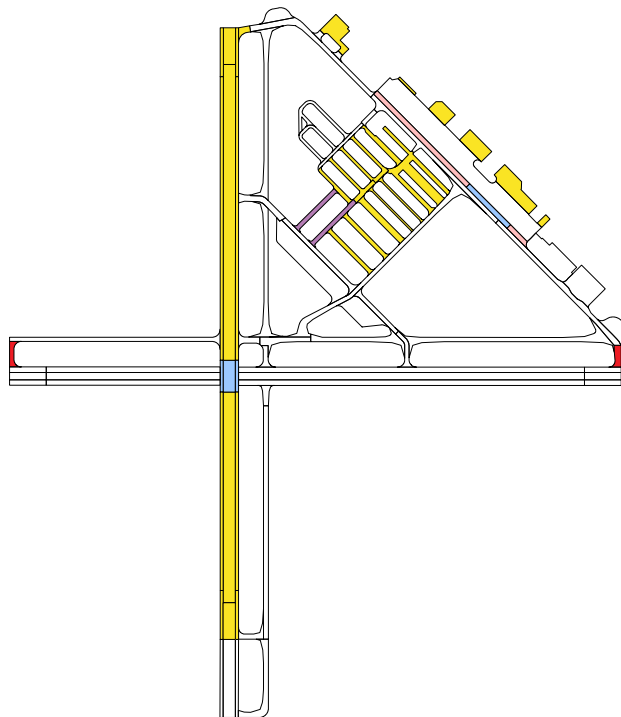
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2023	\$8.5	\$9.2	\$17.7
2029	\$0.5	-	\$0.5
2030	\$0.3	-	\$0.3
2031	\$0.9	-	\$0.9
2032	\$0.9	-	\$0.9
Total Major Rehabilitation Needs =			\$20.3

PAVEMENT CONDITION INDEX EXHIBIT



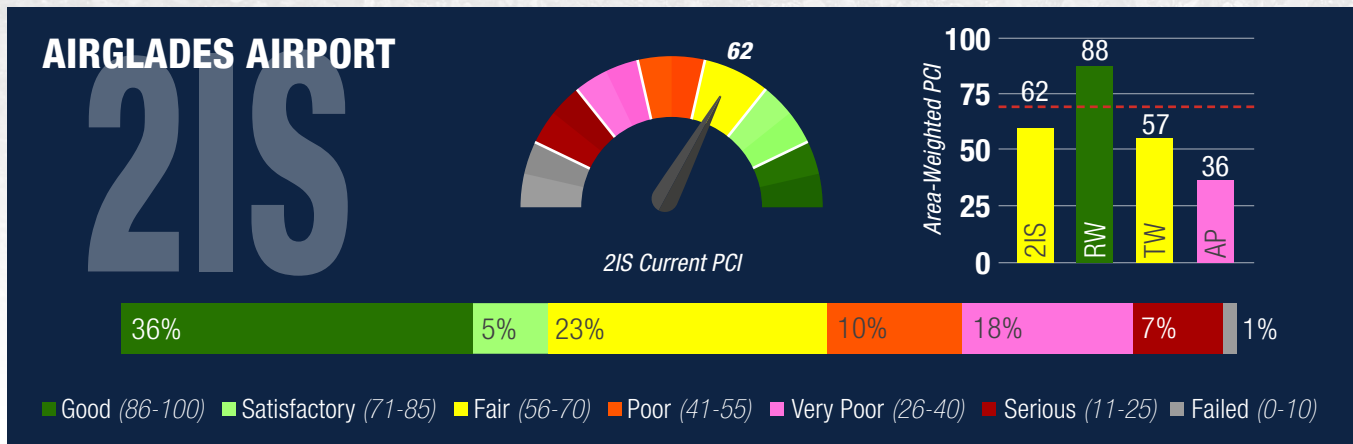
■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

GENERAL AVIATION AIRPORTS



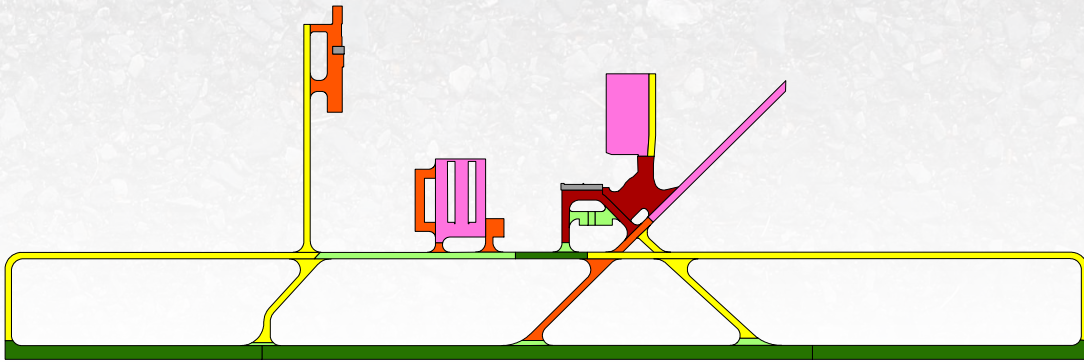
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$16,570)	Surface Seal	28,455	SF	\$14,280
	PCC Joint Seal	597	LF	\$1,950
	PCC Partial-Depth Patching	2	SF	\$340
Localized Stopgap Maintenance (Total = \$144,520)	AC Partial-Depth Patching	4,354	SF	\$16,330
	AC Full-Depth Patching	2,426	SF	\$18,210
	PCC Crack Sealing	450	LF	\$2,260
	PCC Joint Seal	2,900	LF	\$9,430
	PCC Partial-Depth Patching	601	SF	\$75,220
	PCC Full-Depth Patching	194	SF	\$9,700
	PCC Slab Replacement	346	SF	\$13,370
Total Localized Maintenance Needs =				\$161,090

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

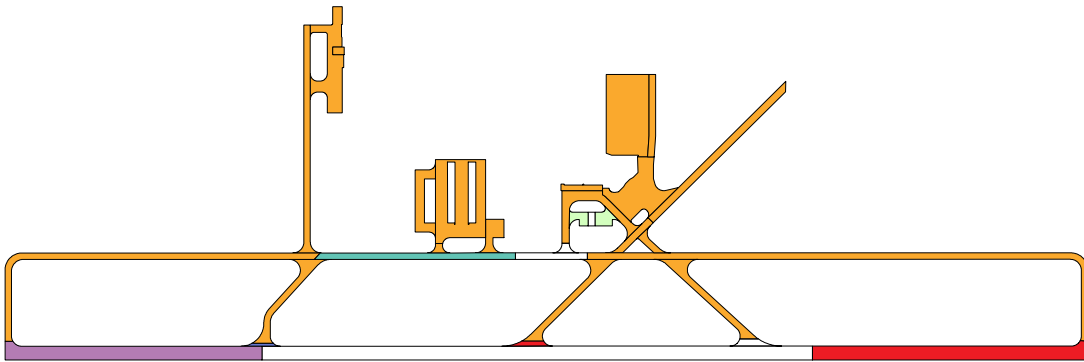
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$2.1	\$5.2	\$7.3
2025	\$0.3	-	\$0.3
2028	\$0.1	-	\$0.1
2029	\$0.7	-	\$0.7
2030	\$0.8	-	\$0.8
Total Major Rehabilitation Needs =			\$9.2

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

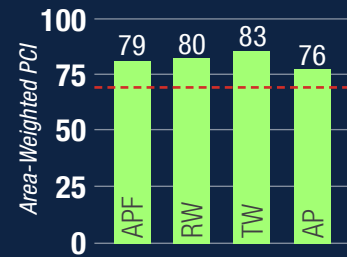
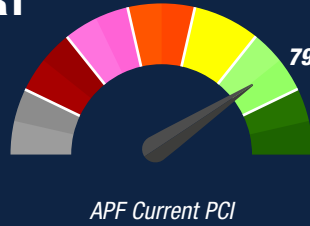
MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

NAPLES MUNICIPAL AIRPORT

APF



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

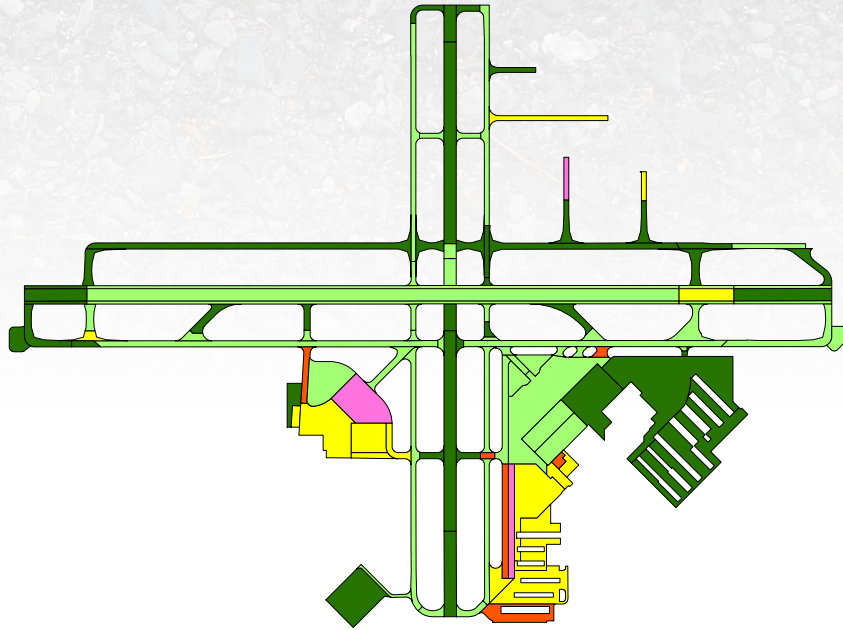
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$422,220)	AC Crack Sealing	1,302	LF	\$5,240
	Surface Seal	462,047	SF	\$346,880
	AC Full-Depth Patching	176	SF	\$1,750
	PCC Joint Seal	16,080	LF	\$68,350
Localized Stopgap Maintenance (Total = \$81,390)	AC Partial-Depth Patching	212	SF	\$1,020
	AC Full-Depth Patching	2,230	SF	\$22,310
	PCC Joint Seal	6,091	LF	\$25,890
	PCC Partial-Depth Patching	164	SF	\$27,320
	PCC Full-Depth Patching	97	SF	\$4,850
Total Localized Maintenance Needs =				\$503,610

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

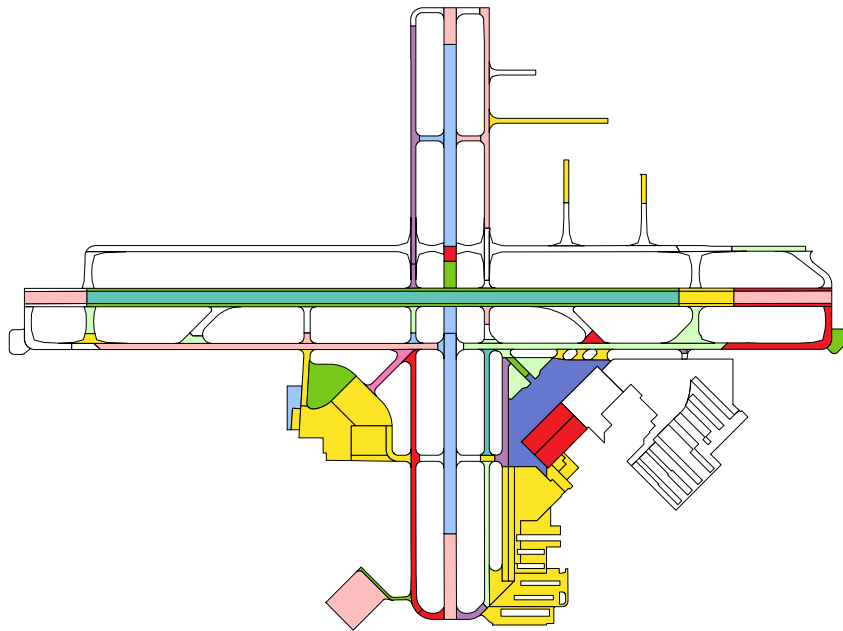
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2023	\$7.5	\$5.4	\$12.9
2024	\$0.3	-	\$0.3
2025	\$5.2	-	\$5.2
2026	\$4.3	-	\$4.3
2027	\$3.2	-	\$3.2
2028	\$3.7	-	\$3.7
2029	\$1.9	-	\$1.9
2030	\$4.7	-	\$4.7
2031	\$5.3	-	\$5.3
2032	\$8.3	-	\$8.3
Total Major Rehabilitation Needs =			\$49.8

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

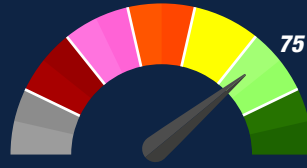
MAJOR REHABILITATION EXHIBIT



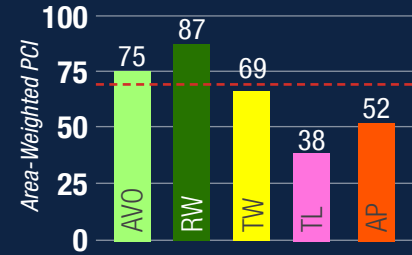
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

AVON PARK EXECUTIVE AIRPORT

AVO



AVO Current PCI



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

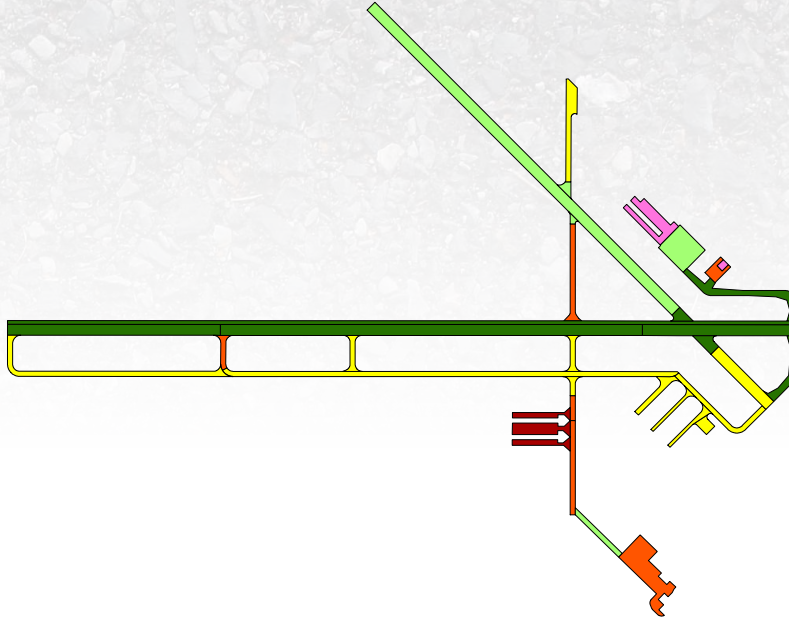
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$21,750)	AC Crack Sealing	2,242	LF	\$6,730
	Surface Seal	30,008	SF	\$15,020
Localized Stopgap Maintenance (Total = \$81,390)	AC Partial-Depth Patching	17,245	SF	\$64,670
Total Localized Maintenance Needs =				\$86,420

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

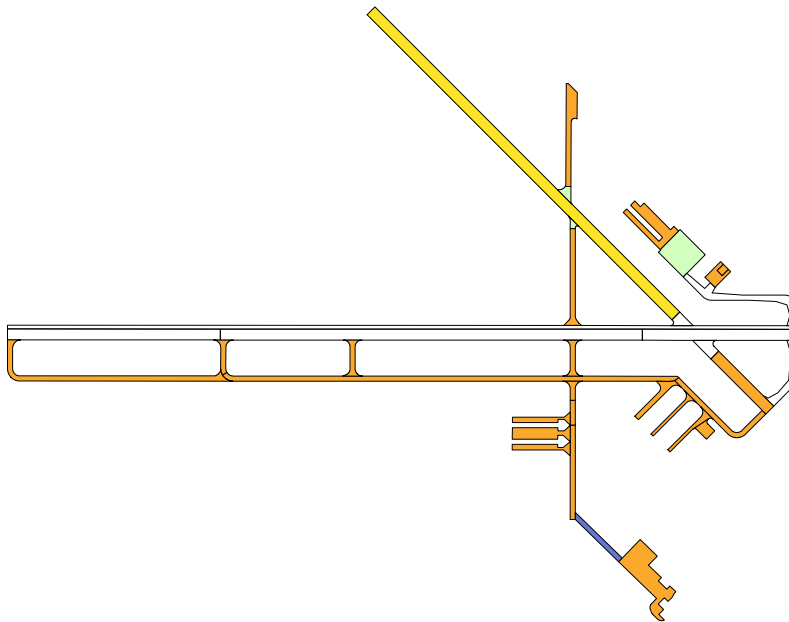
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$2.4	\$2.6	\$5.0
2023	\$1.5	-	\$1.5
2027	\$0.1	-	\$0.1
2028	\$0.4	-	\$0.4
Total Major Rehabilitation Needs =			\$7.0

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

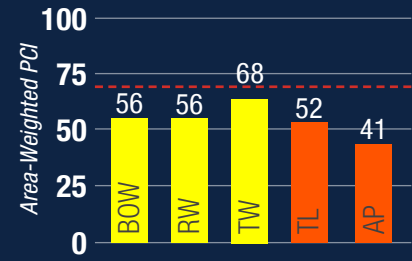
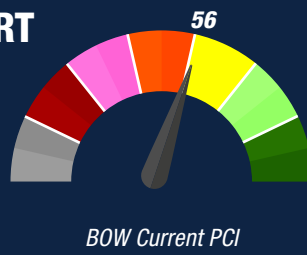
MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

BARTOW EXECUTIVE AIRPORT

BOW



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

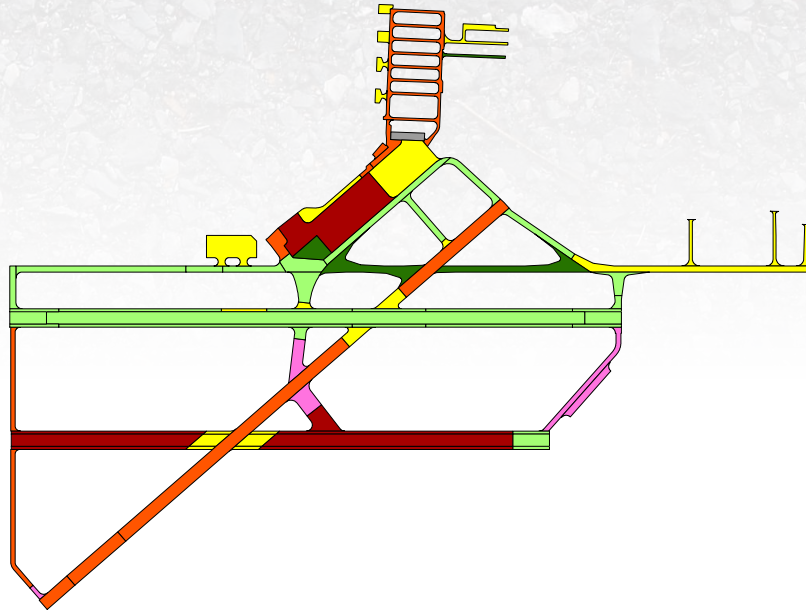
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$154,440)	AC Crack Sealing	1,048	LF	\$3,180
	Surface Seal	241,840	SF	\$121,030
	PCC Joint Seal	6,175	LF	\$20,070
	PCC Partial-Depth Patching	81	SF	\$10,160
Localized Stopgap Maintenance (Total = \$364,550)	AC Partial-Depth Patching	2,984	SF	\$11,200
	AC Full-Depth Patching	308	SF	\$2,310
	PCC Crack Sealing	18,416	LF	\$92,110
	PCC Joint Seal	51,655	LF	\$167,890
	PCC Partial-Depth Patching	676	SF	\$84,510
	PCC Full-Depth Patching	130	SF	\$6,530
Total Localized Maintenance Needs =				\$518,990

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

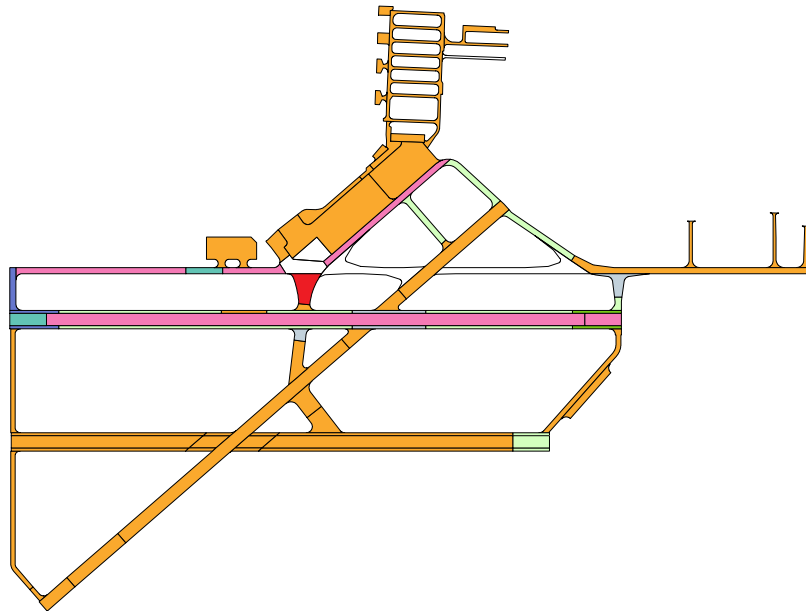
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$5.3	\$20.7	\$26.0
2022	\$0.4	-	\$0.4
2024	\$4.4	-	\$4.4
2025	\$0.3	-	\$0.3
2026	\$0.1	-	\$0.1
2027	\$0.3	-	\$0.3
2028	\$2.5	-	\$2.5
2030	\$0.3	-	\$0.3
Total Major Rehabilitation Needs =			\$34.3

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

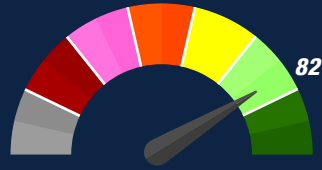
MAJOR REHABILITATION EXHIBIT



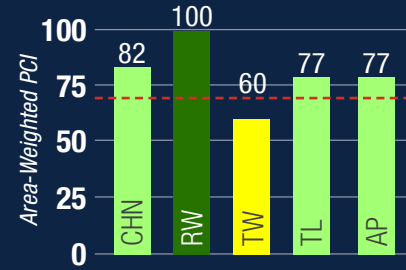
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

WAUCHULA MUNICIPAL AIRPORT

CHN



CHN Current PCI



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

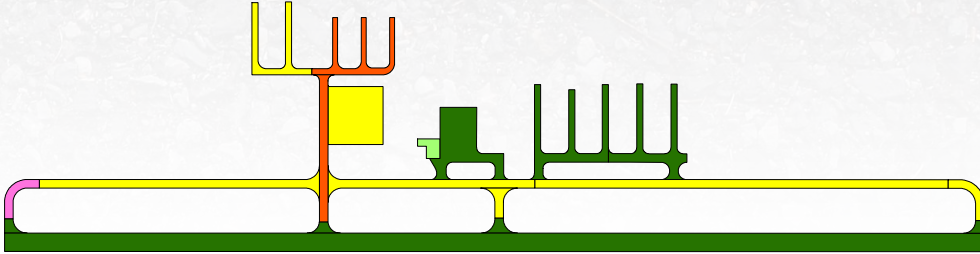
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$5,120)	Surface Seal	2,230	SF	\$1,120
	PCC Joint Seal	1,229	LF	\$4,000
Total Localized Maintenance Needs =				\$5,120

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

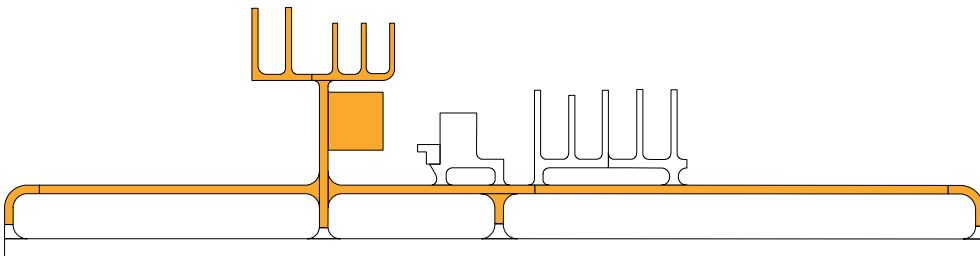
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$1.5	\$0.5	\$2.0
Total Major Rehabilitation Needs =			\$2.0

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

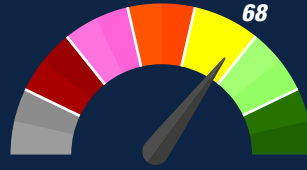
MAJOR REHABILITATION EXHIBIT



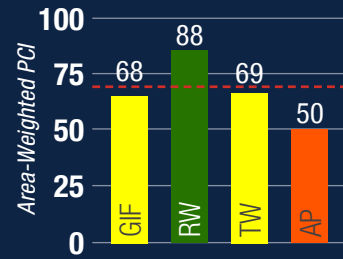
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

WINTER HAVEN REGIONAL AIRPORT

GIF



GIF Current PCI



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

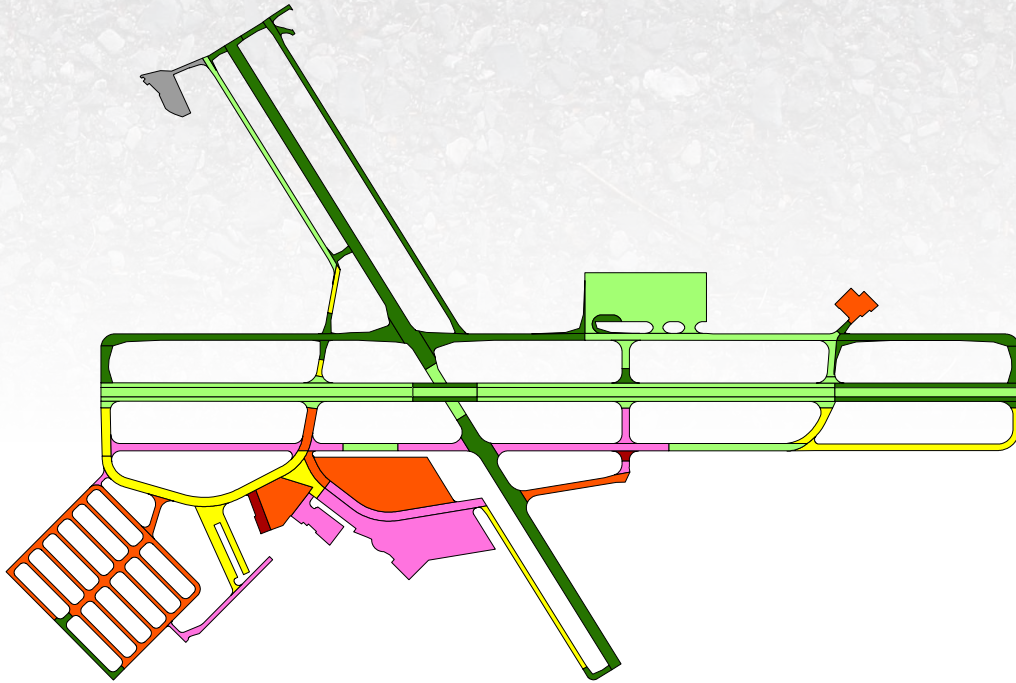
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$59,510)	AC Crack Sealing	11	LF	\$40
	Surface Seal	118,468	SF	\$59,380
	AC Full-Depth Patching	12	SF	\$90
Localized Stopgap Maintenance (Total = \$29,260)	AC Crack Sealing	278	LF	\$840
	AC Partial-Depth Patching	5,306	SF	\$19,920
	AC Full-Depth Patching	1,132	SF	\$8,500
Total Localized Maintenance Needs =				\$88,770

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

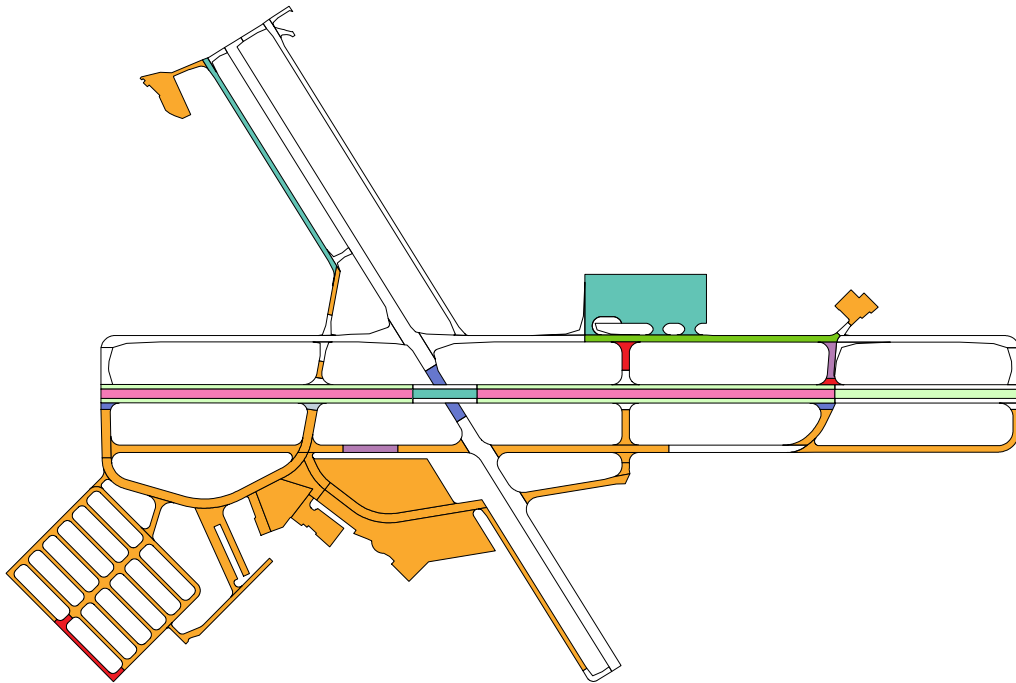
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$1.6	\$9.4	\$11.0
2024	\$1.3	-	\$1.3
2025	\$1.7	-	\$1.7
2026	\$0.4	-	\$0.4
2027	\$0.1	-	\$0.1
2028	\$1.6	-	\$1.6
2029	\$0.1	-	\$0.1
2030	\$0.2	-	\$0.2
Total Major Rehabilitation Needs =			\$16.4

PAVEMENT CONDITION INDEX EXHIBIT



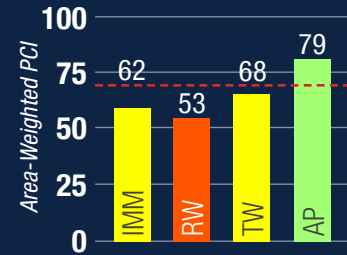
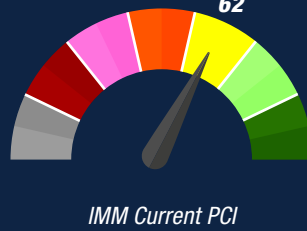
■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

IMMOKALEE REGIONAL AIRPORT



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

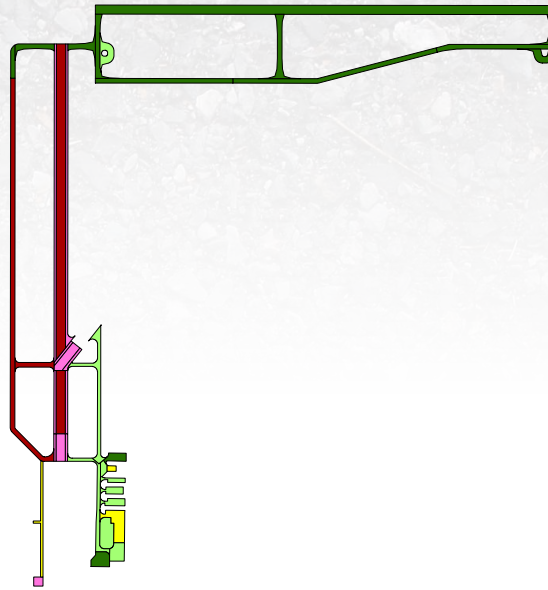
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$9,640)	Surface Seal	19,184	SF	\$9,640
Localized Stopgap Maintenance (Total = \$83,800)	AC Full-Depth Patching	959	SF	\$7,200
	PCC Crack Sealing	2,783	LF	\$13,940
	PCC Joint Seal	9,817	LF	\$31,920
	PCC Partial-Depth Patching	187	SF	\$23,400
	PCC Full-Depth Patching	146	SF	\$7,340
Total Localized Maintenance Needs =				\$93,440

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

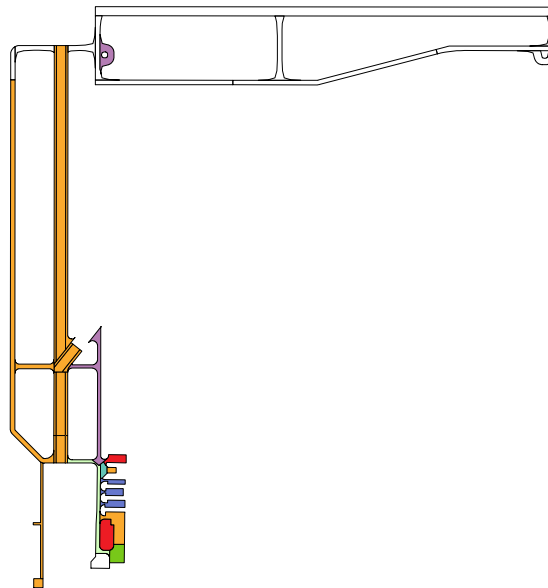
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$0.7	\$11.3	\$12.0
2025	\$0.1	-	\$0.1
2026	\$0.2	-	\$0.2
2027	\$0.3	-	\$0.3
2028	\$0.4	-	\$0.4
2029	\$0.7	-	\$0.7
2030	\$0.5	-	\$0.5
Total Major Rehabilitation Needs =			\$14.2

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

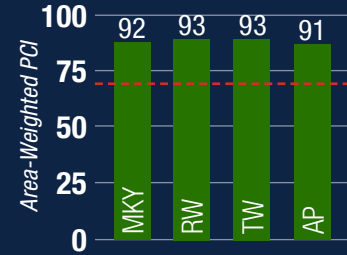
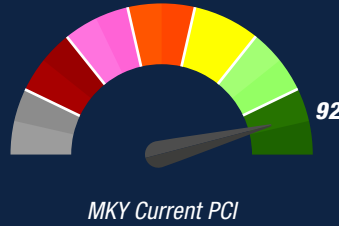
MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

MARCO ISLAND EXECUTIVE AIRPORT

MKY



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

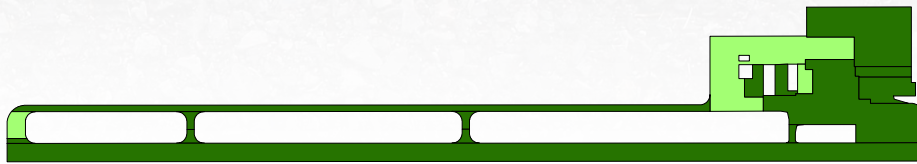
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$5,420)	Surface Seal	8,236	SF	\$4,120
	AC Full-Depth Patching	172	SF	\$1,300
Total Localized Maintenance Needs =				\$5,420

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

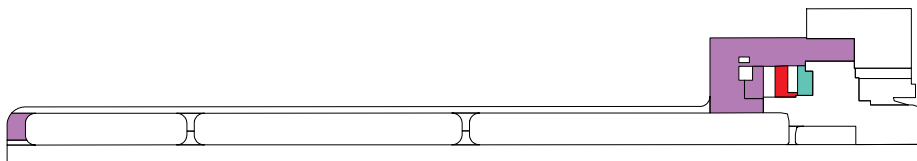
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2025	\$0.1	-	\$0.1
2029	\$1.4	-	\$1.4
2030	\$0.1	-	\$0.1
Total Major Rehabilitation Needs =			\$1.6

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

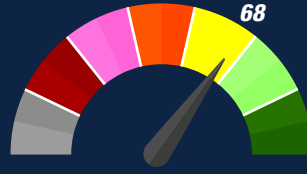
MAJOR REHABILITATION EXHIBIT



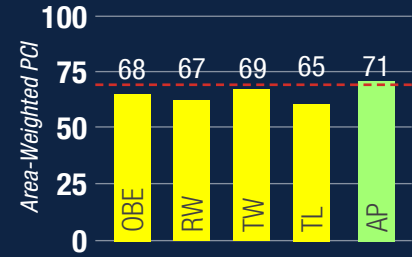
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

OKEECHOBEE COUNTY AIRPORT

UBE



OBE Current PCI



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

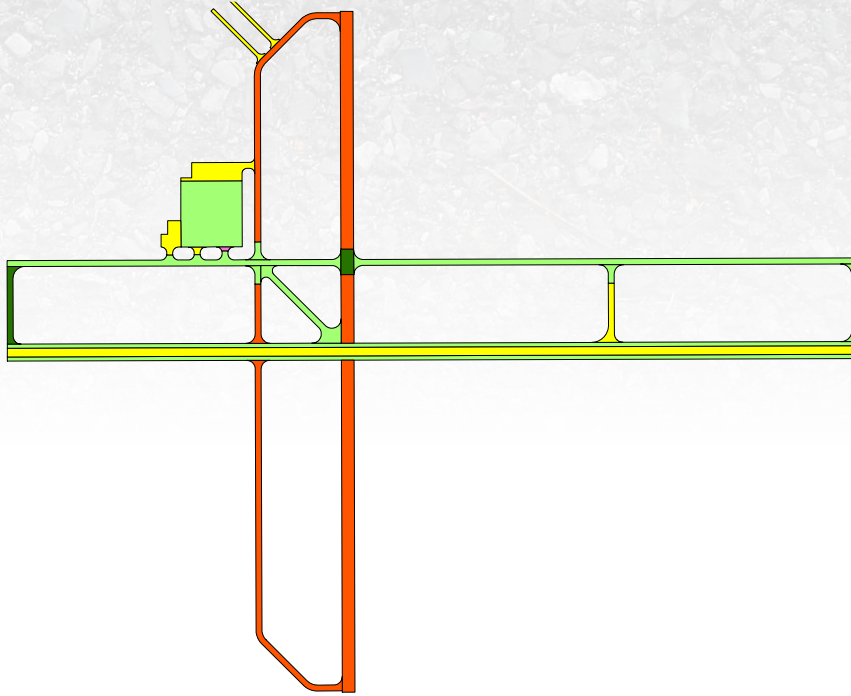
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$11,520)	AC Crack Sealing	963	LF	\$2,890
	Surface Seal	17,157	SF	\$8,630
Total Localized Maintenance Needs =				\$11,520

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

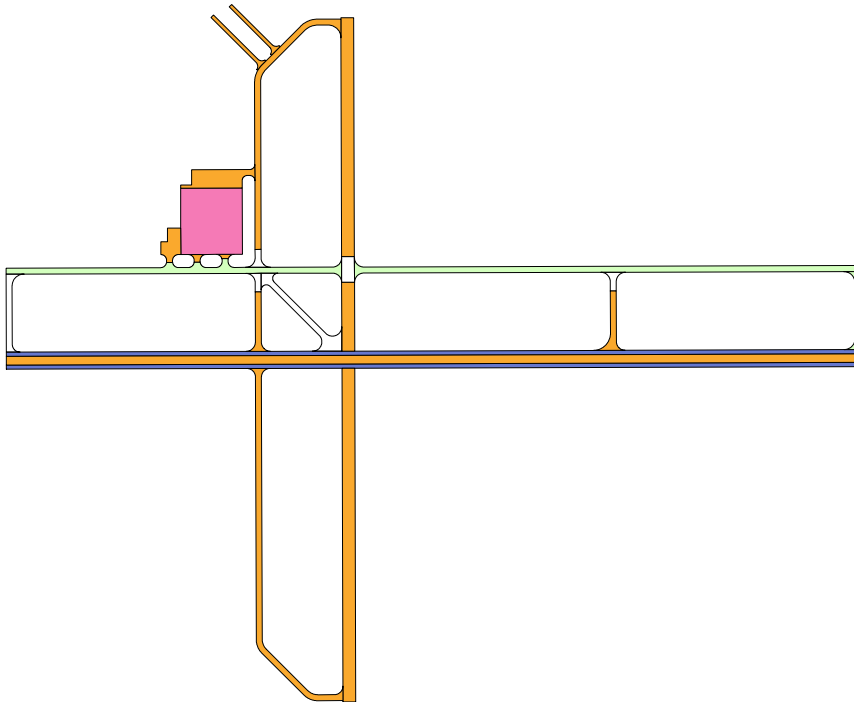
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$2.4	\$4.6	\$7.0
2024	\$1.0	-	\$1.0
2027	\$1.8	-	\$1.8
2028	\$1.4	-	\$1.4
Total Major Rehabilitation Needs =			\$11.2

PAVEMENT CONDITION INDEX EXHIBIT

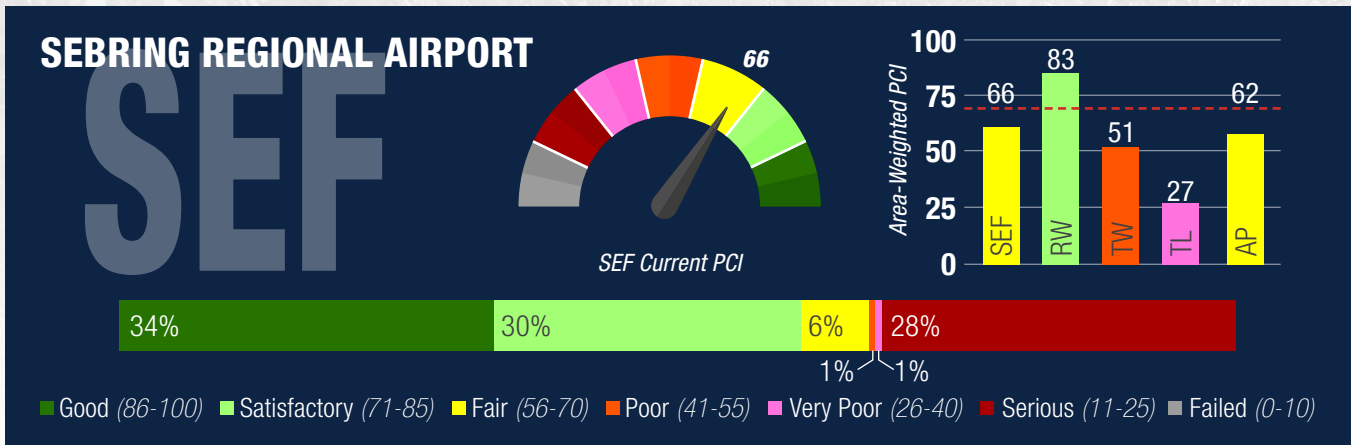


■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



■ 2021
 ■ 2022
 ■ 2023
 ■ 2024
 ■ 2025
 ■ 2026
 ■ 2027
 ■ 2028
 ■ 2029
 ■ 2030
 ■ 2031
 ■ 2032



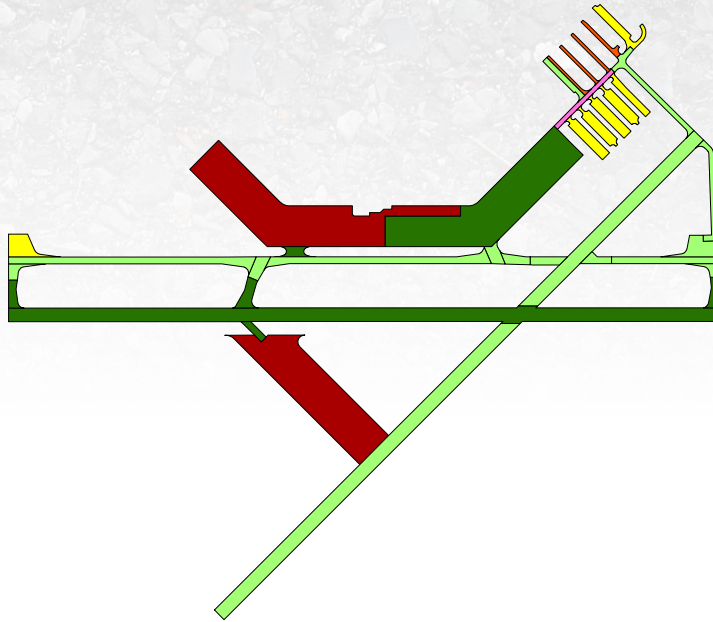
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$33,220)	AC Crack Sealing	3,125	LF	\$9,380
	Surface Seal	47,508	SF	\$23,840
Localized Stopgap Maintenance (Total = \$1,556,440)	PCC Crack Sealing	36,843	LF	\$184,260
	PCC Joint Seal	61,326	LF	\$199,320
	PCC Partial-Depth Patching	853	SF	\$106,410
	PCC Full-Depth Patching	4,320	SF	\$216,080
	PCC Slab Replacement	21,944	SF	\$850,370
Total Localized Maintenance Needs =				\$1,589,660

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

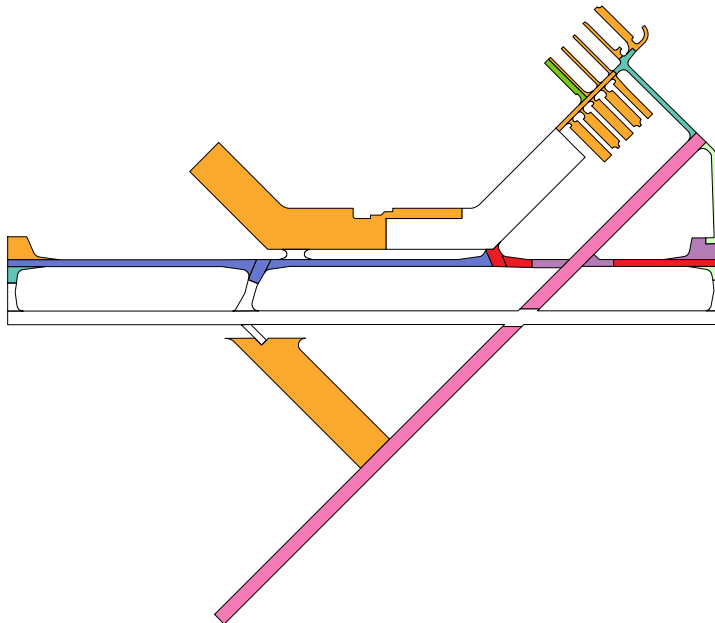
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$1.3	\$19.7	\$21.0
2024	\$3.4	-	\$3.4
2025	\$0.3	-	\$0.3
2026	\$0.1	-	\$0.1
2027	\$1.4	-	\$1.4
2028	\$0.3	-	\$0.3
2029	\$0.4	-	\$0.4
2030	\$0.5	-	\$0.5
Total Major Rehabilitation Needs =			\$27.4

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

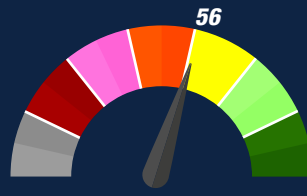
MAJOR REHABILITATION EXHIBIT



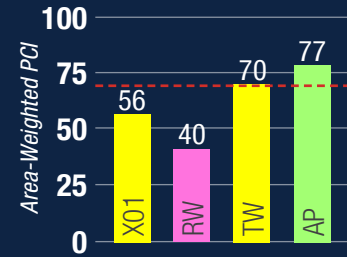
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

EVERGLADES AIRPARK

X01



X01 Current PCI



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

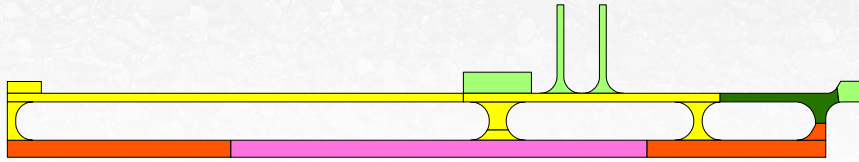
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$9,790)	Surface Seal	19,497	SF	\$9,790
Total Localized Maintenance Needs =				\$9,790

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

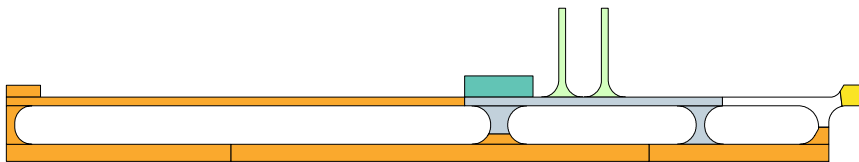
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$0.3	\$1.3	\$1.6
2022	\$0.2	-	\$0.2
2025	\$0.1	-	\$0.1
2028	\$0.1	-	\$0.1
Total Major Rehabilitation Needs =			\$2.0

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

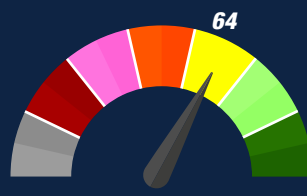
MAJOR REHABILITATION EXHIBIT



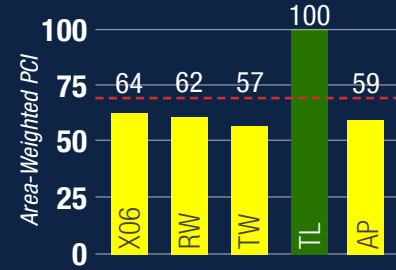
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

ARCADIA MUNICIPAL AIRPORT

X06



X06 Current PCI



■ Good (86-100)
 ■ Satisfactory (71-85)
 ■ Fair (56-70)
 ■ Poor (41-55)
 ■ Very Poor (26-40)
 ■ Serious (11-25)
 ■ Failed (0-10)

YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

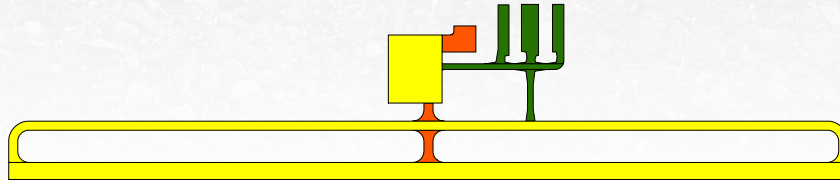
Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
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No Year 1 Localized Preventive or Stopgap Maintenance due to recent major rehabilitation & current pavement conditions.

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

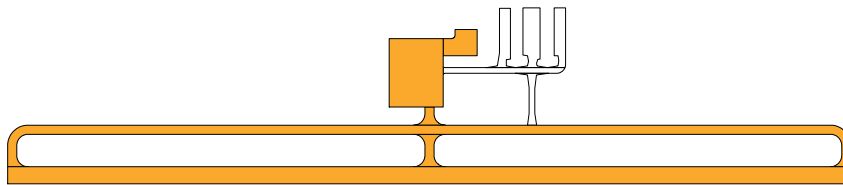
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$3.7	\$0.1	\$3.8
Total Major Rehabilitation Needs =			\$3.8

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



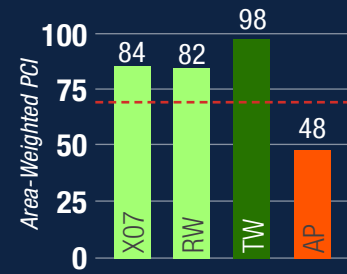
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

LAKE WALES MUNICIPAL AIRPORT

X07



X07 Current PCI



■ Good (86-100)
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 ■ Failed (0-10)

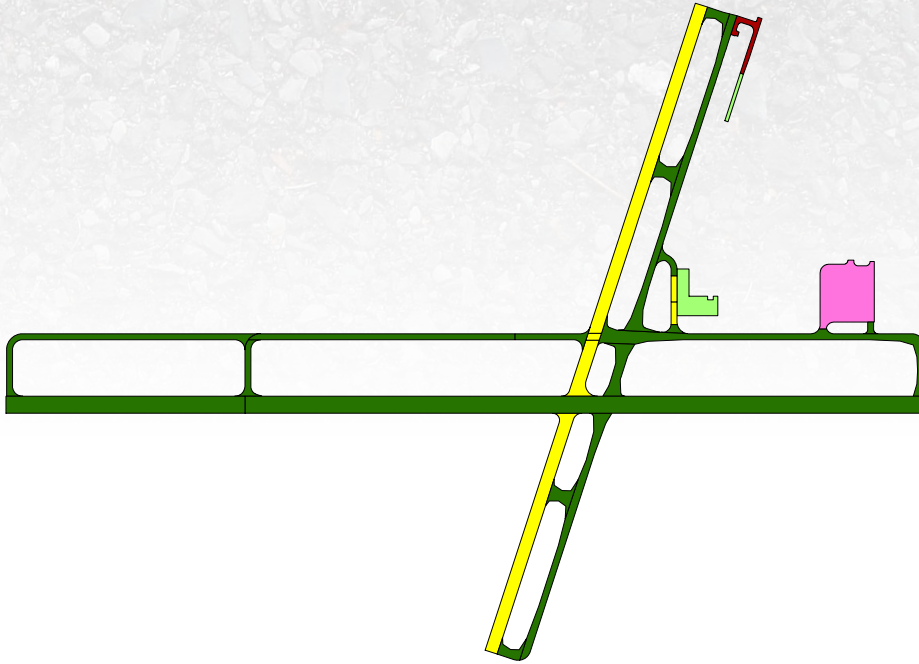
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$2,850)	Surface Seal	5,689	SF	\$2,850
Localized Stopgap Maintenance (Total = \$8,770)	AC Partial-Depth Patching	66	SF	\$250
	AC Full-Depth Patching	1,136	SF	\$8,520
Total Localized Maintenance Needs =				\$11,620

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

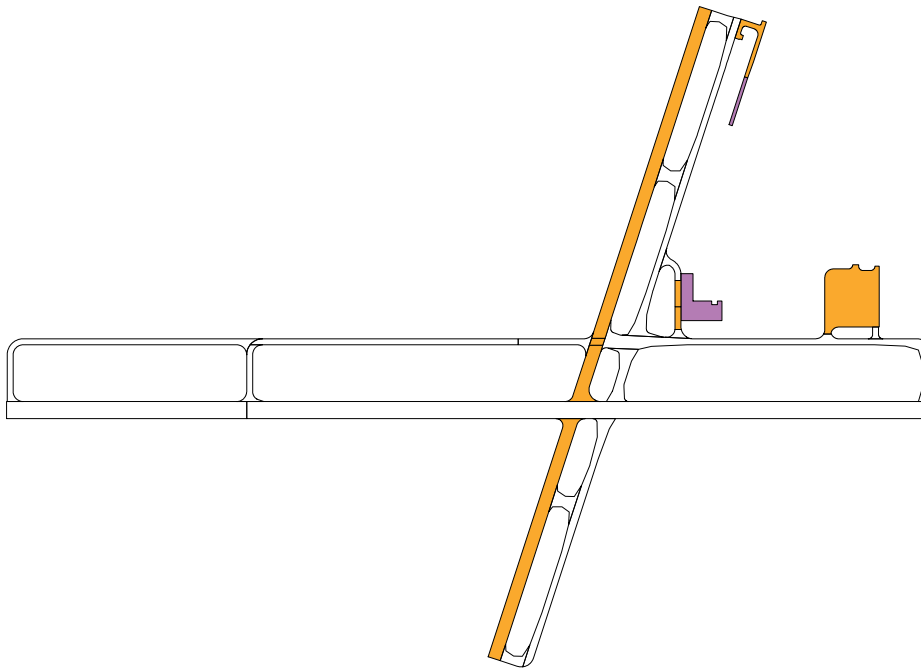
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$2.1	\$1.3	\$3.4
2029	\$0.3	-	\$0.3
Total Major Rehabilitation Needs =			\$3.7

PAVEMENT CONDITION INDEX EXHIBIT

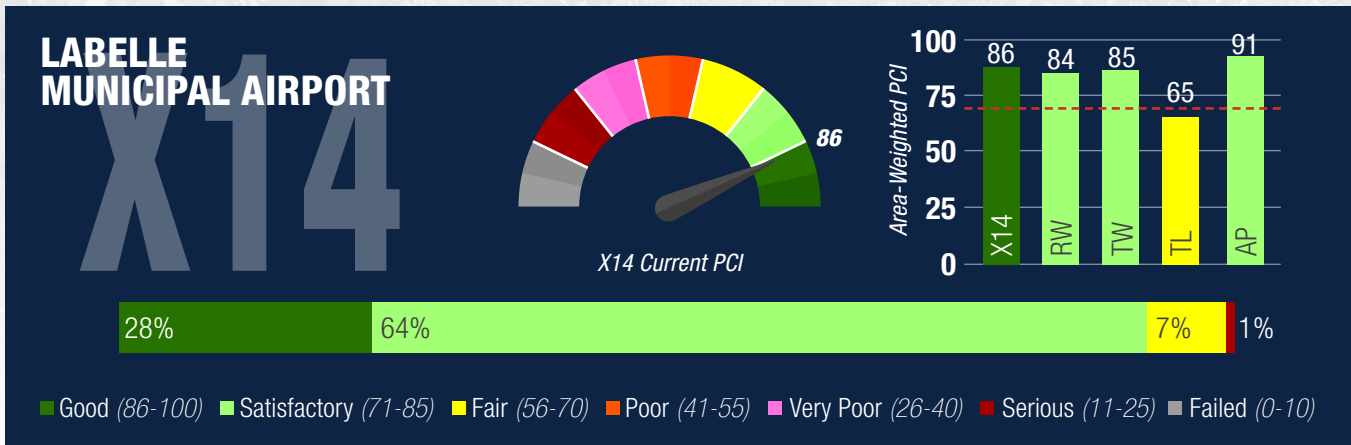


■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032



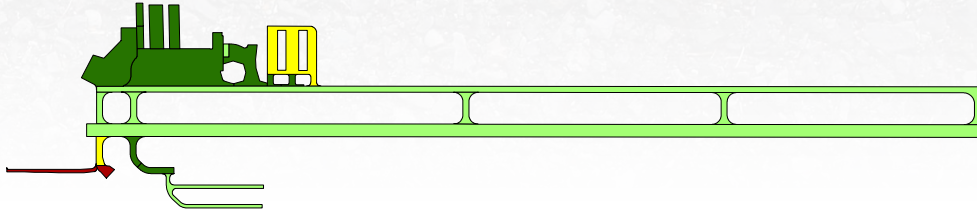
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$20,560)	Surface Seal	38,194	SF	\$19,160
	PCC Joint Seal	325	LF	\$1,060
	PCC Partial-Depth Patching	2	SF	\$340
Localized Stopgap Maintenance (Total = \$6,730)	AC Partial-Depth Patching	448	SF	\$1,690
	AC Full-Depth Patching	670	SF	\$5,040
Total Localized Maintenance Needs =				\$27,290

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

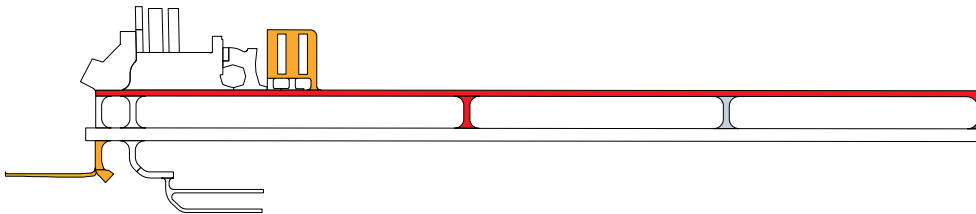
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost
2021	\$0.5	\$0.1	\$0.6
2022	\$0.1	-	\$0.1
2030	\$1.4	-	\$1.4
Total Major Rehabilitation Needs =			\$2.1

PAVEMENT CONDITION INDEX EXHIBIT



■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

