

2022

Statewide Airfield Pavement Management Program

District 3 Airfield Pavement Evaluation Report



DISTRICT 3



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 3 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.

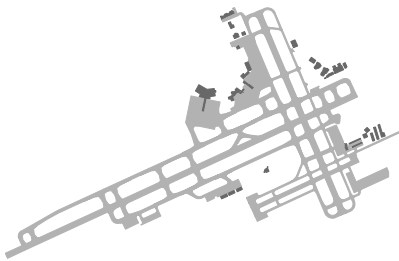
From a pavement management perspective, one of the most valuable aspects of the SAPMP is the ability to determine the optimum time for treatment resulting in cost savings by effectively prioritizing the rehabilitation of pavement assets that have, or will soon reach, a critical condition or PCI. The 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.

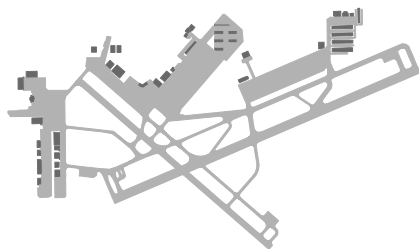
PAVEMENT INVENTORY OVERVIEW

Airport Category

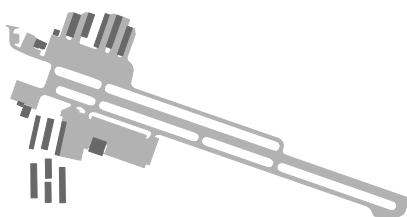
The airports within the FDOT SAPMP are classified into three categories as identified by the NPIAS: Primary/Commercial (PR), Reliever (RL), and General Aviation (GA). The summaries found within the remainder of this document are identified and summarized by these three categories, which are defined below.



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.

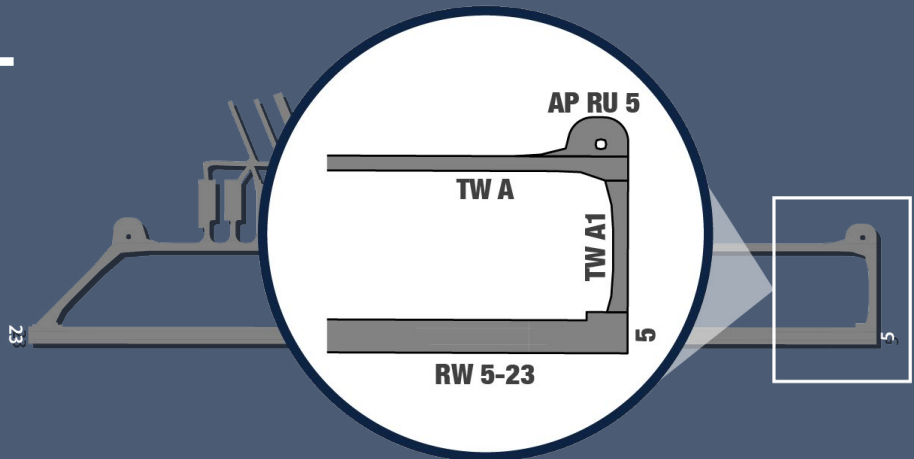
NETWORK LEVEL

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



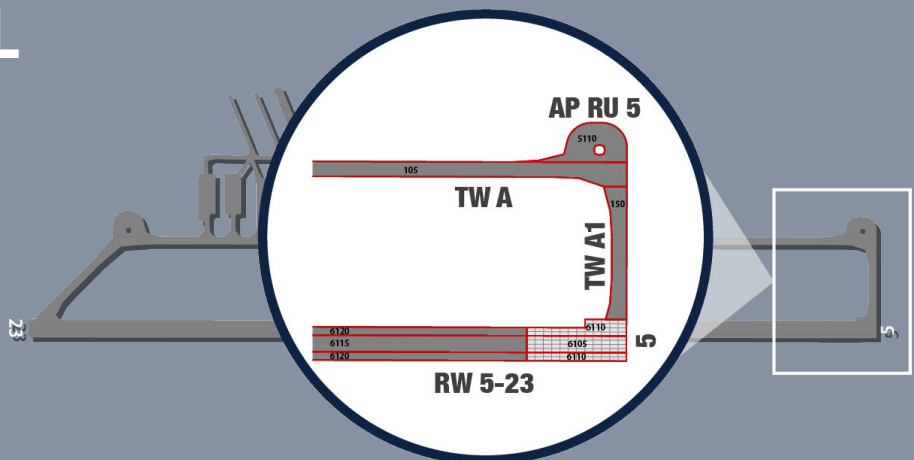
BRANCH LEVEL

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.

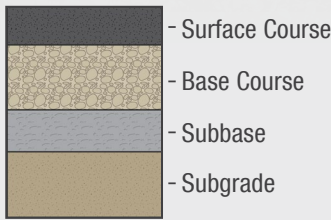


FDOT SAPMP Surface Types

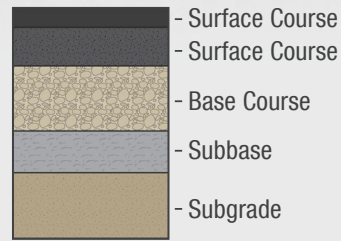
FDOT airfield pavements consist of two predominant pavement types: flexible (AC-surfaced) and rigid (PCC-surfaced), which are further broken down into four categories defined below. The pavement sections shown are intended to be conceptual representations and may vary from actual construction. It should 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

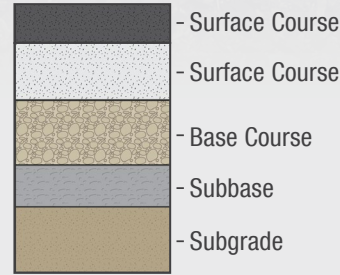
Asphalt Concrete (AC)



Asphalt overlaid on Asphalt Concrete (AAC)

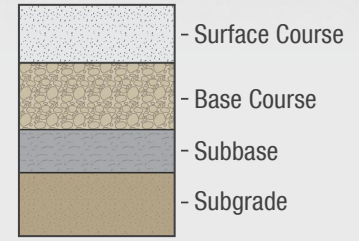


Asphalt overlaid on Cement Concrete (APC)



RIGID PAVEMENT

Portland Cement Concrete (PCC)



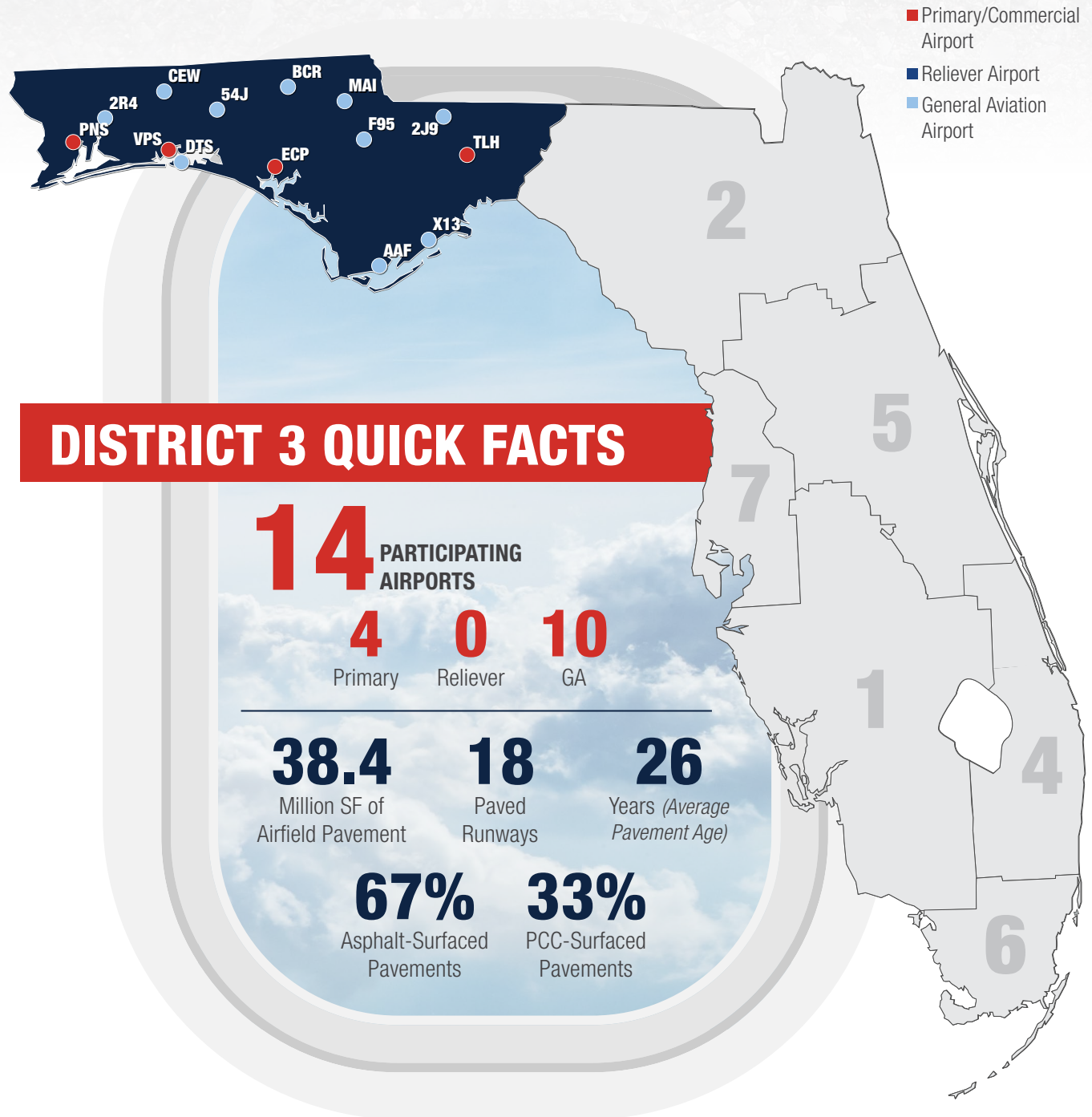
Pavement Age

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 3 Inventory Summary

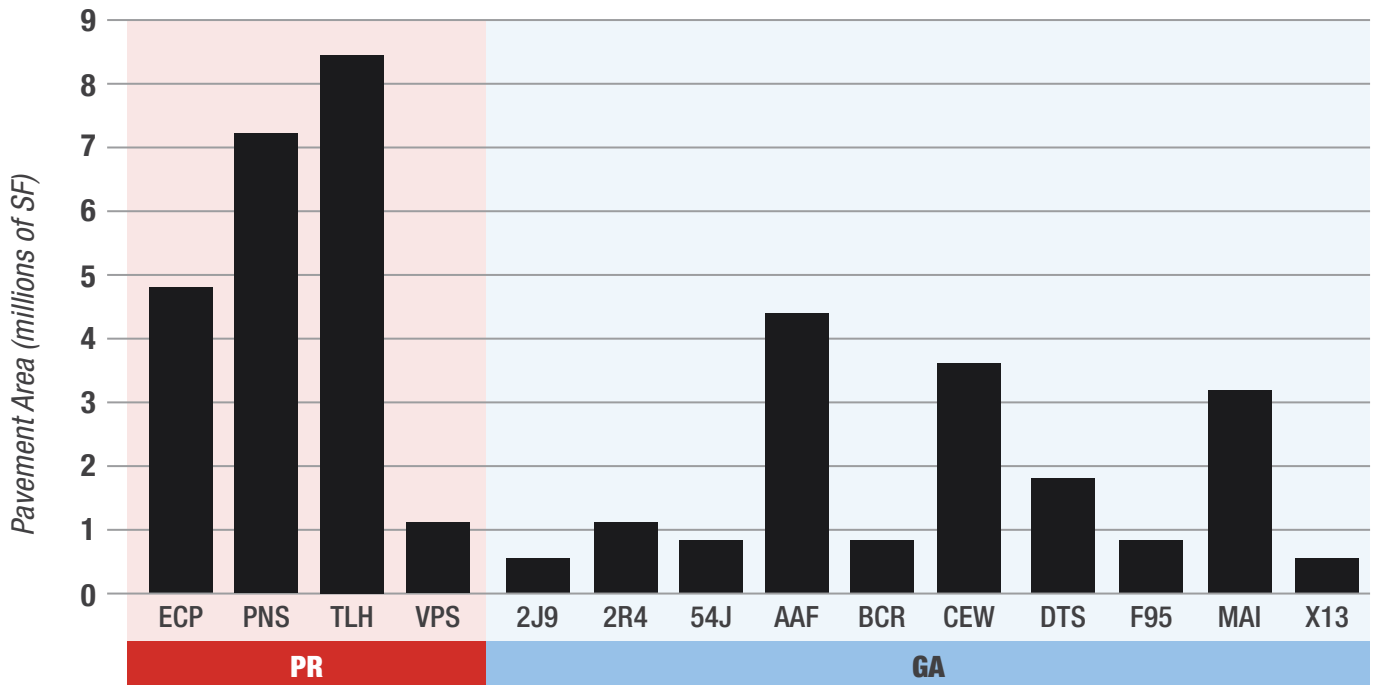
District 3 is responsible for 14 of the 95 participating Primary (PR), Reliever (RL), and General Aviation (GA) airports. As part of the FDOT SAPMP System Update, all these airports underwent a comprehensive pavement inventory update based on project record documentation provided by the airports at the start of this program. These updates included pavement facility limits, surface type, and section definitions resulting from provided project limits.



DISTRICT 3 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
ECP	Northwest Florida Beaches International Airport	2	4.7	1
PNS	Pensacola International Airport	2	7.2	2
TLH	Tallahassee International Airport	2	8.4	2
VPS	Destin-Fort Walton Beach Airport	2	1.1	-
General Aviation				
2J9	Quincy Municipal Airport	1	0.4	1
2R4	Peter Prince Field	1	1.2	1
54J	Defuniak Springs Airport	1	0.7	1
AAF	Apalachicola Regional-Cleve Randolph Field	1	4.3	3
BCR	Tri-County Airport	1	0.8	1
CEW	Bob Sikes Airport	1	3.6	1
DTS	Destin Executive Airport	1	1.7	1
F95	Calhoun County Airport	2	0.7	1
MAI	Marianna Municipal Airport	1	3.2	2
X13	Carrabelle-Thompson Airport	1	0.4	1

DISTRICT 3 PAVEMENT AREA BY AIRPORT



Airports by Airport Category

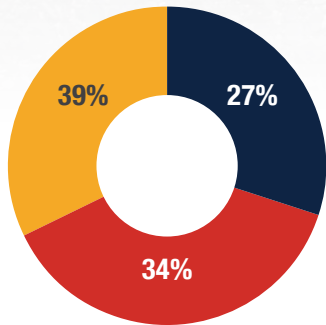
District 3 Inventory Summary by Airport Category

PRIMARY AIRPORT INVENTORY

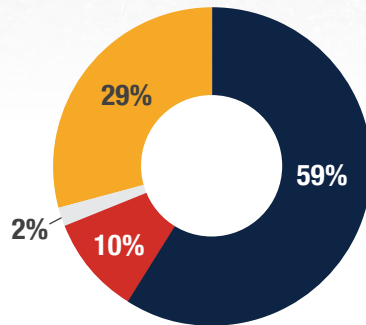
*ECP, PNS, TLH, VPS

4 airports **21.4M** SF of airfield pavement **5** paved runways **14** years (avg pavement age)

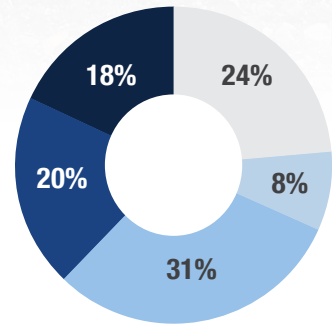
BRANCH USE



SURFACE TYPE



AGE

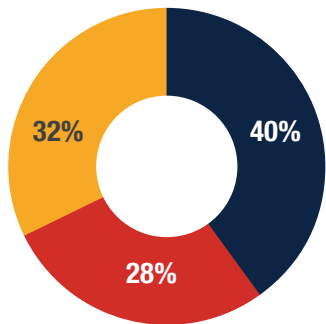


GENERAL AVIATION INVENTORY

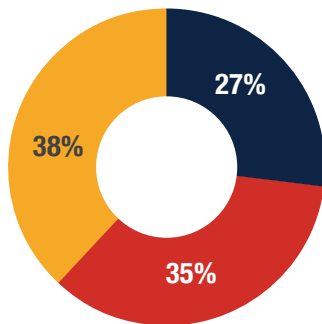
*2J9, 2R4, 54J, AAF, BCR, CEW, DTS, F95, MAI, X13

10 airports **17.0M** SF of airfield pavement **13** paved runways **41** years (avg pavement age)

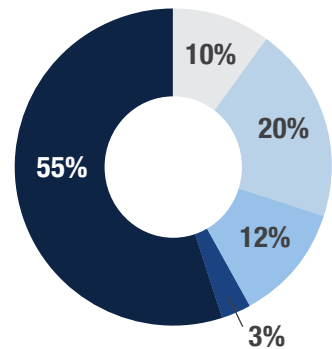
BRANCH USE



SURFACE TYPE



AGE



■ Runway ■ Taxiway/Taxilane ■ Apron

■ AC ■ AAC ■ APC ■ PCC

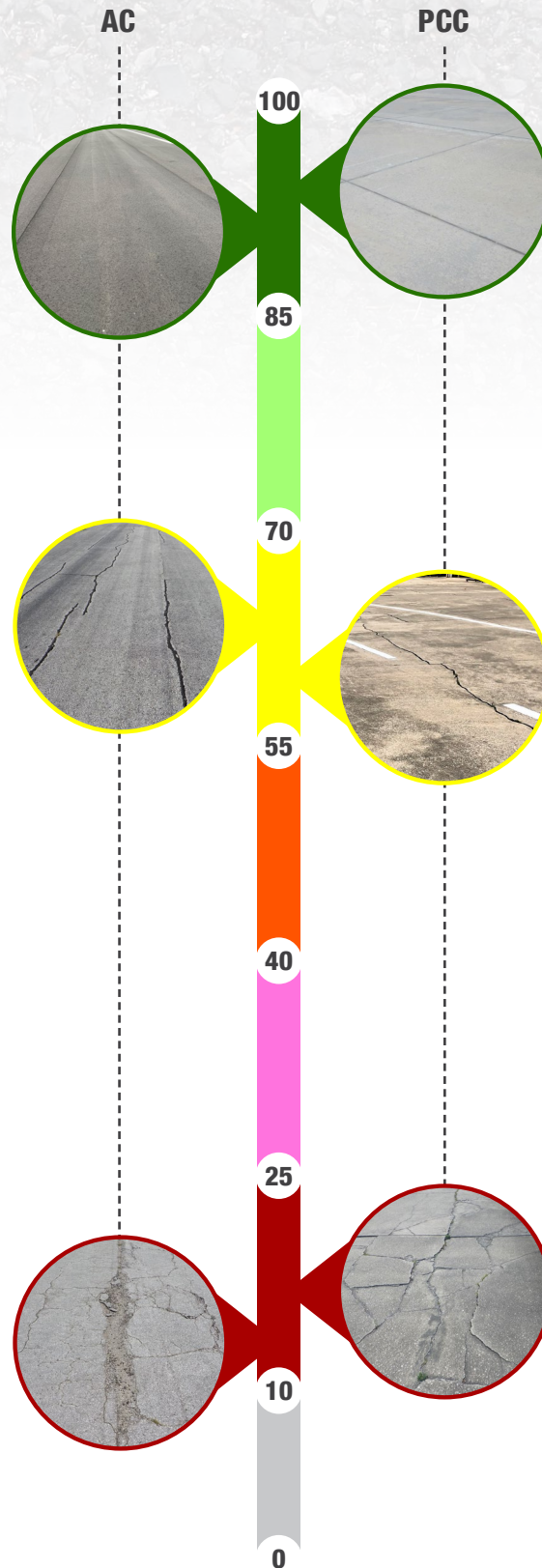
□ 0-5 years □ 6-10 years □ 11-15 years
■ 16-20 years ■ Over 20 years

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 preventive 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.

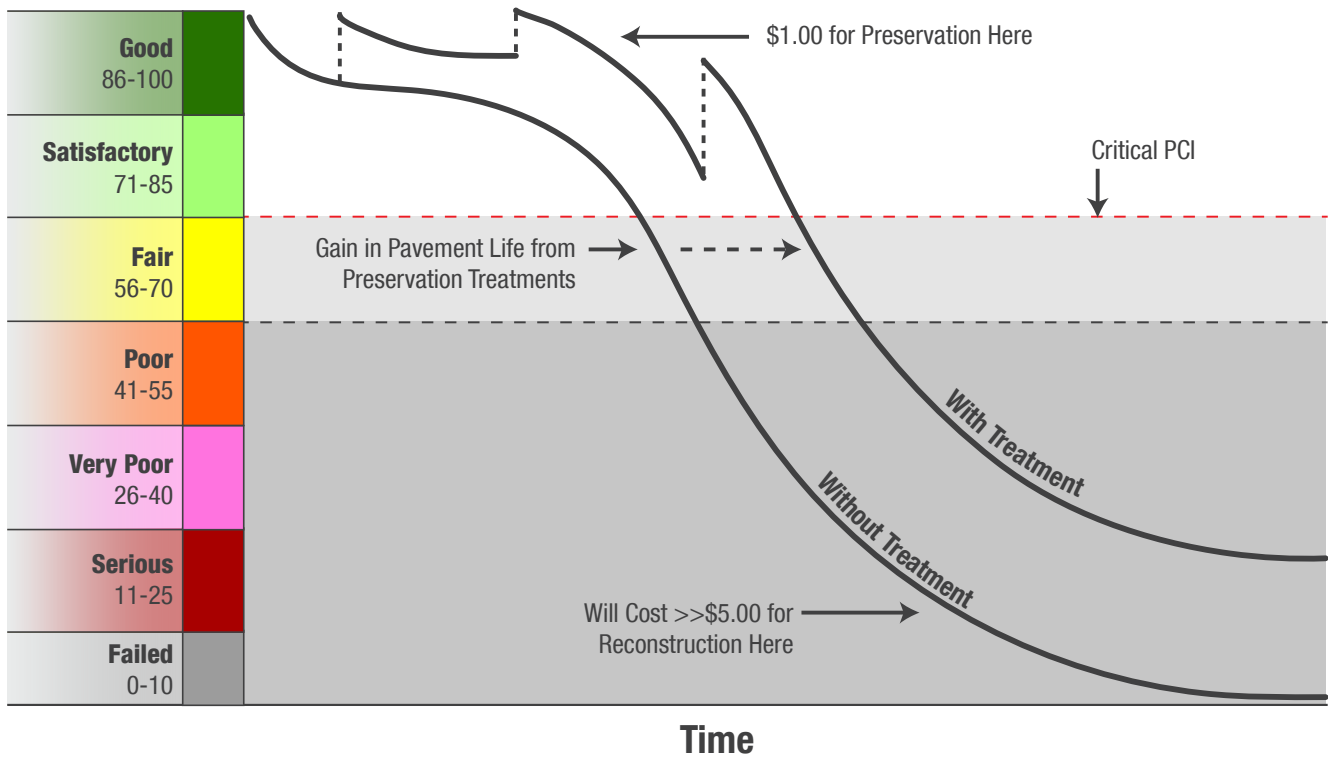
Critical PCI

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

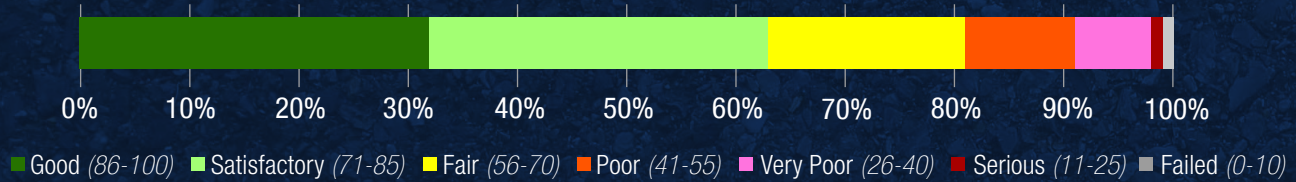
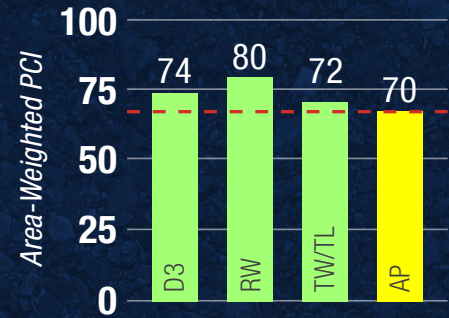
*Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.

District 3 PCI Results

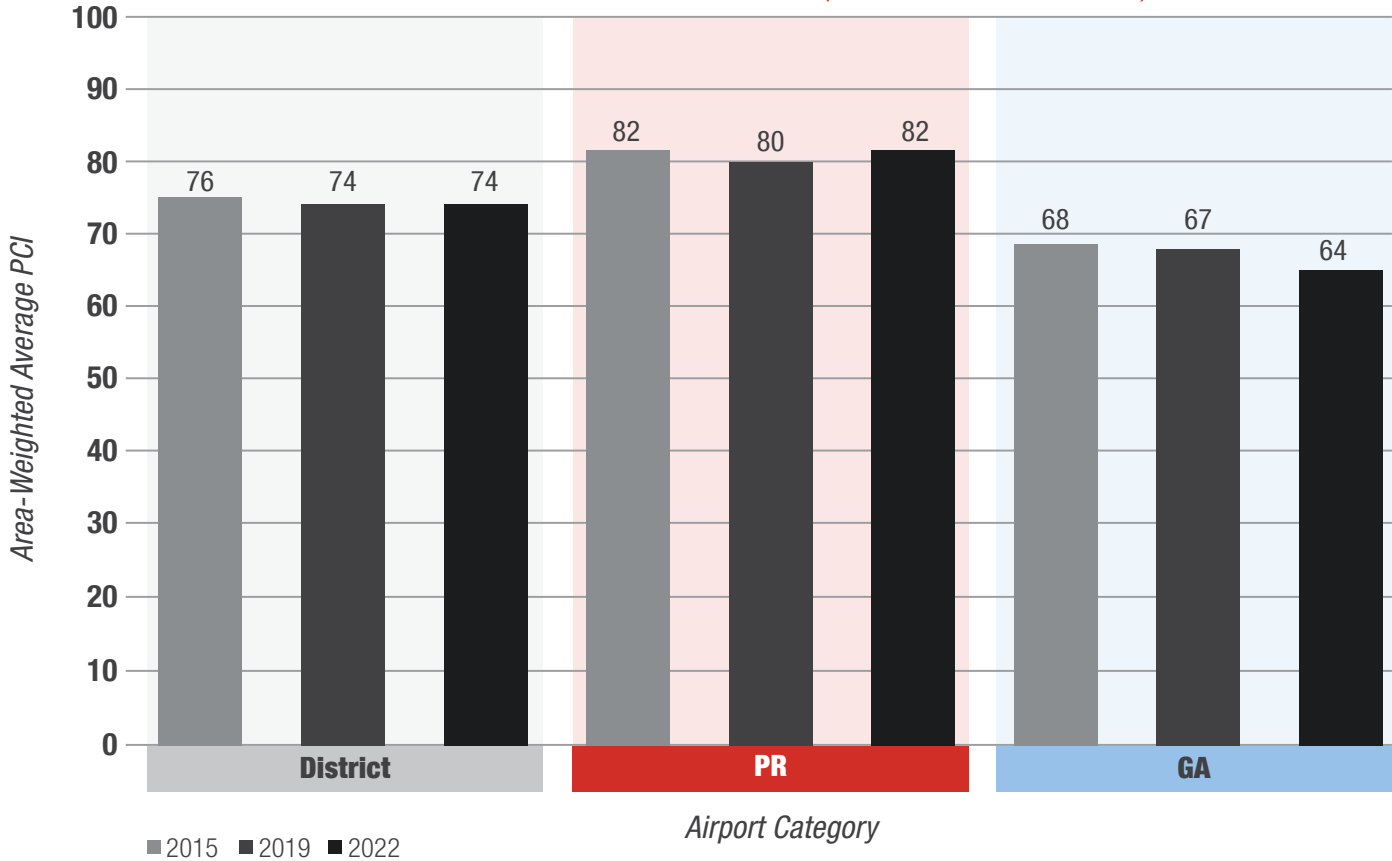
This section is an overall summary of the current and 5-year forecasted pavement conditions within District 3. A summary of each individual Airport's PCI findings can be found in the back of this report.



Current PCI: **74**
5-Year PCI: **67**



DISTRICT CONDITIONS BY CATEGORY (SINCE 2015 PROGRAM)

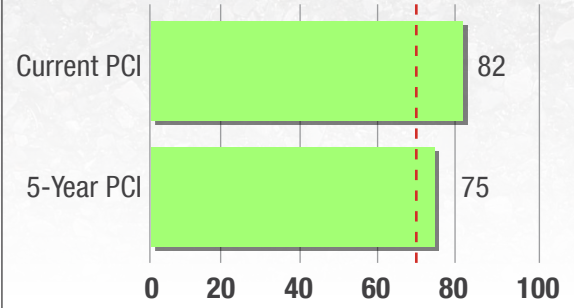
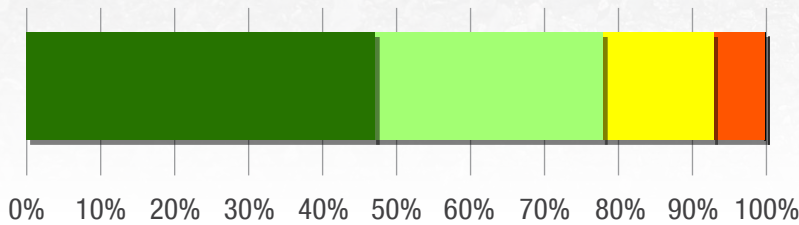


District 3 PCI Summary by Airport Category

PRIMARY AIRPORT CONDITIONS

*ECP, PNS, TLH, VPS

Area-Weighted PCI Summary

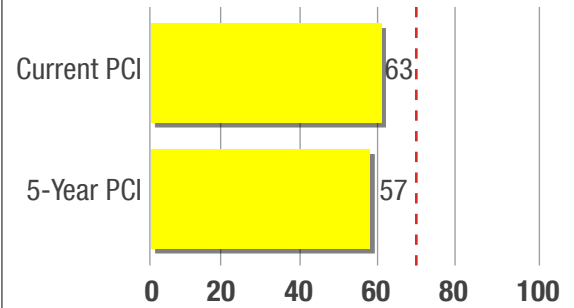
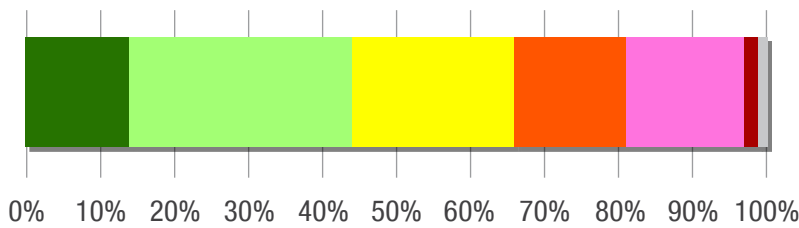


PCI Year	Runways	Taxiways/Taxilanes	Aprons
Current PCI	90	73	84
5-Year PCI	84	67	76

GENERAL AVIATION AIRPORT CONDITIONS

*2J9, 2R4, 54J, AAF, BCR, CEW, DTS, F95, MAI, X13

Area-Weighted PCI Summary



PCI Year	Runways	Taxiways/Taxilanes	Aprons
Current PCI	71	69	49
5-Year PCI	63	62	43

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

3 District

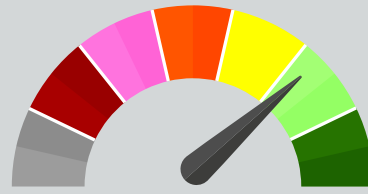
18 Runways

5 Primary 0 Reliever 13 General Aviation



Current Runway Condition:
PCI = 80

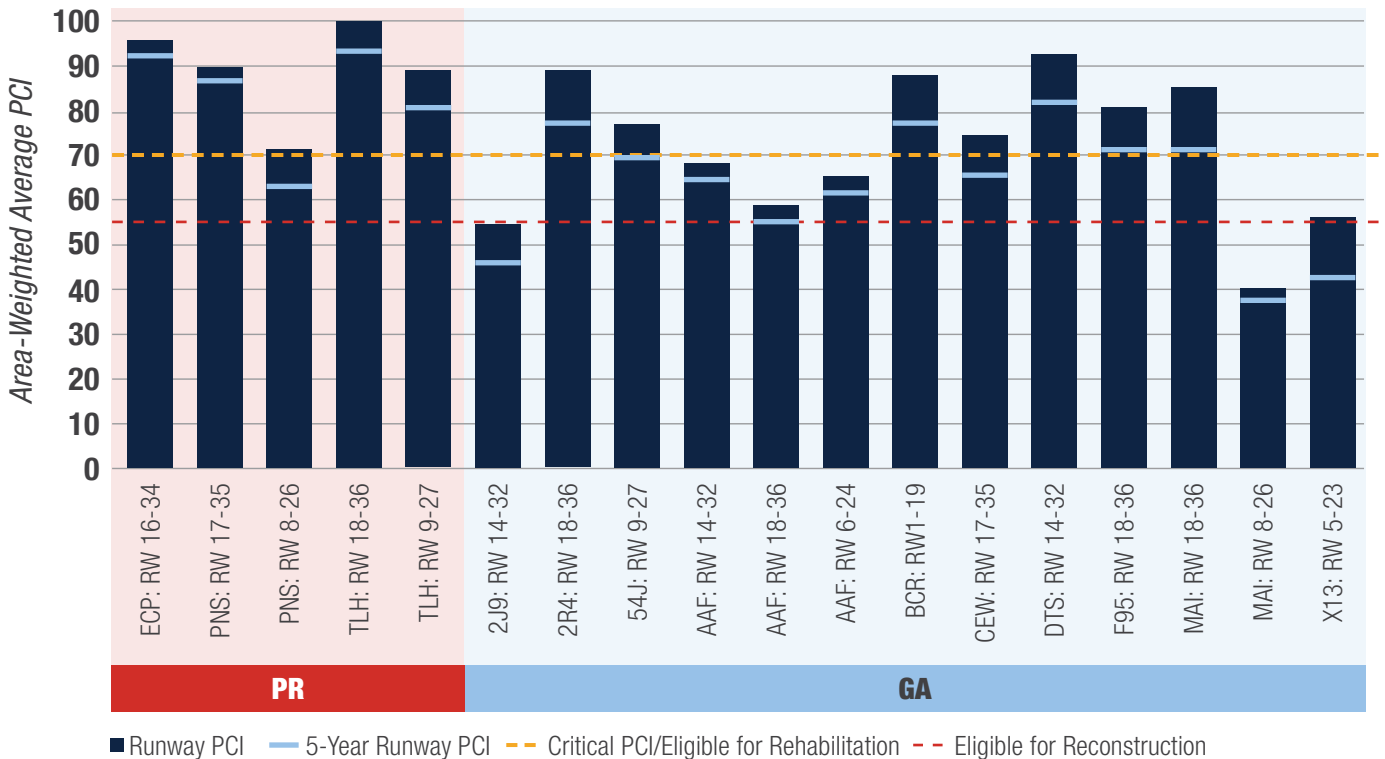
6 of 18
are at or below
Critical PCI (**70**)



5-Year Runway Outlook:
PCI = 73

9 of 18
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	ECP	RW 16-34	10,000	150	96	92
PR	PNS	RW 17-35	7,004	150	90	87
PR	PNS	RW 8-26	7,000	150	71	63
PR	TLH	RW 18-36	7,000	150	100	93
PR	TLH	RW 9-27	8,000	150	89	81
General Aviation						
GA	2J9	RW 14-32	2,974	75	54	45
GA	2R4	RW 18-36	3,701	75	89	79
GA	54J	RW 9-27	4,146	60	78	69
GA	AAF	RW 14-32	5,425	150	68	64
GA	AAF	RW 18-36	5,251	150	59	55
GA	AAF	RW 6-24	5,271	150	65	61
GA	BCR	RW 1-19	5,398	75	88	78
GA	CEW	RW 17-35	8,006	150	75	65
GA	DTS	RW 14-32	5,001	100	92	82
GA	F95	RW 18-36	3,729	75	81	71
GA	MAI	RW 18-36	6,001	100	85	71
GA	MAI	RW 8-26	4,763	100	40	38
GA	X13	RW 5-23	4,000	75	56	42

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 3 LOCALIZED MAINTENANCE NEEDS

\$2.3M

Preventive total

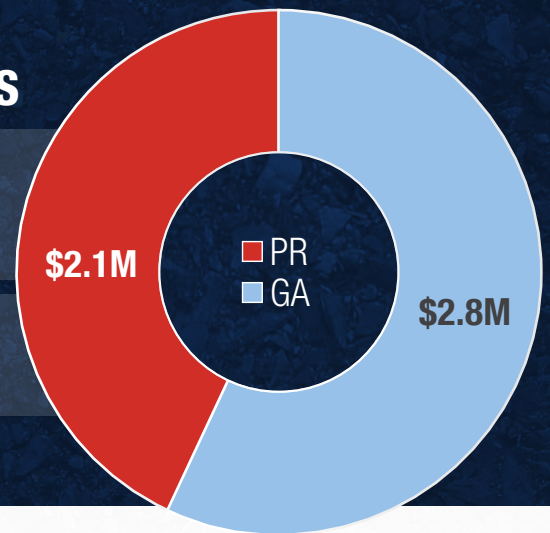
+

\$2.6M

Stopgap total

= \$4.9M

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	ECP	\$384,050	\$0	\$384,050
	PNS	\$607,550	\$3,160	\$610,710
	TLH	\$717,520	\$57,590	\$775,110
	VPS	\$366,350	\$11,420	\$377,770
PR Total		\$2,075,470	\$72,170	\$2,147,640
GA	2J9	\$2,030	\$3,180	\$5,210
	2R4	\$4,990	\$30	\$5,020
	54J	\$45,510	\$20	\$45,530
	AAF	\$102,470	\$1,272,420	\$1,374,890
	BCR	\$20,550	\$2,760	\$23,310
	CEW	\$43,340	\$12,980	\$56,320
	DTS	\$9,070	\$21,290	\$30,360
	F95	\$19,270	\$27,190	\$46,460
	MAI	\$28,050	\$1,184,850	\$1,212,900
	X13	\$0	\$0	\$0
GA Total		\$275,280	\$2,524,720	\$2,800,000
District 3 Total Localized Needs =		\$2,350,750	\$2,596,890	\$4,947,640

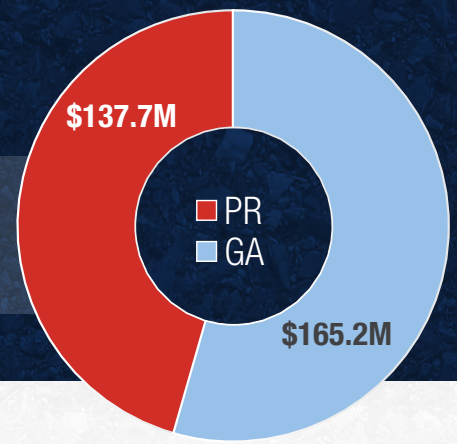
DISTRICT 3 MAJOR REHABILITATION NEEDS

\$67.7M + \$235.2M = \$302.9M

Total 5-Year RW
Major Needs

Total 5-Year TW
and AP Needs

In Total 5-Year Major
Rehabilitation Needs



Major Rehabilitation Needs

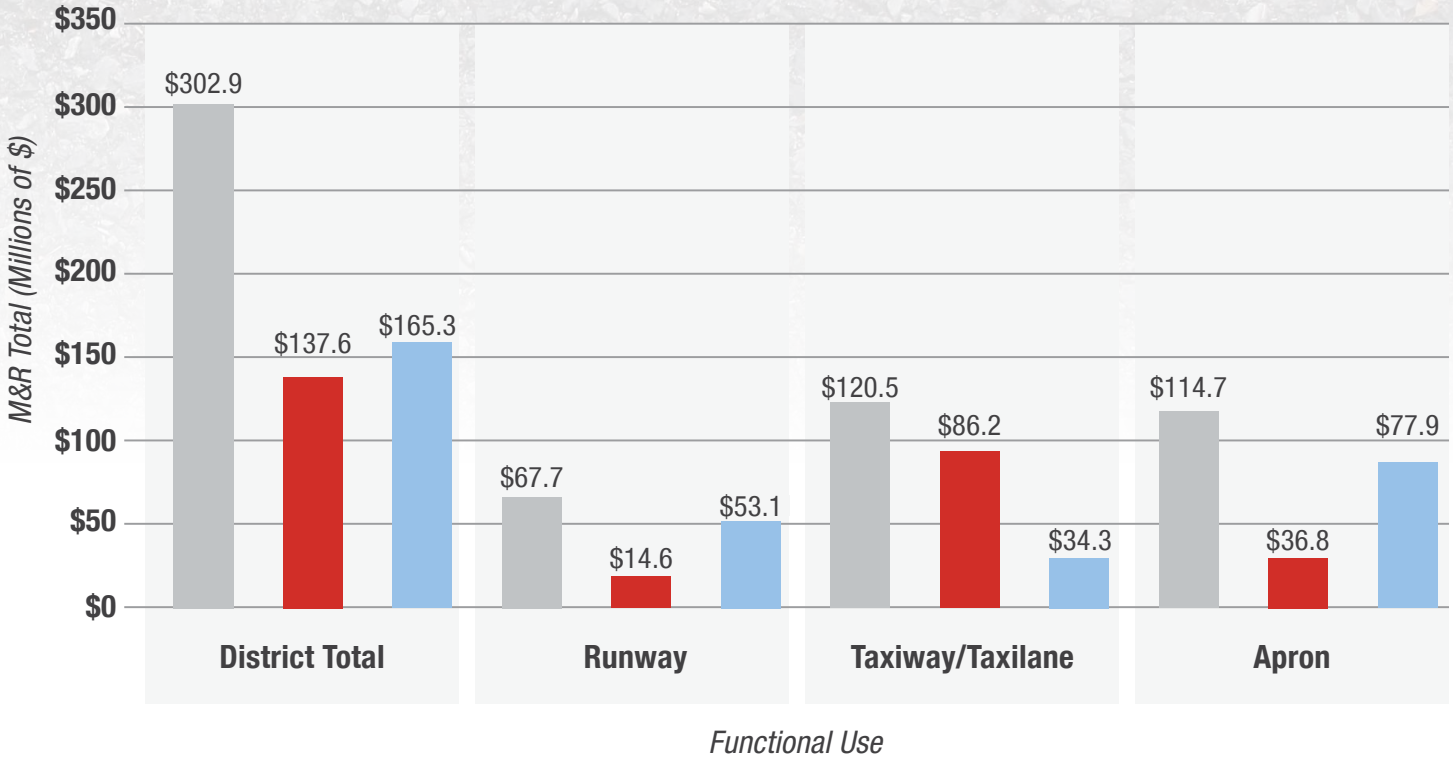
Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 3. 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	ECP	2022	\$0.27	-	-	\$12.16	\$2.24	\$14.67
	PNS	2022	\$47.17	\$6.27	\$1.21	\$1.82	\$0.94	\$57.41
	TLH	2021	\$49.30	\$9.79	\$1.90	\$0.40	\$3.56	\$64.95
	VPS	2022	\$0.55	-	-	-	\$0.11	\$0.66
PR Planning Total			\$97.29	\$16.06	\$3.11	\$14.38	\$6.85	\$137.69
GA	2J9	2020	\$3.06	-	-	\$0.07	-	\$3.13
	2R4	2020	\$5.33	-	-	-	\$0.17	\$5.50
	54J	2020	\$0.51	\$0.65	\$0.30	\$0.23	\$1.45	\$3.14
	AAF	2020	\$65.45	-	\$7.31	-	-	\$72.76
	BCR	2020	\$0.23	\$0.19	\$0.48	\$0.06	\$0.02	\$0.98
	CEW	2020	\$6.25	\$1.86	\$1.27	\$1.62	\$5.45	\$16.45
	DTS	2020	\$9.76	-	\$1.74	-	-	\$11.50
	F95	2022	\$2.42	\$0.03	\$0.04	\$0.06	-	\$2.55
	MAI	2020	\$45.91	-	-	-	-	\$45.91
	X13	2020	\$3.32	-	-	-	-	\$3.32
GA Planning Total			\$142.24	\$2.73	\$11.14	\$2.04	\$7.09	\$165.24
District 3 Major Planning Needs =			\$239.53	\$18.79	\$14.25	\$16.42	\$13.94	\$302.93

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

M&R FUNDING NEEDS BY FUNCTIONAL USE

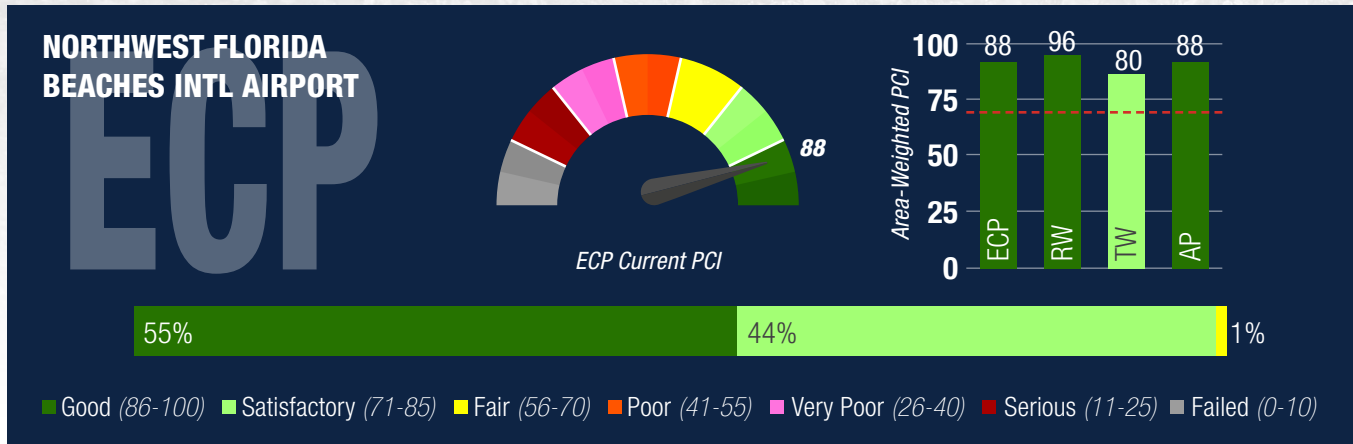


Airport Category ■ District 3 ■ Primary/Commercial ■ Reliever ■ General Aviation



INDIVIDUAL AIRPORT RESULTS SUMMARIES

PRIMARY/COMMERCIAL AIRPORTS



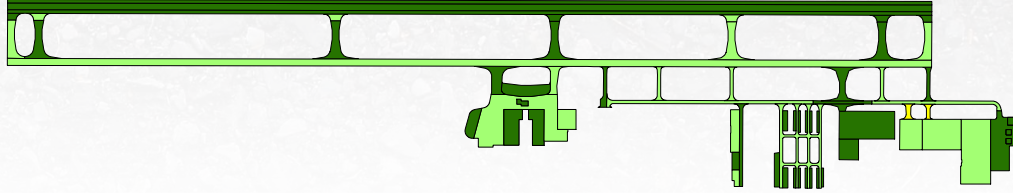
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$384,050)	Surface Seal	126,889	SF	\$95,330
	AC Full-Depth Patching	495	SF	\$9,300
	PCC Joint Seal	62,890	LF	\$267,310
	PCC Partial-Depth Patching	72	SF	\$12,110
Total Localized Maintenance Needs =				\$384,050

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

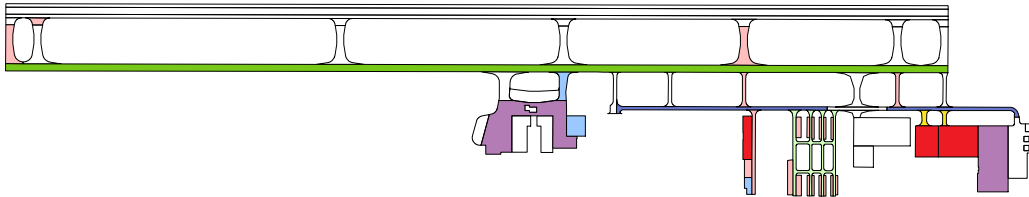
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$0.3	-	\$0.3
2026	\$12.2	-	\$12.2
2027	\$2.2	-	\$2.2
2028	\$2.3	-	\$2.3
2029	\$9.7	-	\$9.7
2030	\$5.2	-	\$5.2
2031	\$1.7	-	\$1.7
2032	\$6.3	-	\$6.3
Total Major Rehabilitation Needs =			\$39.9

PAVEMENT CONDITION INDEX EXHIBIT

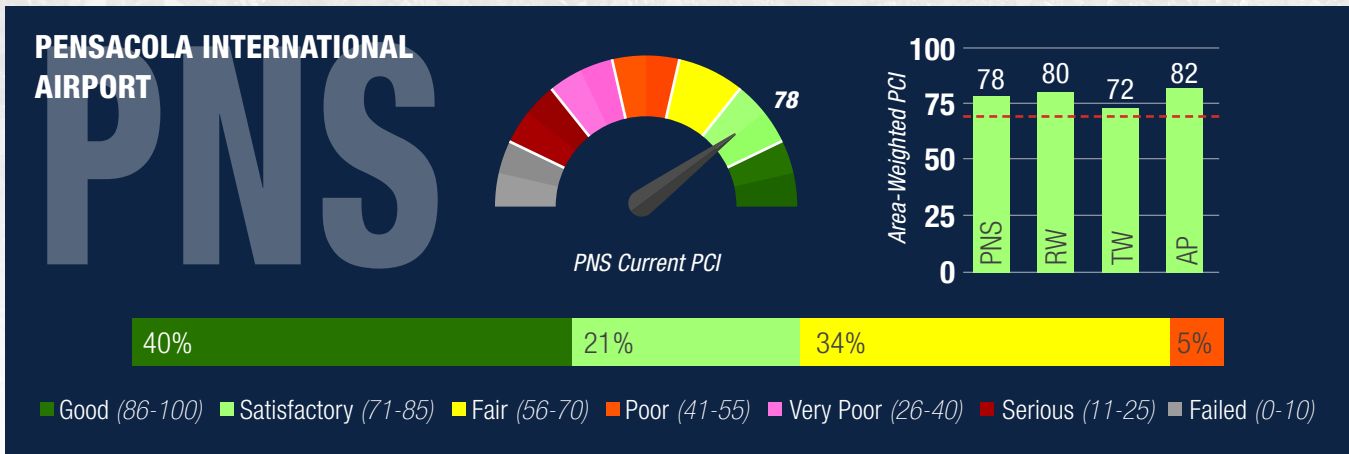


■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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



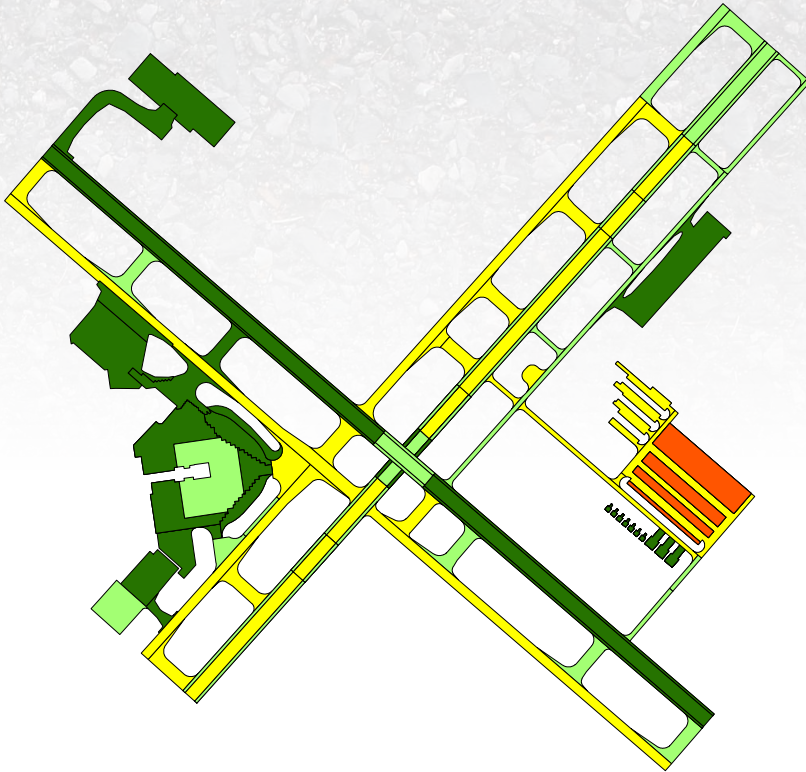
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$607,550)	AC Crack Sealing	1,978	LF	\$7,950
	Surface Seal	316,401	SF	\$237,470
	AC Full-Depth Patching	42	SF	\$790
	PCC Joint Seal	31,622	LF	\$134,430
	PCC Partial-Depth Patching	538	SF	\$91,200
	PCC Full-Depth Patching	530	SF	\$39,740
	PCC Slab Replacement	1,863	SF	\$95,970
Localized Stopgap Maintenance (Total = \$3,160)	AC Full-Depth Patching	168	SF	\$3,160
Total Localized Maintenance Needs =				\$610,710

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

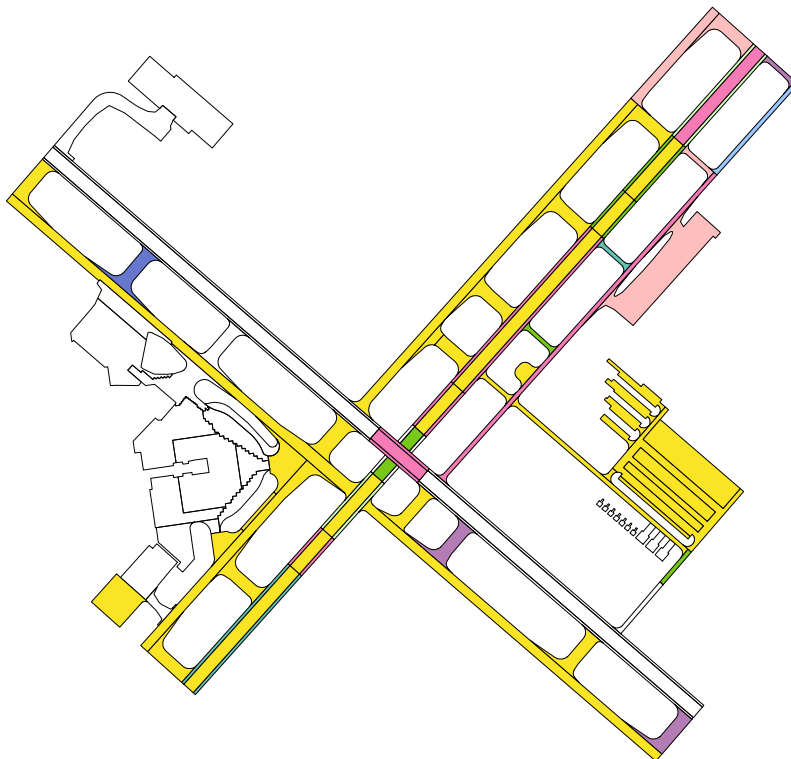
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$36.9	\$10.3	\$47.2
2024	\$6.3	-	\$6.3
2025	\$1.2	-	\$1.2
2026	\$1.8	-	\$1.8
2027	\$0.9	-	\$0.9
2028	\$1.4	-	\$1.4
2029	\$2.1	-	\$2.1
2031	\$0.7	-	\$0.7
2032	\$9.1	-	\$9.1
Total Major Rehabilitation Needs =			\$70.7

PAVEMENT CONDITION INDEX EXHIBIT

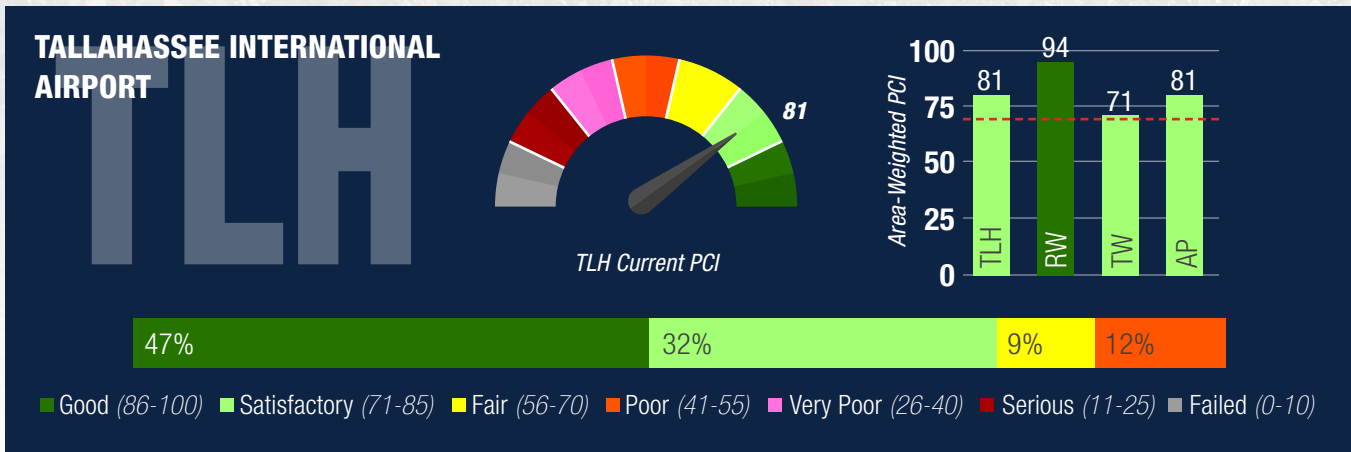


■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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



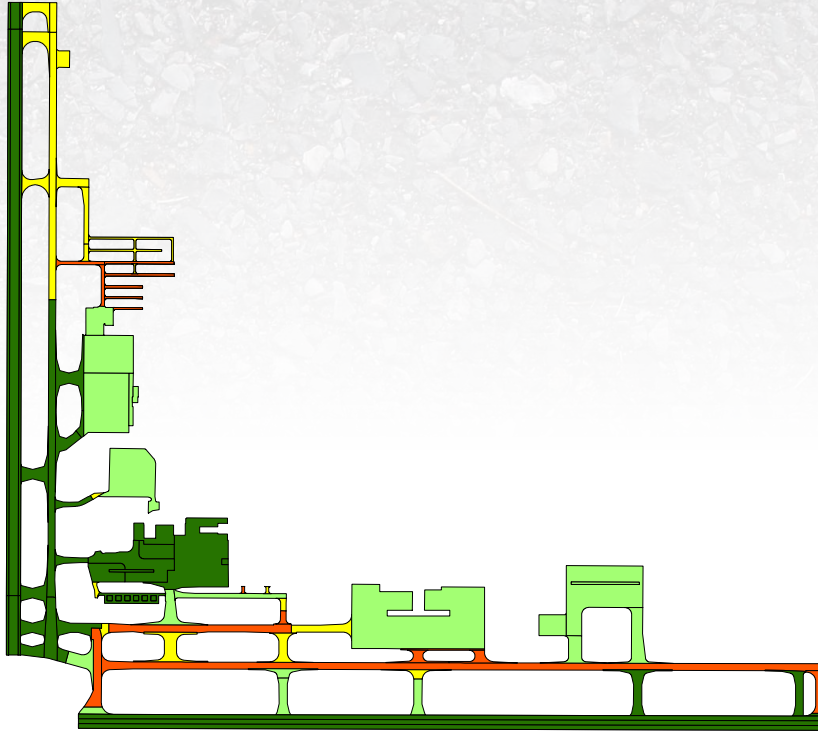
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$717,520)	AC Crack Sealing	13,548	LF	\$54,260
	Surface Seal	155,828	SF	\$116,950
	PCC Joint Seal	102,273	LF	\$434,670
	PCC Partial-Depth Patching	624	SF	\$105,610
	PCC Full-Depth Patching	32	SF	\$2,430
	PCC Slab Replacement	70	SF	\$3,600
Localized Stopgap Maintenance (Total = \$57,590)	AC Partial-Depth Patching	18	SF	\$120
	AC Full-Depth Patching	3,063	SF	\$57,470
Total Localized Maintenance Needs =				\$775,110

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

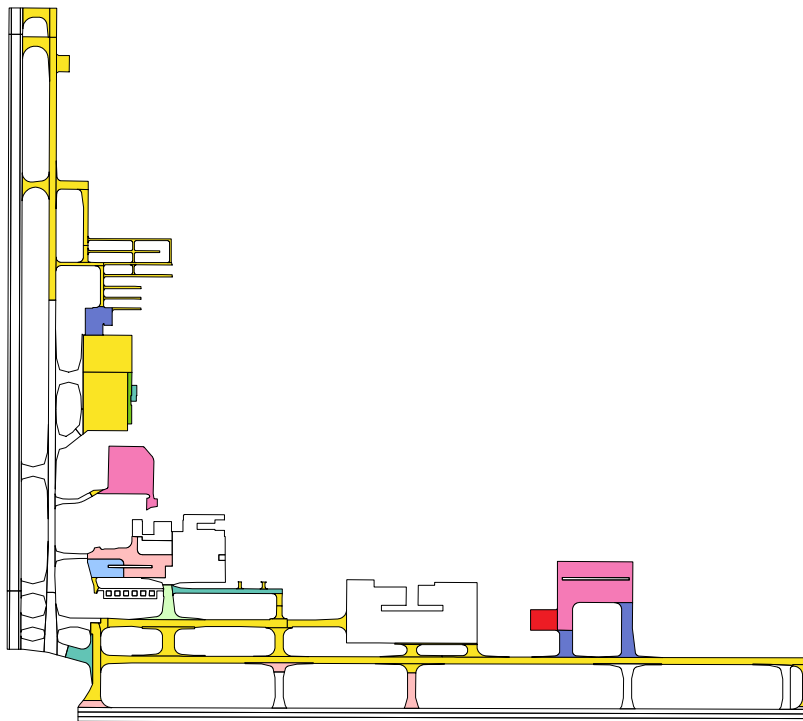
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$17.9	\$31.9	\$49.8
2024	\$9.8	-	\$9.8
2025	\$1.9	-	\$1.9
2026	\$0.4	-	\$0.4
2027	\$3.6	-	\$3.6
2028	\$1.0	-	\$1.0
2030	\$1.3	-	\$1.3
2031	\$1.5	-	\$1.5
2032	\$5.7	-	\$5.7
Total Major Rehabilitation Needs =			\$75.0

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)

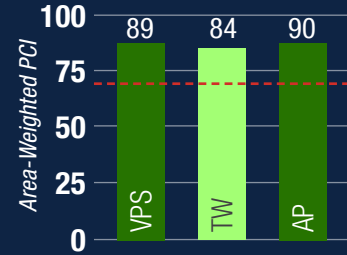
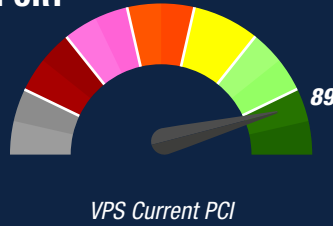
MAJOR REHABILITATION EXHIBIT



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

DESTIN-FORT WALTON BEACH AIRPORT

VPS



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

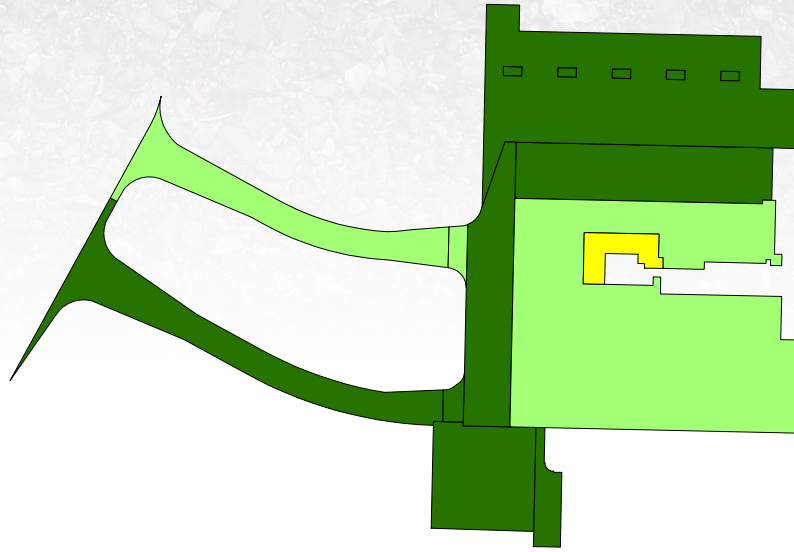
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$366,350)	PCC Joint Seal	65,256	LF	\$277,350
	PCC Partial-Depth Patching	26	SF	\$4,350
	PCC Full-Depth Patching	1,128	SF	\$84,650
Localized Stopgap Maintenance (Total = \$11,420)	PCC Partial-Depth Patching	67	SF	\$11,420
Total Localized Maintenance Needs =				\$377,770

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

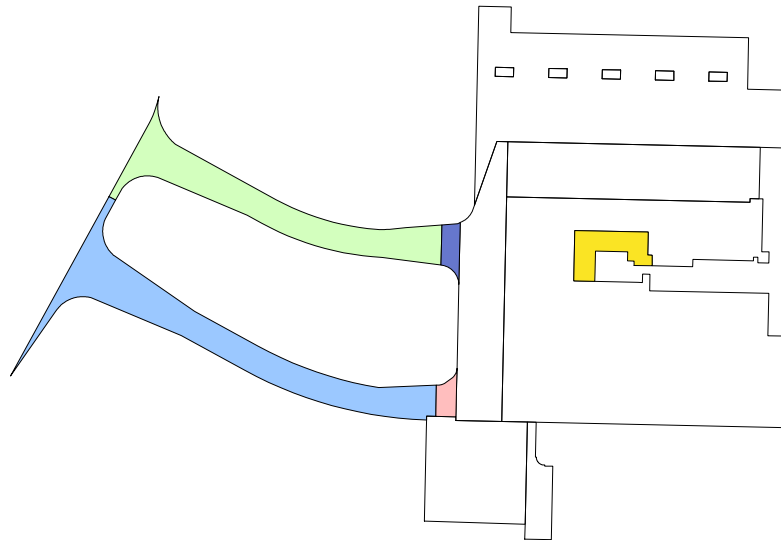
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$0.5	-	\$0.5
2027	\$0.1	-	\$0.1
2028	\$1.5	-	\$1.5
2031	\$2.2	-	\$2.2
2032	\$0.1	-	\$0.1
Total Major Rehabilitation Needs =			\$4.4

PAVEMENT CONDITION INDEX EXHIBIT



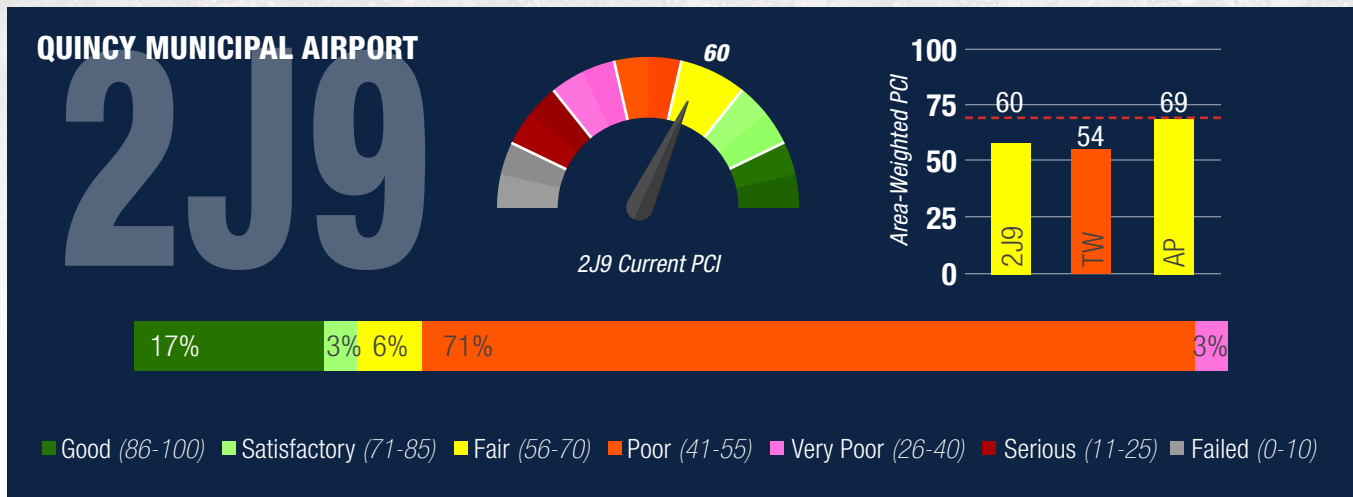
■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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

GENERAL AVIATION AIRPORTS



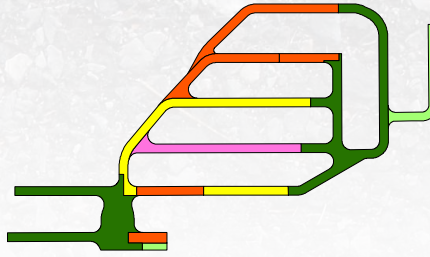
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$2,030)	Surface Seal	2,600	SF	\$1,310
	PCC Crack Sealing	20	LF	\$100
	PCC Joint Seal	190	LF	\$620
Localized Stopgap Maintenance (Total = \$3,180)	PCC Joint Seal	520	LF	\$1,690
	PCC Partial-Depth Patching	12	SF	\$1,490
Total Localized Maintenance Needs =				\$5,210

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

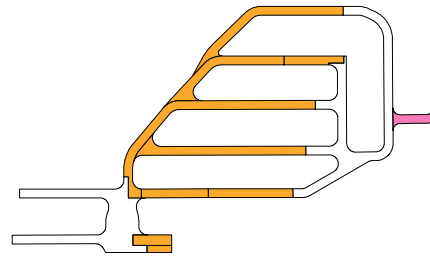
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$0.2	\$2.9	\$3.1
2024	\$0.1	-	\$0.1
Total Major Rehabilitation Needs =			\$3.2

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)

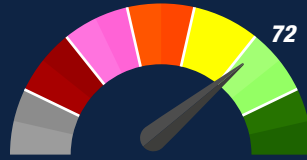
MAJOR REHABILITATION EXHIBIT



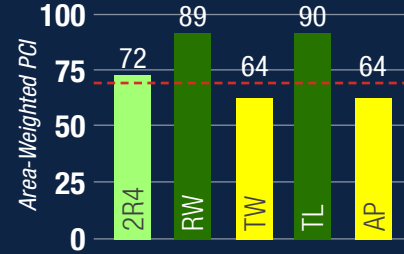
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

PETER PRINCE FIELD

2R4



2R4 Current PCI



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

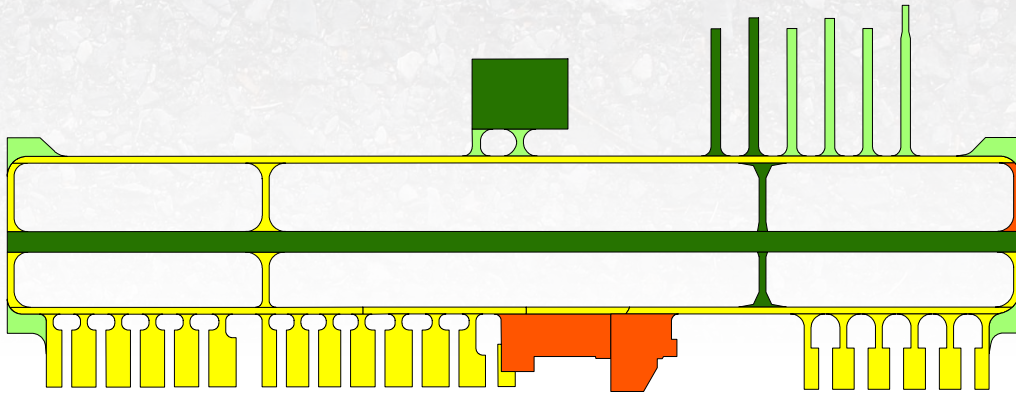
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$4,990)	AC Crack Sealing	501	LF	\$1,520
	Surface Seal	6,906	SF	\$3,470
Localized Stopgap Maintenance (Total = \$30)	AC Crack Sealing	9	LF	\$30
Total Localized Maintenance Needs =				\$5,020

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

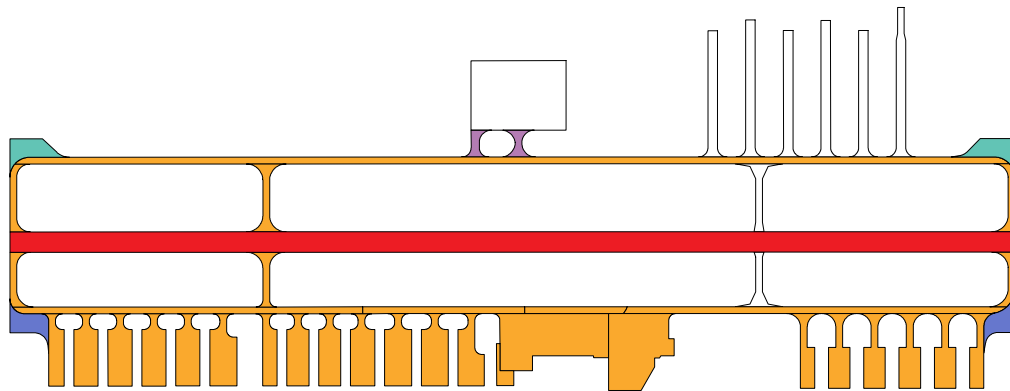
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$3.9	\$1.4	\$5.3
2025	\$0.2	-	\$0.2
2027	\$0.2	-	\$0.2
2029	\$0.1	-	\$0.1
2030	\$1.9	-	\$1.9
Total Major Rehabilitation Needs =			\$7.7

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



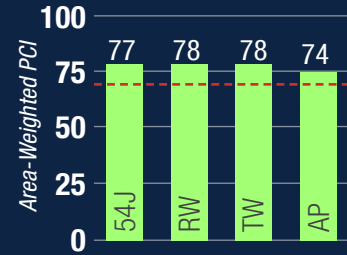
■ 2021
 ■ 2022
 ■ 2023
 ■ 2024
 ■ 2025
 ■ 2026
 ■ 2027
 ■ 2028
 ■ 2029
 ■ 2030
 ■ 2031
 ■ 2032

DEFUNIAK SPRINGS AIRPORT

54J



54J Current PCI



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

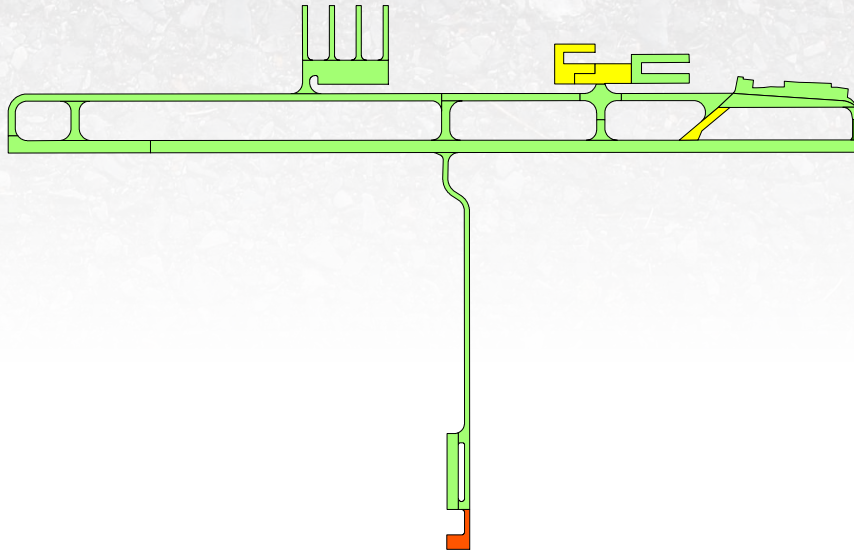
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$45,510)	AC Crack Sealing	636	LF	\$1,930
	Surface Seal	87,006	SF	\$43,580
Localized Stopgap Maintenance (Total = \$20)	AC Partial-Depth Patching	4	SF	\$20
Total Localized Maintenance Needs =				\$45,530

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

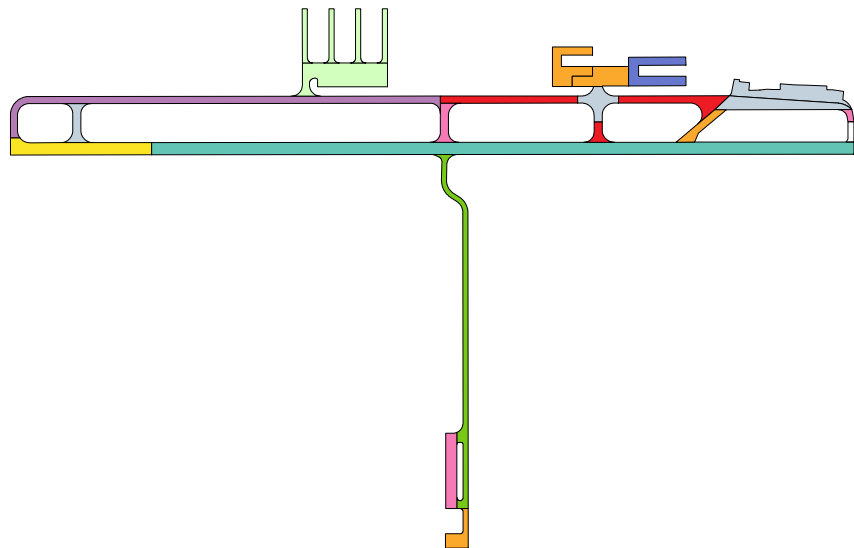
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$0.4	\$0.1	\$0.5
2022	\$0.7	-	\$0.7
2023	\$0.3	-	\$0.3
2024	\$0.2	-	\$0.2
2025	\$1.5	-	\$1.5
2026	\$0.3	-	\$0.3
2027	\$0.2	-	\$0.2
2028	\$0.5	-	\$0.5
2029	\$0.6	-	\$0.6
2030	\$0.4	-	\$0.4
Total Major Rehabilitation Needs =			\$5.2

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)

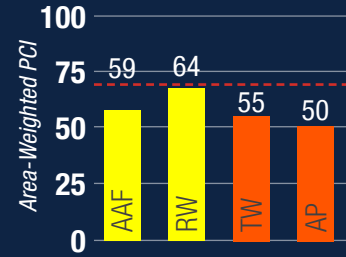
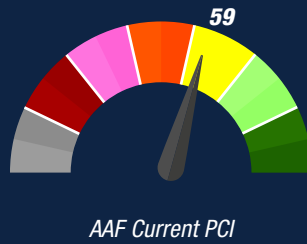
MAJOR REHABILITATION EXHIBIT



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

**APALACHICOLA REGIONAL-CLEVE
RANDOLPH FIELD**

AAAF



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

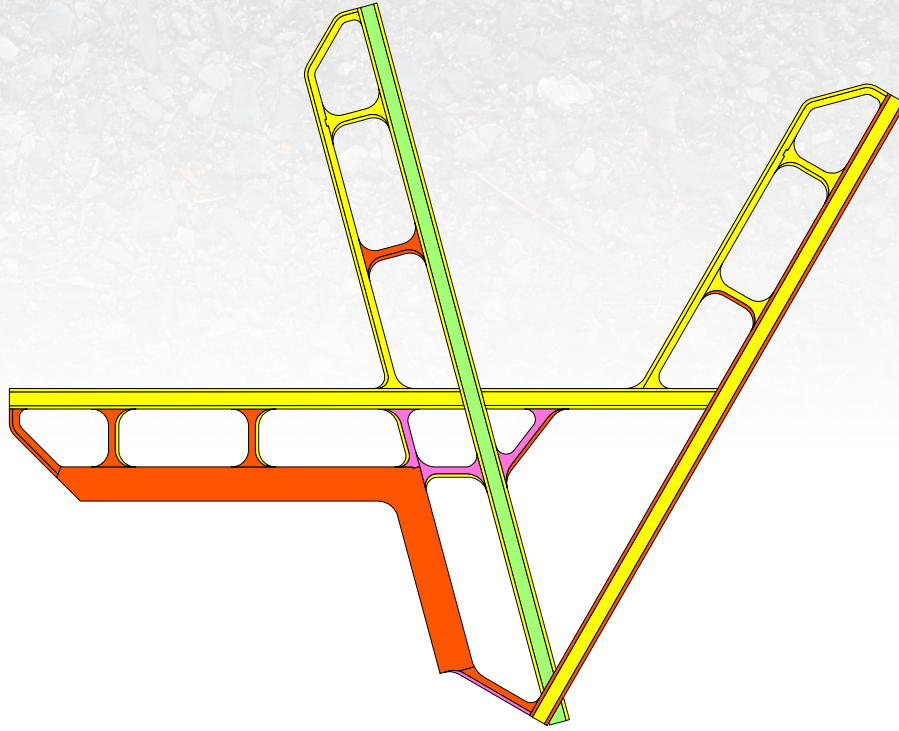
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$102,470)	PCC Crack Sealing	629	LF	\$3,160
	PCC Joint Seal	3,472	LF	\$11,290
	Grinding	242	LF	\$490
	PCC Partial-Depth Patching	107	SF	\$13,350
	PCC Full-Depth Patching	868	SF	\$43,420
	PCC Slab Replacement	793	SF	\$30,760
Localized Stopgap Maintenance (Total = \$1,272,420)	PCC Crack Sealing	30,104	LF	\$150,720
	PCC Joint Seal	50,140	LF	\$162,990
	PCC Partial-Depth Patching	2,181	SF	\$272,850
	PCC Full-Depth Patching	12,545	SF	\$627,340
	PCC Slab Replacement	1,509	SF	\$58,520
Total Localized Maintenance Needs =				\$1,374,890

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

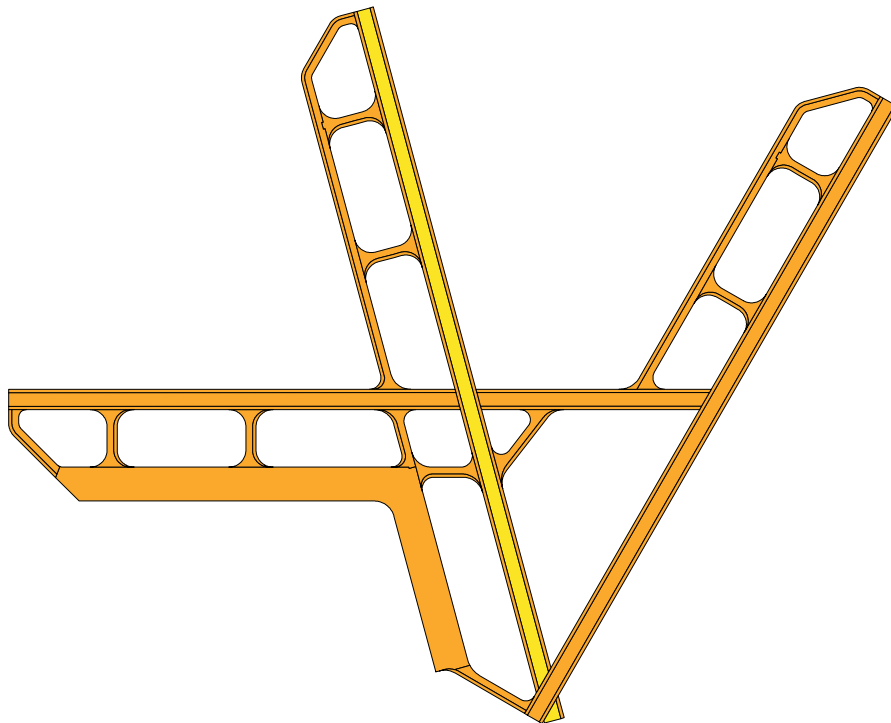
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$30.3	\$35.1	\$65.4
2023	\$7.3	-	\$7.3
Total Major Rehabilitation Needs =			\$72.7

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)

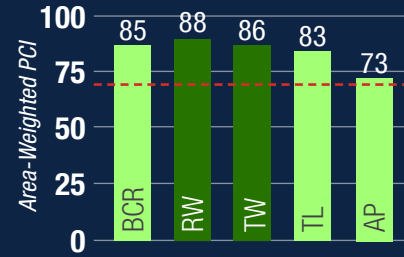
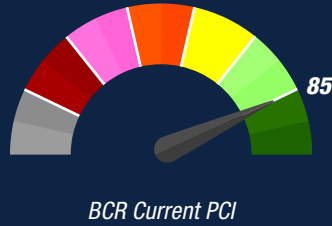
MAJOR REHABILITATION EXHIBIT



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

TRI-COUNTY AIRPORT

BCR



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

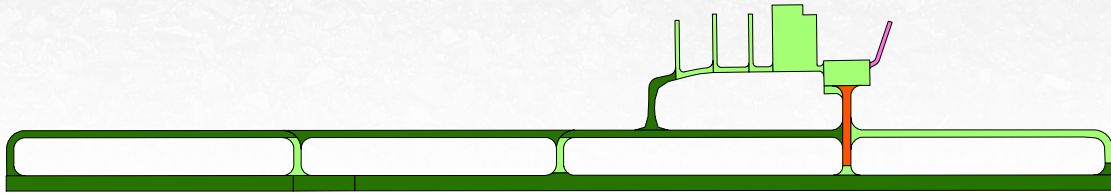
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$20,550)	AC Crack Sealing	54	LF	\$170
	Surface Seal	40,739	SF	\$20,380
Localized Stopgap Maintenance (Total = \$2,760)	PCC Crack Sealing	62	LF	\$310
	PCC Joint Seal	503	LF	\$1,640
	PCC Partial-Depth Patching	7	SF	\$810
Total Localized Maintenance Needs =				\$23,310

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

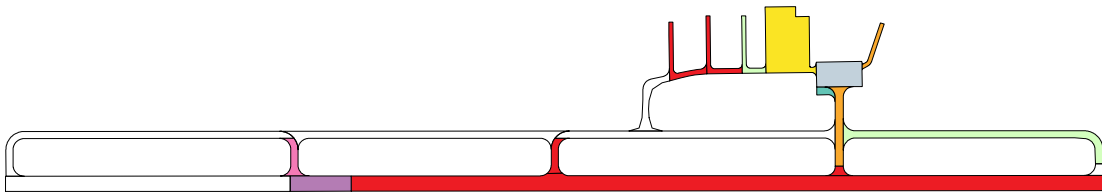
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$0.1	\$0.1	\$0.2
2022	\$0.2	-	\$0.2
2023	\$0.5	-	\$0.5
2024	\$0.1	-	\$0.1
2028	\$0.4	-	\$0.4
2029	\$0.2	-	\$0.2
2030	\$2.2	-	\$2.2
Total Major Rehabilitation Needs =			\$3.8

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)

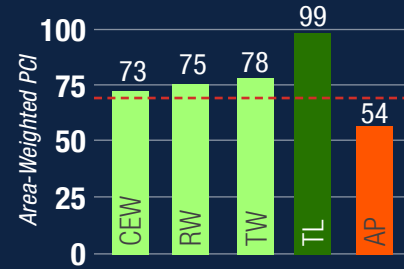
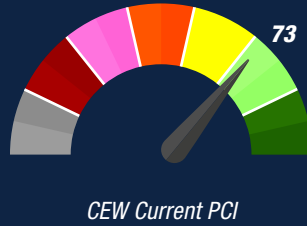
MAJOR REHABILITATION EXHIBIT



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

BOB SIKES AIRPORT

CEW



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

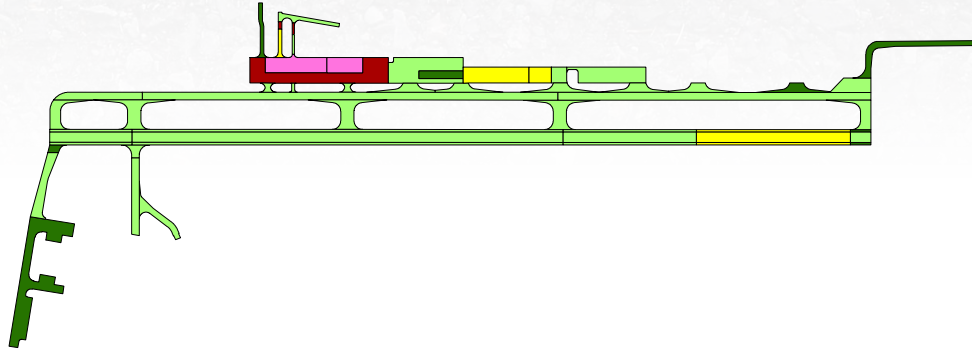
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$43,340)	AC Crack Sealing	3,739	LF	\$11,230
	Surface Seal	21,342	SF	\$10,730
	PCC Joint Seal	6,576	LF	\$21,380
Localized Stopgap Maintenance (Total = \$12,980)	PCC Crack Sealing	55	LF	\$280
	PCC Joint Seal	400	LF	\$1,310
	PCC Partial-Depth Patching	54	SF	\$6,810
	PCC Full-Depth Patching	92	SF	\$4,580
Total Localized Maintenance Needs =				\$56,320

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

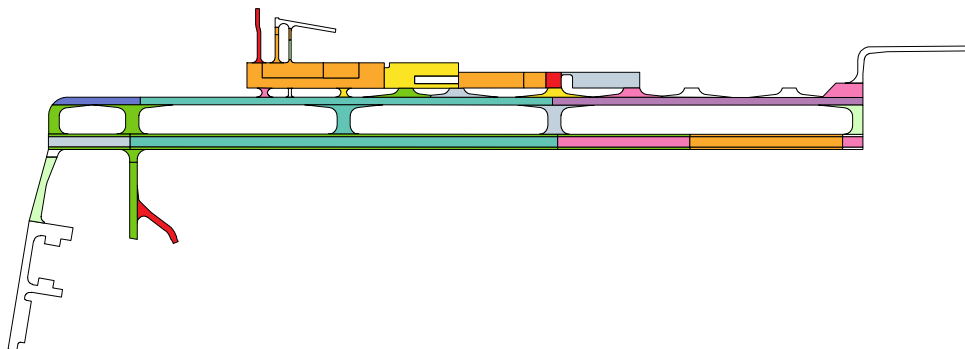
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$2.6	\$3.7	\$6.3
2022	\$1.9	-	\$1.9
2023	\$1.3	-	\$1.3
2024	\$1.6	-	\$1.6
2025	\$5.4	-	\$5.4
2026	\$3.5	-	\$3.5
2027	\$0.4	-	\$0.4
2028	\$0.7	-	\$0.7
2029	\$1.6	-	\$1.6
2030	\$0.7	-	\$0.7
Total Major Rehabilitation Needs =			\$23.4

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)

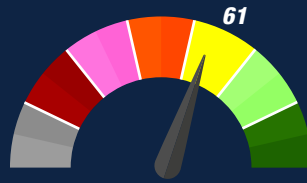
MAJOR REHABILITATION EXHIBIT



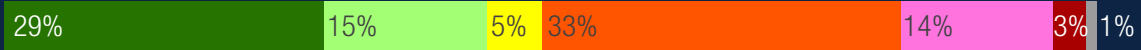
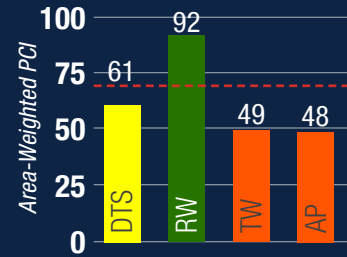
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

DESTIN EXECUTIVE AIRPORT

DTS



DTS Current PCI



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

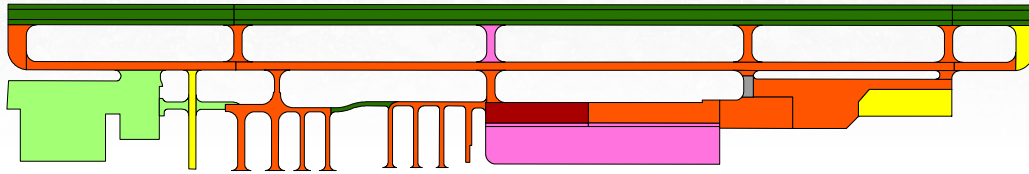
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$9,070)	AC Crack Sealing	2,883	LF	\$8,660
	Surface Seal	798	SF	\$410
Localized Stopgap Maintenance (Total = \$21,290)	AC Crack Sealing	262	LF	\$790
	AC Partial-Depth Patching	56	SF	\$210
	AC Full-Depth Patching	1,935	SF	\$14,540
	PCC Joint Seal	1,505	LF	\$4,890
	PCC Partial-Depth Patching	7	SF	\$860
Total Localized Maintenance Needs =				\$30,360

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

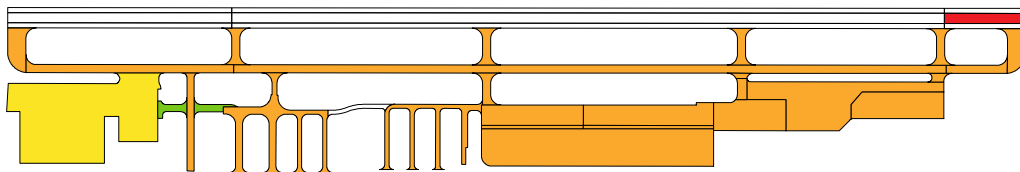
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$1.2	\$8.6	\$9.8
2023	\$1.7	-	\$1.7
2026	\$0.1	-	\$0.1
2030	\$0.1	-	\$0.1
Total Major Rehabilitation Needs =			\$11.7

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)

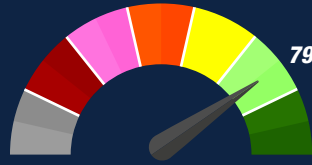
MAJOR REHABILITATION EXHIBIT



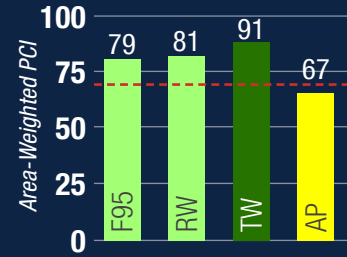
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

CALHOUN COUNTY AIRPORT

F95



F95 Current PCI



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

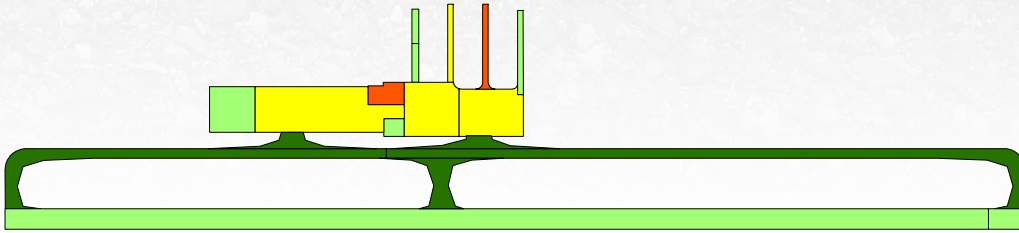
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$19,270)	AC Crack Sealing	240	LF	\$960
	Surface Seal	5,394	SF	\$4,070
	PCC Joint Seal	3,347	LF	\$14,240
Localized Stopgap Maintenance (Total = \$27,190)	AC Partial-Depth Patching	25	SF	\$120
	PCC Joint Seal	2,687	LF	\$11,430
	PCC Partial-Depth Patching	92	SF	\$15,640
Total Localized Maintenance Needs =				\$46,460

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

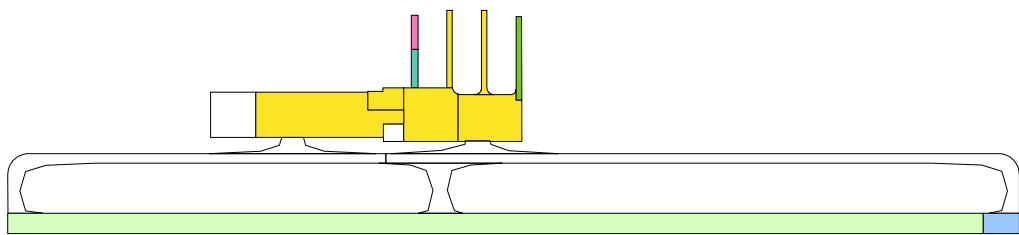
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$1.6	\$0.8	\$2.4
2026	\$0.1	-	\$0.1
2028	\$3.1	-	\$3.1
2031	\$0.1	-	\$0.1
Total Major Rehabilitation Needs =			\$5.7

PAVEMENT CONDITION INDEX EXHIBIT

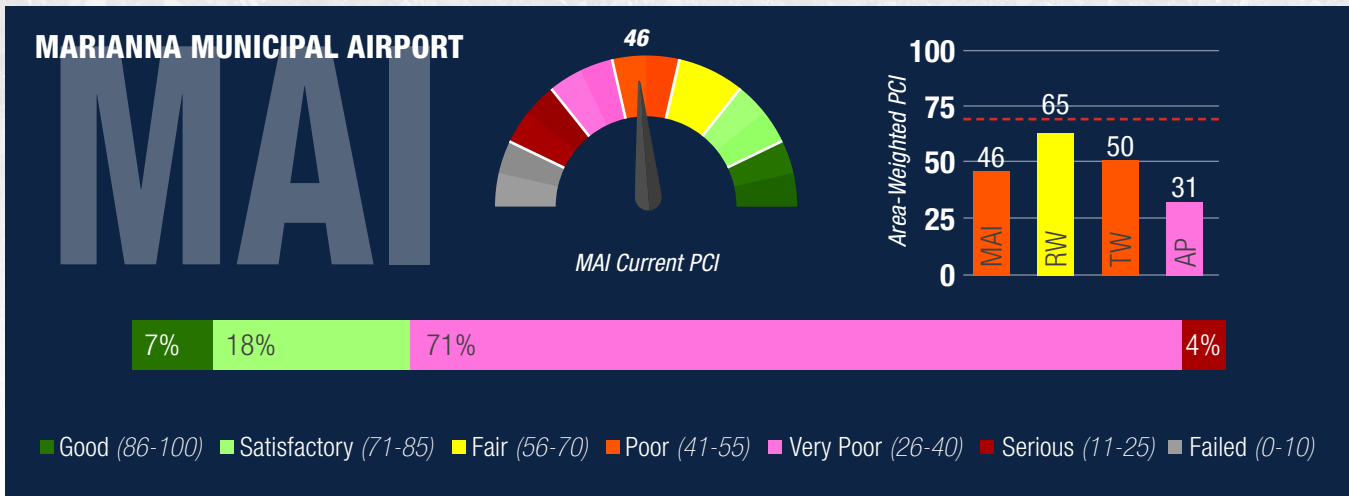


■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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



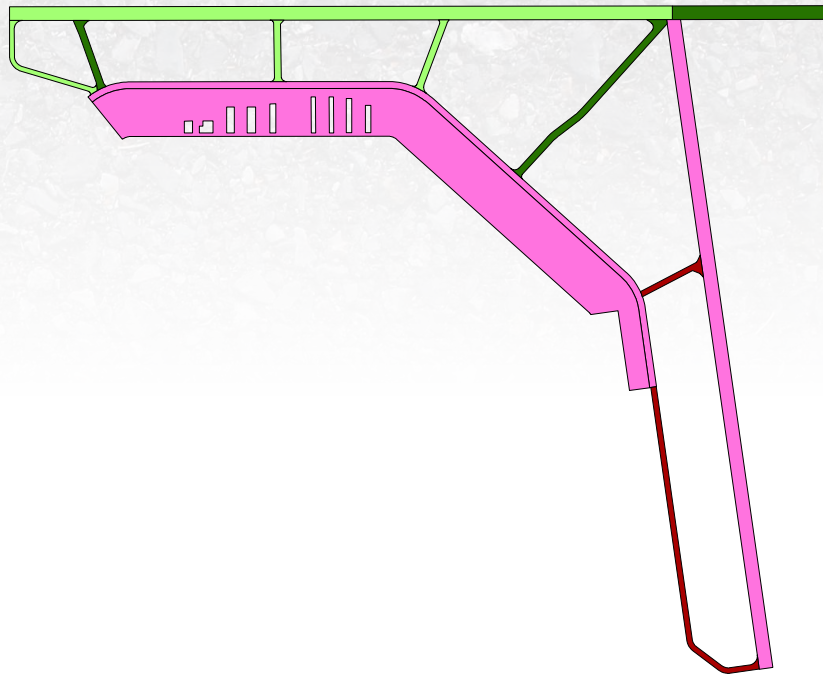
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$28,050)	Surface Seal	56,090	SF	\$28,050
Localized Stopgap Maintenance (Total = \$1,184,850)	AC Partial-Depth Patching	4,443	SF	\$16,670
	AC Full-Depth Patching	266	SF	\$2,000
	PCC Crack Sealing	44,928	LF	\$224,660
	PCC Joint Seal	136,139	LF	\$442,460
	PCC Partial-Depth Patching	587	SF	\$73,280
	PCC Full-Depth Patching	474	SF	\$23,700
	PCC Slab Replacement	10,375	SF	\$402,080
Total Localized Maintenance Needs =				\$1,212,900

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

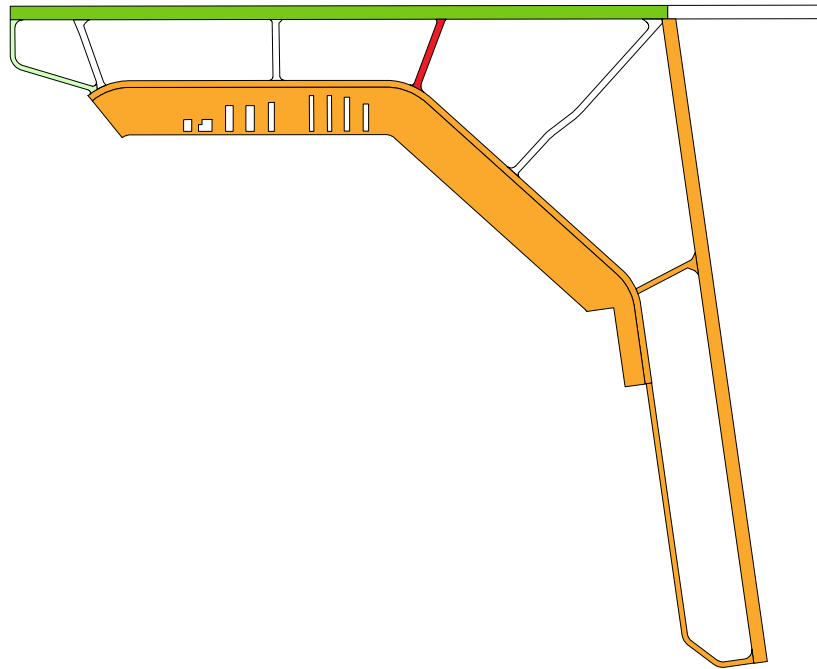
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	-	\$45.9	\$45.9
2026	\$3.4	-	\$3.4
2028	\$0.2	-	\$0.2
2030	\$0.2	-	\$0.2
Total Major Rehabilitation Needs =			\$49.7

PAVEMENT CONDITION INDEX EXHIBIT

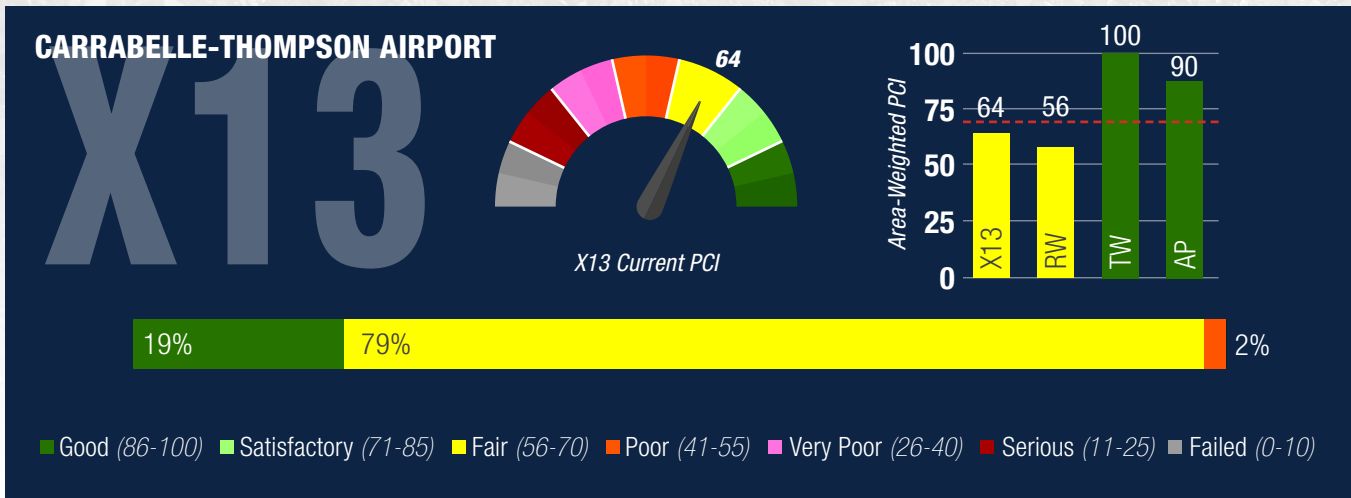


■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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



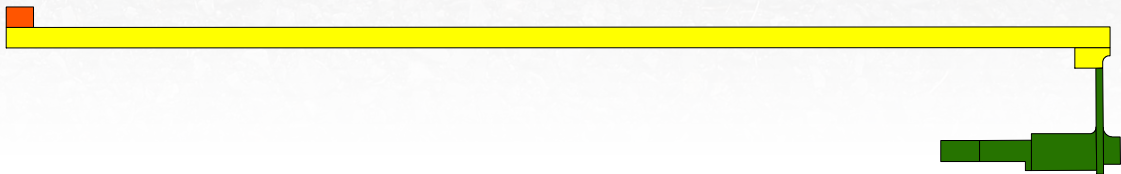
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
<i>No Year 1 Localized Preventive or Stopgap Maintenance due to recent major rehabilitation & current pavement conditions.</i>				
Total Localized Maintenance Needs =				\$0

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$0.1	\$3.3	\$3.4
Total Major Rehabilitation Needs =			\$3.4

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

