

2022

Statewide Airfield Pavement Management Program

District 4 Airfield Pavement Evaluation Report



DISTRICT 4



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 4 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.

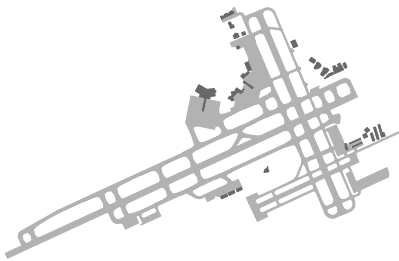
From a pavement management perspective, one of the most valuable aspects of the SAPMP is the ability to determine the optimum time for treatment resulting in cost savings by effectively prioritizing the rehabilitation of pavement assets that have, or will soon reach, a critical condition or PCI. The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

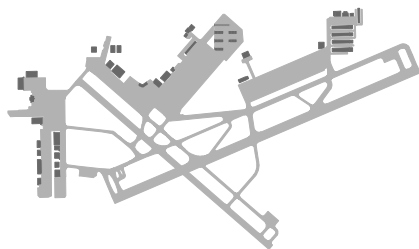
PAVEMENT INVENTORY OVERVIEW

Airport Category

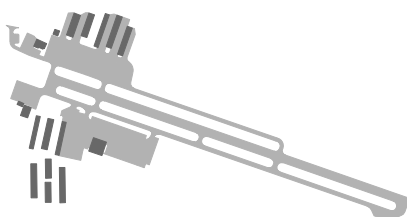
The airports within the FDOT SAPMP are classified into three categories as identified by the NPIAS: Primary/Commercial (PR), Reliever (RL), and General Aviation (GA). The summaries found within the remainder of this document are identified and summarized by these three categories, which are defined below.



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.



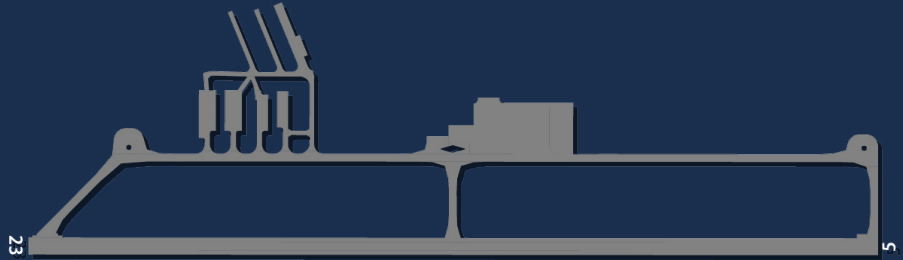
General Aviation: A public-use airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings per year. Example, COI – Merritt Island Airport.

Airport Pavement Network Definition Terminology

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

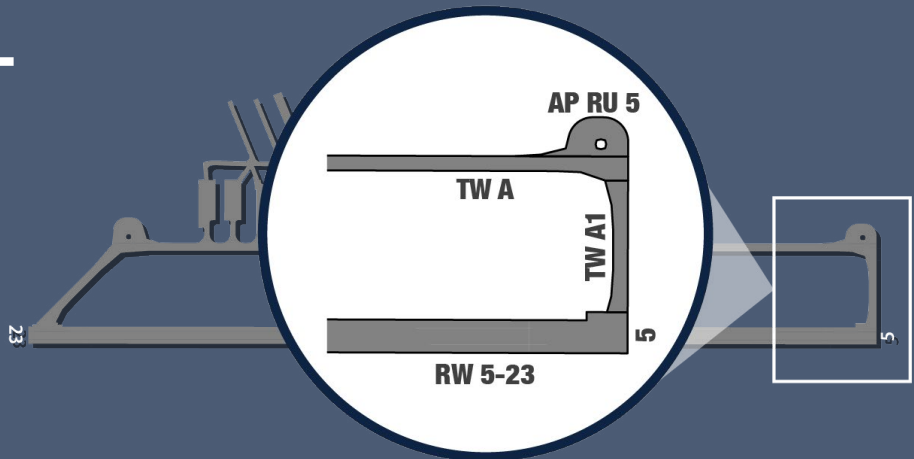
NETWORK LEVEL

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



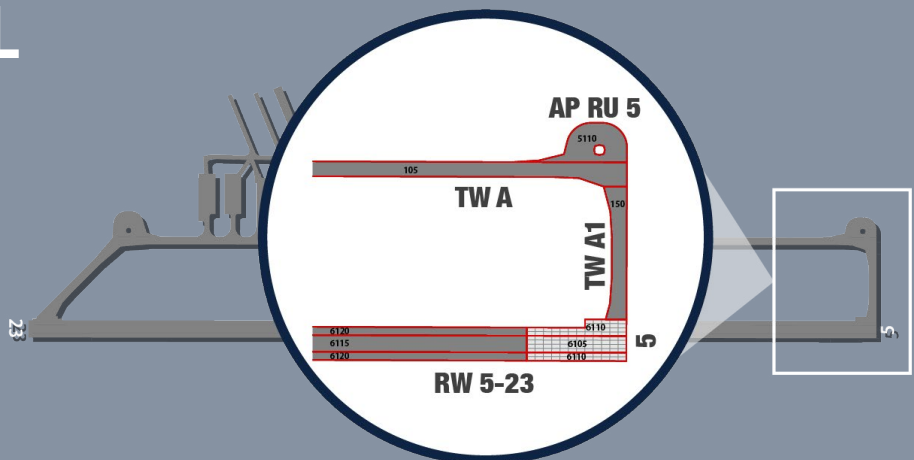
BRANCH LEVEL

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.

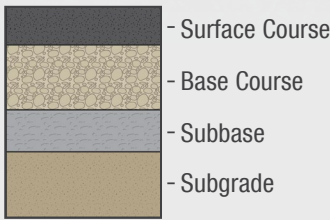


FDOT SAPMP Surface Types

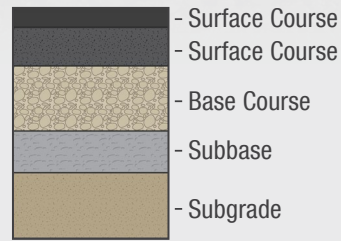
FDOT airfield pavements consist of two predominant pavement types: flexible (AC-surfaced) and rigid (PCC-surfaced), which are further broken down into four categories defined below. The pavement sections shown are intended to be conceptual representations and may vary from actual construction. It should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

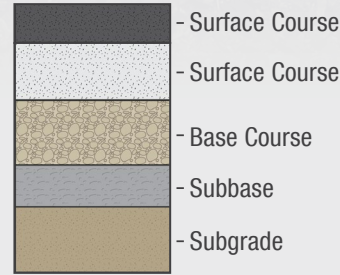
Asphalt Concrete (AC)



Asphalt overlaid on Asphalt Concrete (AAC)

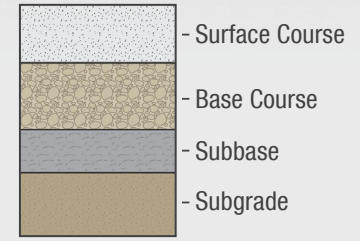


Asphalt overlaid on Cement Concrete (APC)



RIGID PAVEMENT

Portland Cement Concrete (PCC)



Pavement Age

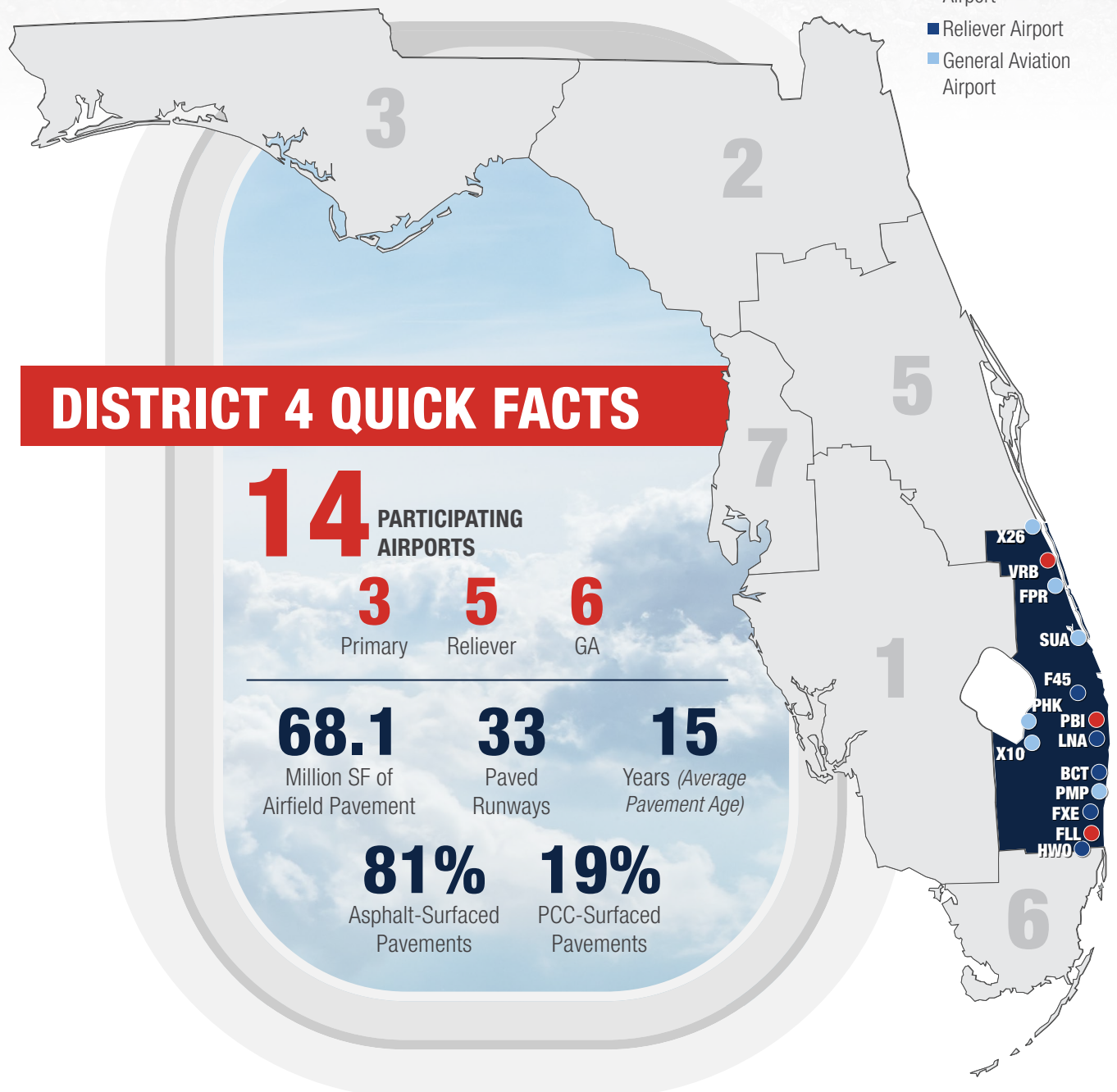
Pavement age is determined by the date of the last major work project performed. The estimation of pavement age is based on recent construction information requested from the airports at the start of the program. Major work such as reconstruction or rehabilitation resets a pavement's age to zero and 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 4 Inventory Summary

District 4 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.

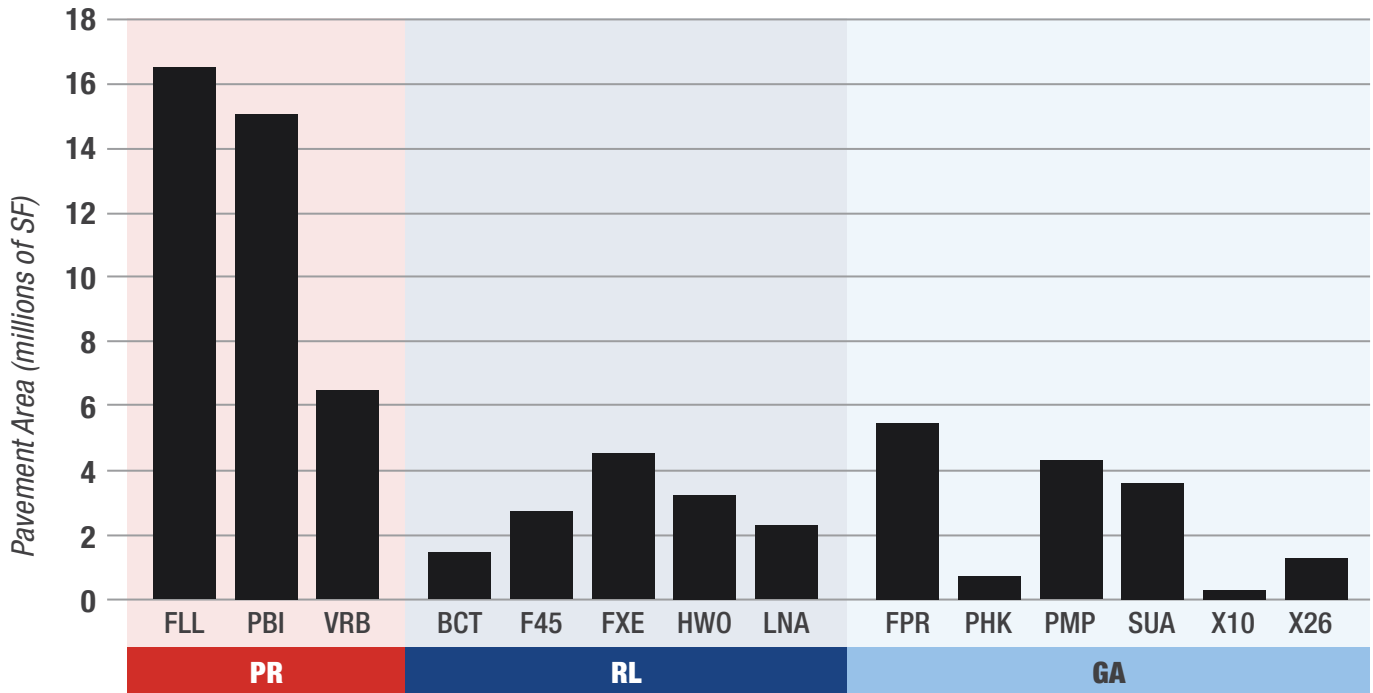
- Primary/Commercial Airport
- Reliever Airport
- General Aviation Airport



DISTRICT 4 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
FLL	Fort Lauderdale/Hollywood International Airport	2	16.5	2
PBI	Palm Beach International Airport	2	15.3	3
VRB	Vero Beach Regional Airport	2	6.3	3
Reliever				
BCT	Boca Raton Airport	2	1.5	1
F45	North Palm Beach County General Aviation Airport	2	2.6	2
FXE	Fort Lauderdale Executive Airport	2	4.3	2
HWO	North Perry Airport	2	3.1	4
LNA	Palm Beach County Park Airport	2	2.2	3
General Aviation				
FPR	Treasure Coast International Airport	1	5.5	3
PHK	Palm Beach County Glades Airport	1	0.7	1
PMP	Pompano Beach Airpark	1	4.3	3
SUA	Witham Field	1	3.9	3
X10	Belle Glade State Municipal Airport	1	0.3	1
X26	Sebastian Municipal Airport	1	1.7	2

DISTRICT 4 PAVEMENT AREA BY AIRPORT



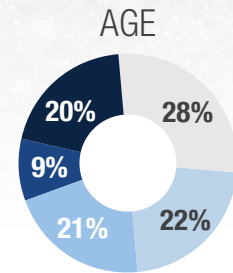
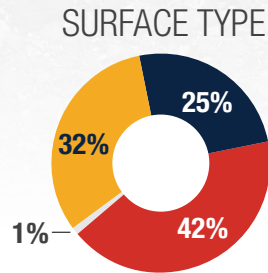
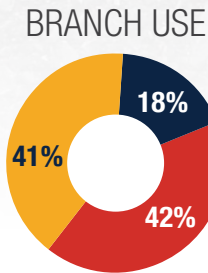
Airports by Airport Category

District 4 Inventory Summary by Airport Category

PRIMARY AIRPORT INVENTORY

*FLL, PBI, VRB

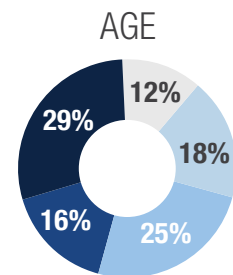
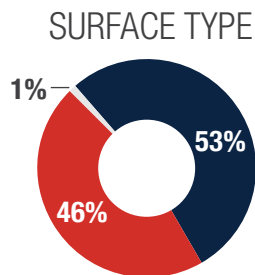
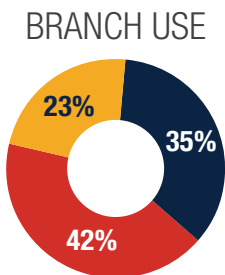
3 airports **38.1M** SF of airfield pavement **8** paved runways **13** years (avg pavement age)



RELIEVER AIRPORT INVENTORY

*BCT, F45, FXE, HWO, LNA

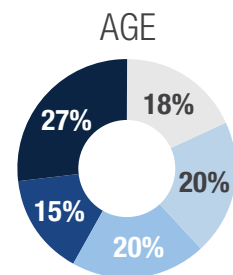
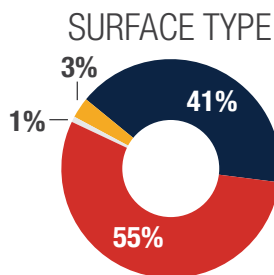
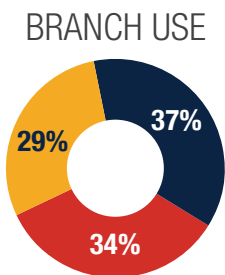
5 airports **13.7M** SF of airfield pavement **12** paved runways **16** years (avg pavement age)



GENERAL AVIATION INVENTORY

*FPR, PHK, PMP, SUA, X10, X26

6 airports **16.3M** SF of airfield pavement **13** paved runways **17** years (avg pavement age)



■ Runway ■ Taxiway/Taxilane ■ Apron

■ AC ■ AAC □ APC ■ PCC

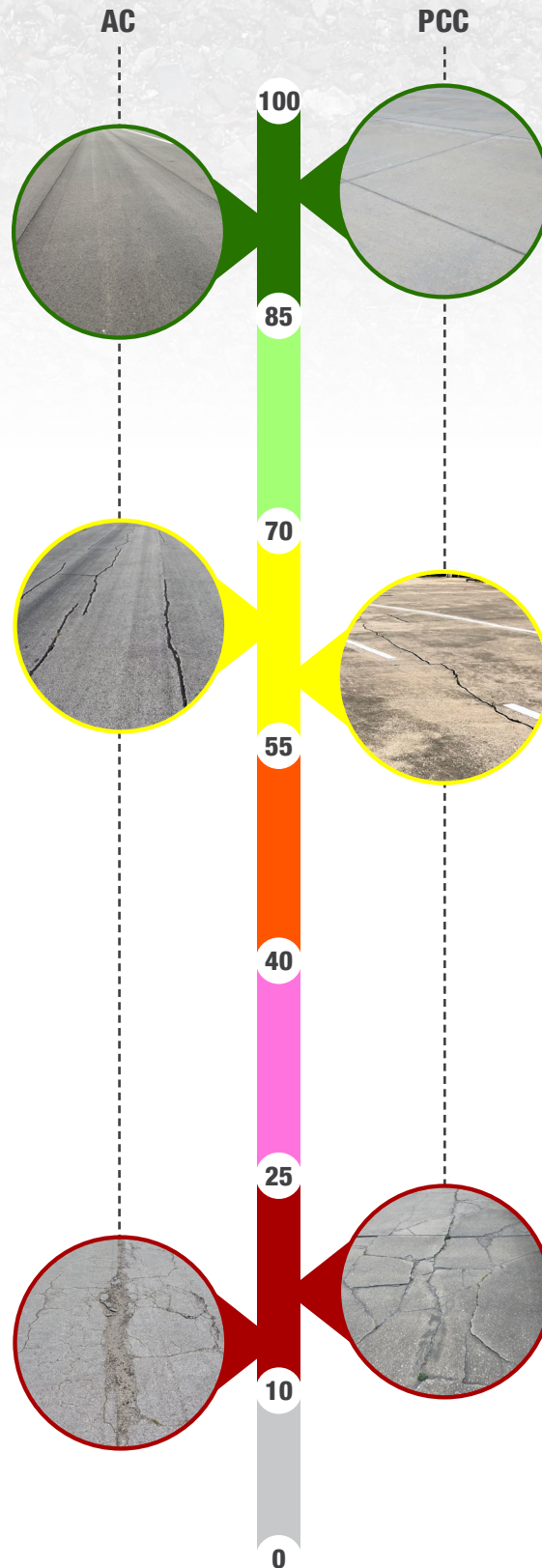
□ 0-5 years □ 6-10 years □ 11-15 years
■ 16-20 years ■ Over 20 years

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 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.

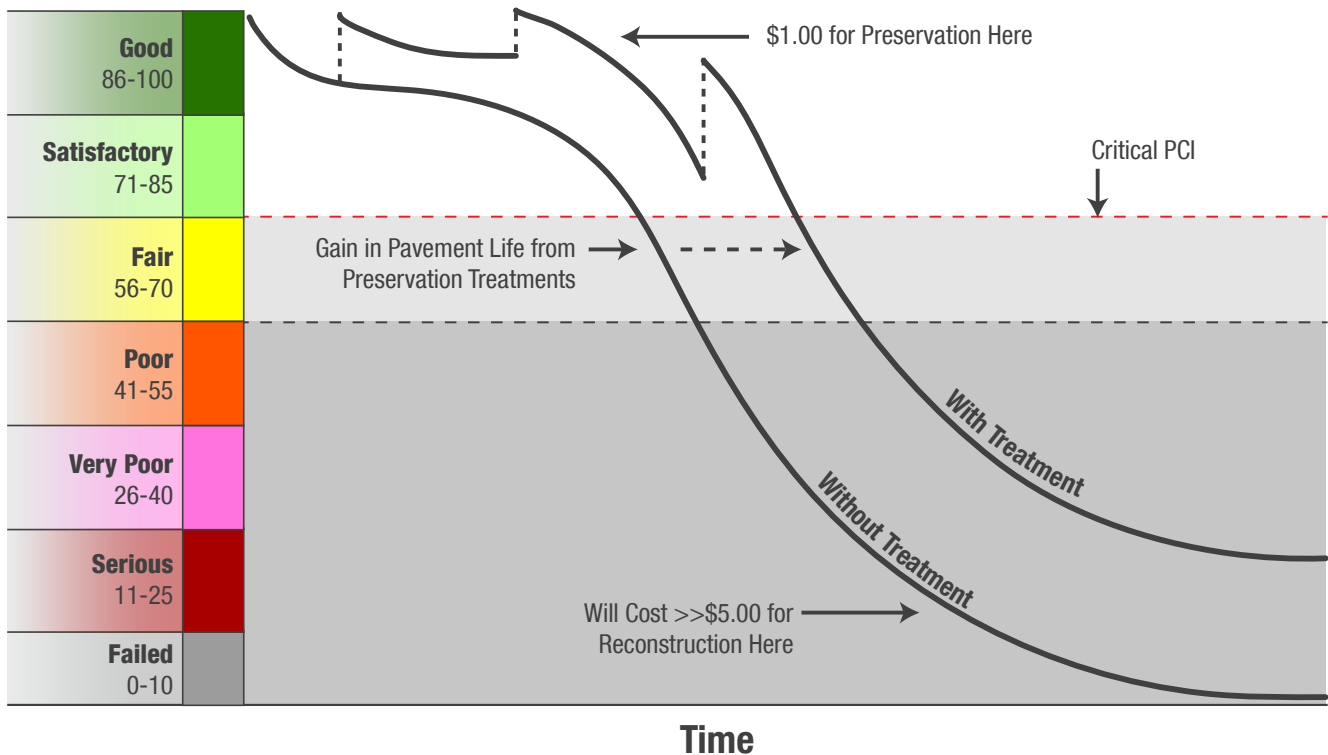
Critical PCI

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

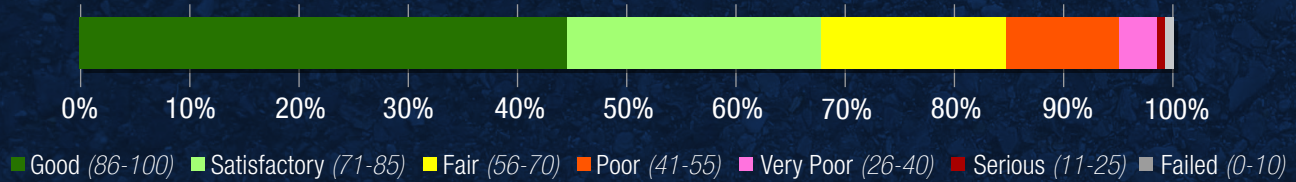
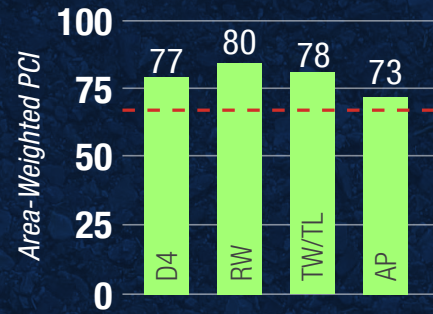
*Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.

District 4 PCI Results

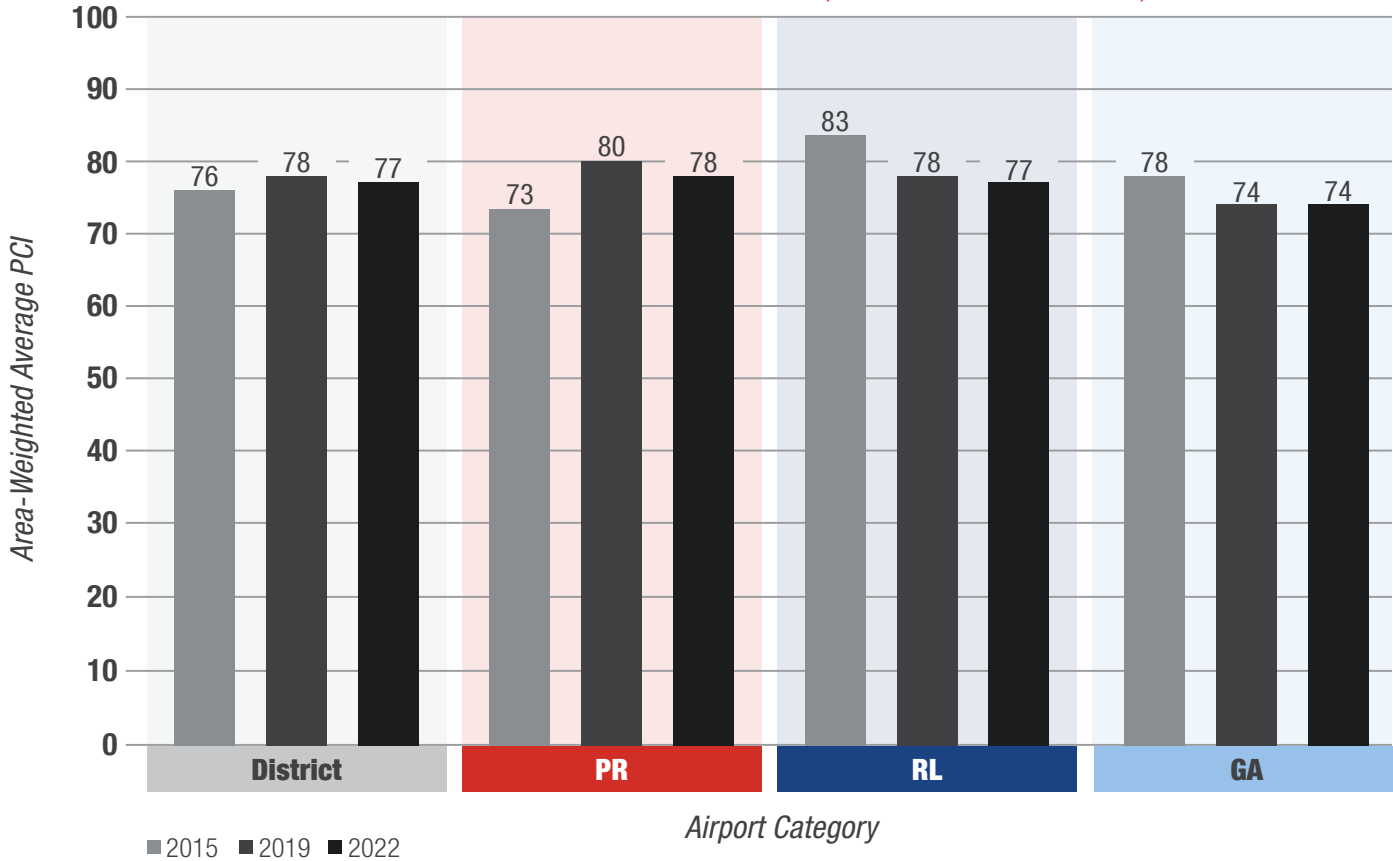
This section is an overall summary of the current and 5-year forecasted pavement conditions within District 4. A summary of each individual Airport's PCI findings can be found in the back of this report.



Current PCI: **77**
5-Year PCI: **68**



DISTRICT CONDITIONS BY CATEGORY (SINCE 2015 PROGRAM)

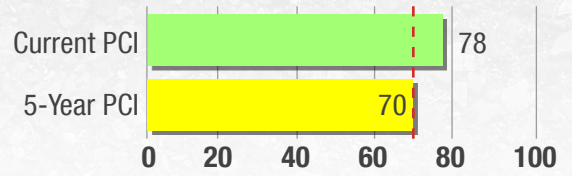
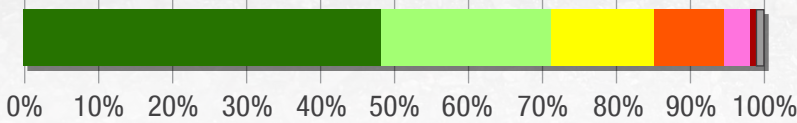


District 4 PCI Summary by Airport Category

PRIMARY AIRPORT CONDITIONS

*FLL, PBI, VRB

Area-Weighted PCI Summary

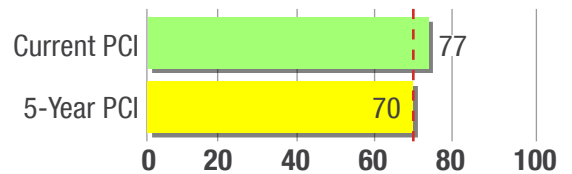
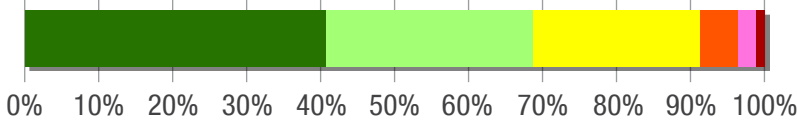


PCI Year	Runways	Taxiways/Taxilanes	Aprons
Current PCI	86	78	74
5-Year PCI	78	70	67

RELIEVER AIRPORT CONDITIONS

*BCT, F45, FXE, HWO, LNA

Area-Weighted PCI Summary

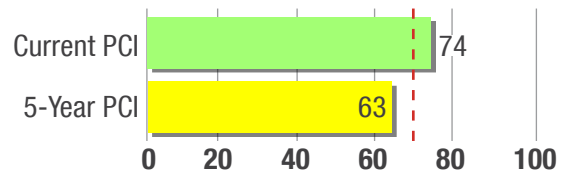
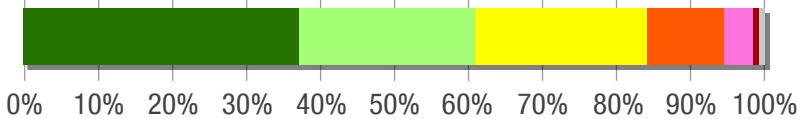


PCI Year	Runways	Taxiways/Taxilanes	Aprons
Current PCI	75	81	75
5-Year PCI	68	73	66

GENERAL AVIATION AIRPORT CONDITIONS

*FPR, PHK, PMP, SUA, X10, X26

Area-Weighted PCI Summary



PCI Year	Runways	Taxiways/Taxilanes	Aprons
Current PCI	77	77	67
5-Year PCI	64	66	58

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

4 District

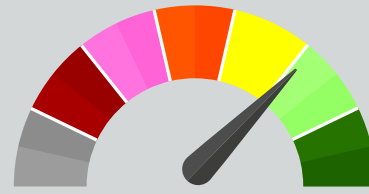
33 Runways

8 Primary 12 Reliever 13 General Aviation



Current Runway Conditions:
PCI = 80

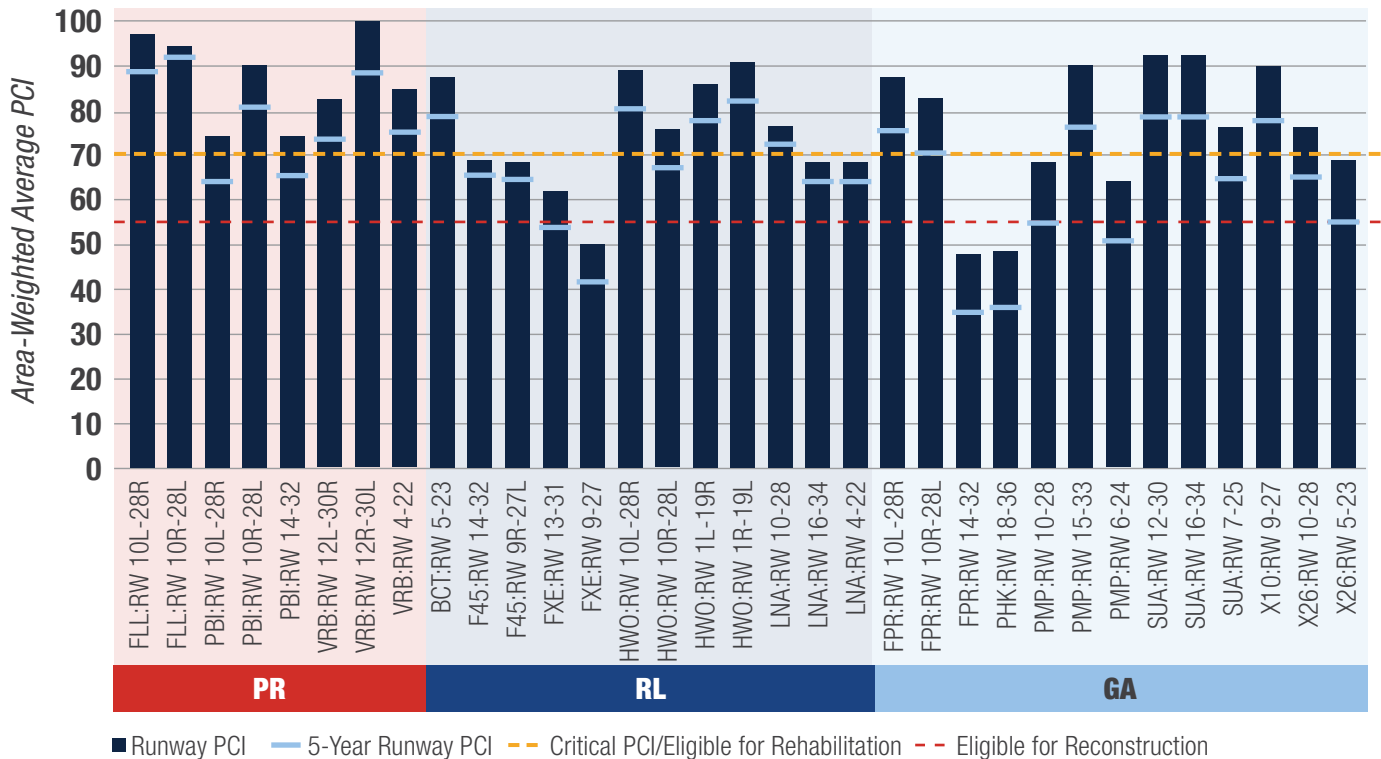
10 of 33
are at or below
Critical PCI (70)



5-Year Runway Outlook:
PCI = 71

17 of 33
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	FLL	RW 10L-28R	9,000	150	96	89
PR	FLL	RW 10R-28L	8,000	150	94	91
PR	PBI	RW 10L-28R	10,001	150	73	64
PR	PBI	RW 10R-28L	3,214	75	90	81
PR	PBI	RW 14-32	6,931	150	74	65
PR	VRB	RW 12L-30R	3,504	75	83	73
PR	VRB	RW 12R-30L	7,314	100	100	89
PR	VRB	RW 4-22	4,974	100	86	76
Reliever						
RL	BCT	RW 5-23	6,276	150	88	79
RL	F45	RW 14-32	4,300	75	69	66
RL	F45	RW 9R-27L	4,300	100	68	65
RL	FXE	RW 13-31	4,000	100	62	54
RL	FXE	RW 9-27	6,002	100	50	42
RL	HWO	RW 10L-28R	3,241	100	89	81
RL	HWO	RW 10R-28L	3,255	100	76	67
RL	HWO	RW 1L-19R	3,350	100	86	78
RL	HWO	RW 1R-19L	3,260	100	91	83
RL	LNA	RW 10-28	3,489	75	77	72
RL	LNA	RW 16-34	3,421	100	72	64
RL	LNA	RW 4-22	3,256	75	68	65
General Aviation						
GA	FPR	RW 10L-28R	4,000	75	88	76
GA	FPR	RW 10R-28L	6,492	150	83	70
GA	FPR	RW 14-32	4,755	100	48	35
GA	PHK	RW 18-36	4,116	75	49	36
GA	PMP	RW 10-28	3,502	100	68	55
GA	PMP	RW 15-33	4,918	150	90	77
GA	PMP	RW 6-24	4,001	150	64	51
GA	SUA	RW 12-30	5,828	100	92	79
GA	SUA	RW 16-34	5,000	100	92	79
GA	SUA	RW 7-25	4,653	100	77	64
GA	X10	RW 9-27	3,455	50	90	78
GA	X26	RW 10-28	3,199	75	77	66
GA	X26	RW 5-23	4,023	75	69	55

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 4 LOCALIZED MAINTENANCE NEEDS

\$4.9M

Preventative total

+

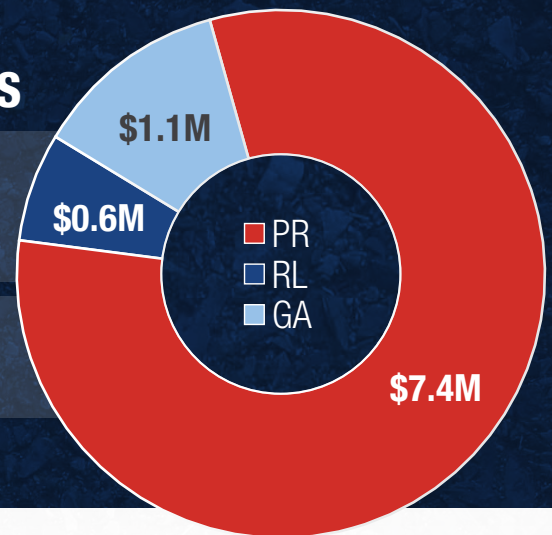
\$4.2M

Stopgap total

=

\$9.1M

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	FLL	\$2,824,300	\$456,920	\$3,281,220
	PBI	\$969,970	\$2,557,650	\$3,527,620
	VRB	\$240,450	\$378,170	\$618,620
PR Total		\$4,034,720	\$3,392,740	\$7,427,460
RL	BCT	\$63,520	\$0	\$63,520
	F45	\$143,170	\$0	\$143,170
	FXE	\$60,650	\$0	\$60,650
	HWO	\$85,920	\$45,240	\$131,160
	LNA	\$214,690	\$0	\$214,690
RL Total		\$567,950	\$45,240	\$613,190
GA	FPR	\$117,940	\$478,870	\$596,810
	PHK	\$18,650	\$0	\$18,650
	PMP	\$136,420	\$15,730	\$152,150
	SUA	\$27,690	\$178,690	\$206,380
	X10	\$840	\$23,030	\$23,870
	X26	\$19,800	\$32,430	\$52,230
GA Total		\$321,340	\$728,750	\$1,050,090
District 4 Total Localized Needs =		\$4,924,010	\$4,166,730	\$9,090,740

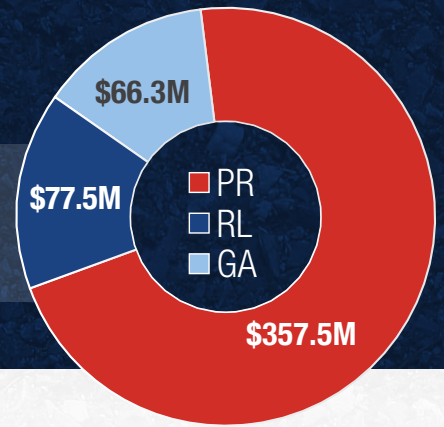
DISTRICT 4 MAJOR REHABILITATION NEEDS

\$90.5M + \$410.8M = \$501.3M

Total 5-Year RW
Major Needs

Total 5-Year TW
and AP Needs

In Total 5-Year Major
Rehabilitation Needs



Major Rehabilitation Needs

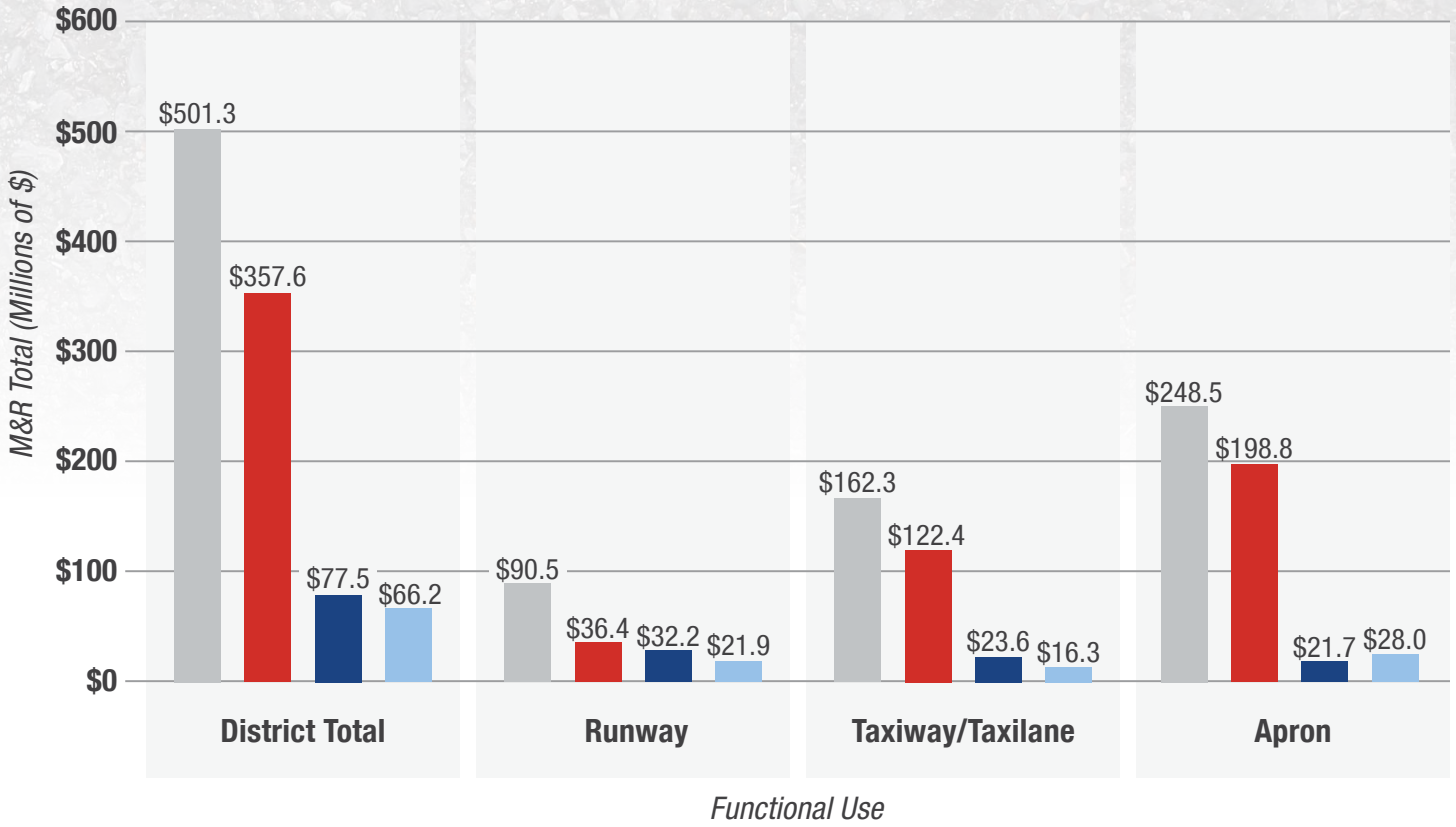
Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 4. 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	FLL	2022	\$124.58	\$8.29	\$0.96	\$1.74	\$10.17	\$145.74
	PBI	2022	\$142.85	\$3.28	\$0.49	\$12.45	\$5.14	\$164.21
	VRB	2022	\$45.95	\$0.19	\$0.98	-	\$0.45	\$47.57
PR Planning Total			\$313.38	\$11.76	\$2.43	\$14.19	\$15.76	\$357.52
RL	BCT	2022	\$0.16	\$0.03	-	\$0.02	\$0.49	\$0.70
	F45	2022	\$19.13	\$1.87	\$2.55	\$2.07	\$0.32	\$25.94
	FXE	2022	\$20.52	-	\$1.48	\$0.05	\$1.10	\$23.15
	HWO	2022	\$13.32	\$3.54	\$0.12	\$0.09	-	\$17.07
	LNA	2022	\$4.34	\$4.87	-	\$1.46	-	\$10.67
RL Planning Total			\$57.47	\$10.31	\$4.15	\$3.69	\$1.91	\$77.53
GA	FPR	2020	\$22.67	\$0.36	\$0.25	\$2.77	\$0.10	\$26.15
	PHK	2020	\$3.35	\$0.12	-	\$0.03	-	\$3.50
	PMP	2020	\$15.47	-	-	-	-	\$15.47
	SUA	2020	\$10.68	\$0.34	\$0.09	\$1.13	\$3.33	\$15.57
	X10	2020	\$0.53	-	-	-	-	\$0.53
	X26	2020	\$3.14	-	\$0.73	\$0.15	\$1.05	\$5.07
GA Planning Total			\$55.84	\$0.82	\$1.07	\$4.08	\$4.48	\$66.29
District 4 Major Planning Needs =			\$426.69	\$22.89	\$7.65	\$21.96	\$22.15	\$501.34

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

M&R FUNDING NEEDS BY FUNCTIONAL USE

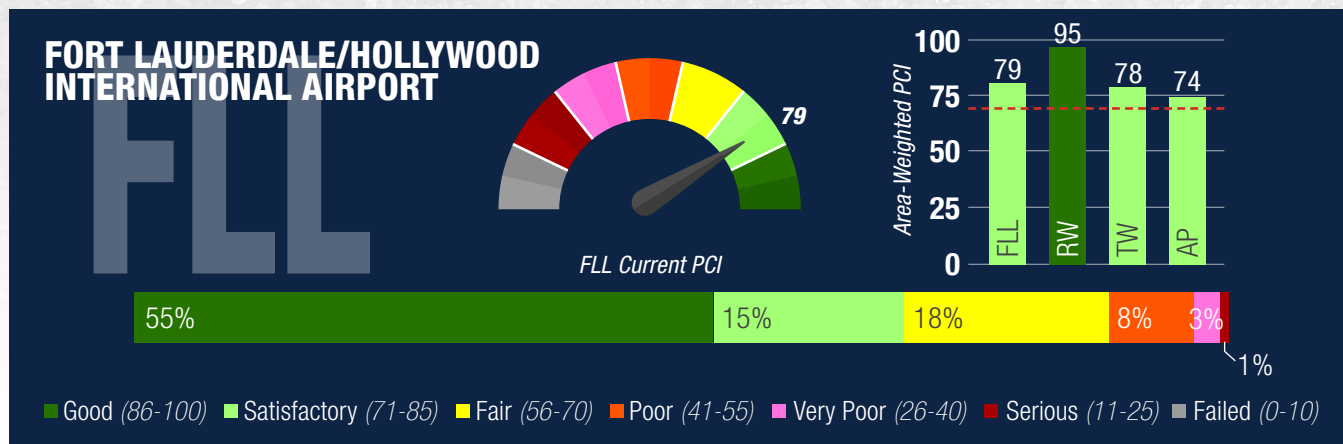


Airport Category ■ District 4 ■ Primary/Commercial ■ Reliever ■ General Aviation



INDIVIDUAL AIRPORT RESULTS SUMMARIES

PRIMARY/COMMERCIAL AIRPORTS



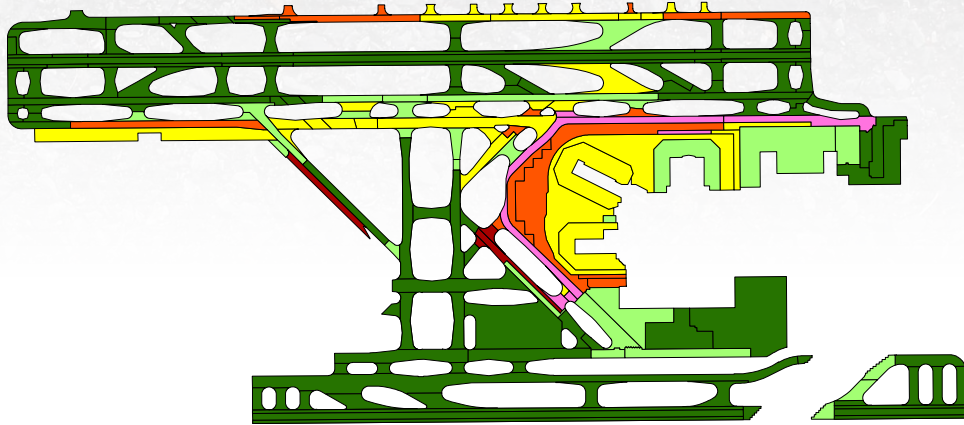
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventative Maintenance (Total = \$2,824,300)	AC Crack Sealing	1,150	LF	\$4,610
	Surface Seal	403,932	SF	\$303,070
	AC Full-Depth Patching	70	SF	\$1,310
	PCC Crack Sealing	1,561	LF	\$10,950
	PCC Joint Seal	491,614	LF	\$2,089,610
	PCC Partial-Depth Patching	1,848	SF	\$311,620
	PCC Full-Depth Patching	1,376	SF	\$103,130
Localized Stopgap Maintenance (Total = \$456,920)	AC Partial-Depth Patching	329	SF	\$2,140
	AC Full-Depth Patching	21,253	SF	\$398,550
	PCC Crack Sealing	166	LF	\$1,170
	PCC Joint Seal	4,018	LF	\$17,080
	PCC Partial-Depth Patching	225	SF	\$37,980
Total Localized Maintenance Needs =				\$3,281,220

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

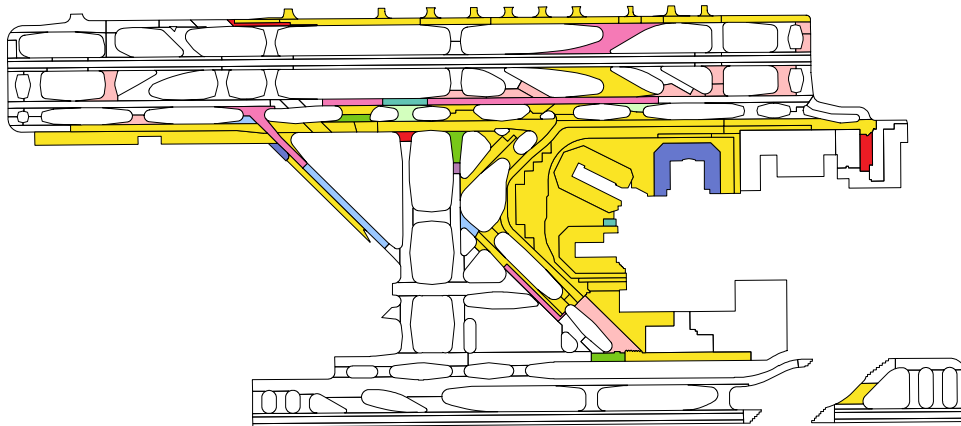
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$64.1	\$60.5	\$124.6
2024	\$8.3	-	\$8.3
2025	\$1.0	-	\$1.0
2026	\$1.7	-	\$1.7
2027	\$10.2	-	\$10.2
2028	\$1.3	-	\$1.3
2029	\$0.2	-	\$0.2
2030	\$2.0	-	\$2.0
2031	\$2.8	-	\$2.8
2032	\$14.2	-	\$14.2
Total Major Rehabilitation Needs =			\$166.3

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)

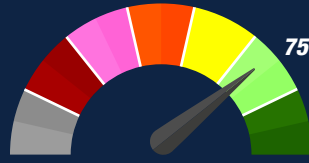
MAJOR REHABILITATION EXHIBIT



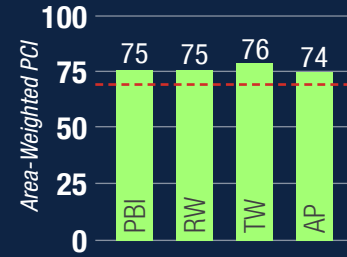
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

**PALM BEACH
INTERNATIONAL AIRPORT**

PBI



PBI Current PCI



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

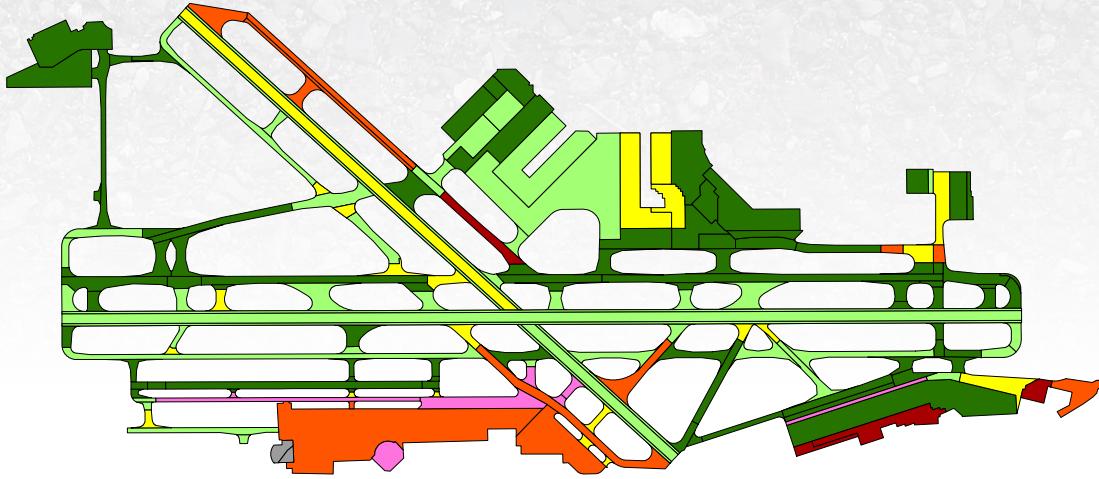
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$969,970)	AC Crack Sealing	3,325	LF	\$13,350
	Surface Seal	644,760	SF	\$483,880
	PCC Joint Seal	98,220	LF	\$417,460
	PCC Partial-Depth Patching	327	SF	\$55,280
Localized Stopgap Maintenance (Total = \$2,557,650)	AC Partial-Depth Patching	205	SF	\$1,330
	AC Full-Depth Patching	17,919	SF	\$336,000
	PCC Crack Sealing	8,263	LF	\$57,870
	PCC Joint Seal	31,975	LF	\$135,910
	PCC Partial-Depth Patching	1,280	SF	\$216,120
	PCC Full-Depth Patching	2,336	SF	\$175,290
	PCC Slab Replacement	31,750	SF	\$1,635,130
Total Localized Maintenance Needs =				\$3,527,620

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

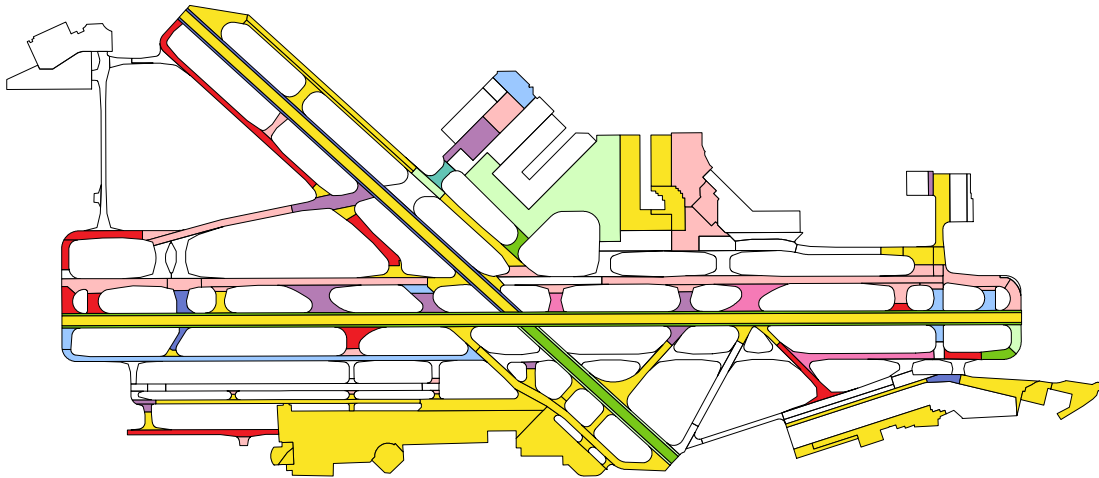
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$42.9	\$99.9	\$142.8
2024	\$3.3	-	\$3.3
2025	\$0.5	-	\$0.5
2026	\$12.5	-	\$12.5
2027	\$5.1	-	\$5.1
2028	\$16.8	-	\$16.8
2029	\$8.2	-	\$8.2
2030	\$11.7	-	\$11.7
2031	\$9.0	-	\$9.0
2032	\$35.6	-	\$35.6
Total Major Rehabilitation Needs =			\$245.5

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



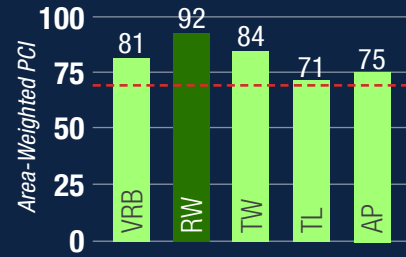
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

**VERO BEACH
REGIONAL AIRPORT**

VRB



VRB 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 = \$240,450)	AC Crack Sealing	799	LF	\$3,210
	Surface Seal	146,463	SF	\$110,060
	PCC Crack Sealing	103	LF	\$730
	PCC Joint Seal	29,747	LF	\$126,450
Localized Stopgap Maintenance (Total = \$378,170)	PCC Crack Sealing	458	LF	\$3,230
	PCC Joint Seal	10,633	LF	\$45,220
	PCC Partial-Depth Patching	54	SF	\$9,100
	PCC Full-Depth Patching	3,520	SF	\$264,010
	PCC Slab Replacement	1,099	SF	\$56,610
Total Localized Maintenance Needs =				\$618,620

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

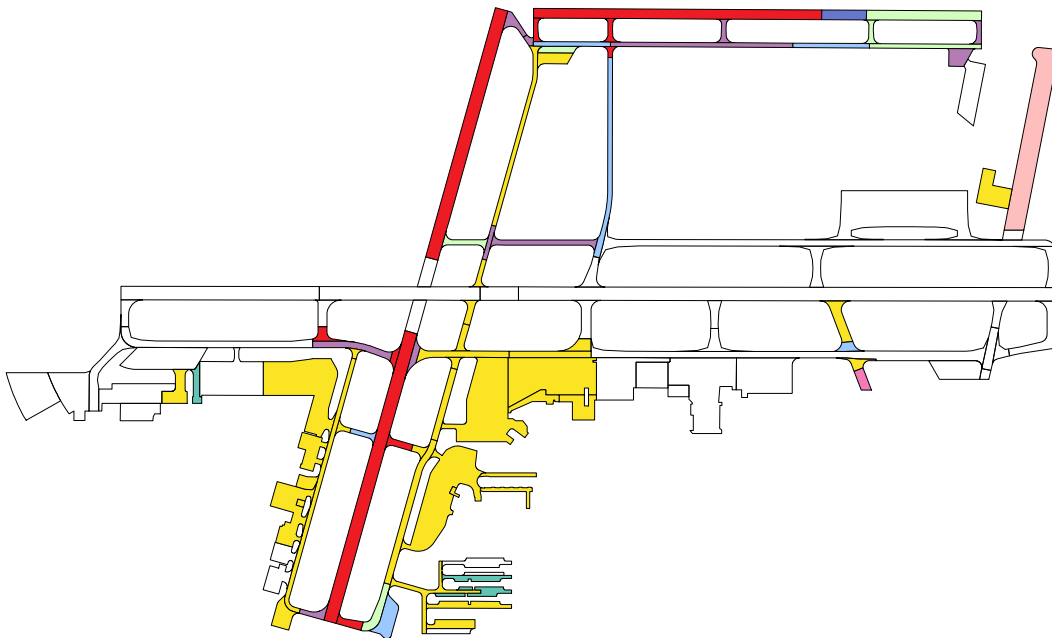
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$7.5	\$38.4	\$45.9
2024	\$0.2	-	\$0.2
2025	\$1.0	-	\$1.0
2027	\$0.4	-	\$0.4
2028	\$2.9	-	\$2.9
2029	\$3.8	-	\$3.8
2030	\$13.2	-	\$13.2
2031	\$3.2	-	\$3.2
2032	\$4.8	-	\$4.8
Total Major Rehabilitation Needs =			\$75.4

PAVEMENT CONDITION INDEX EXHIBIT



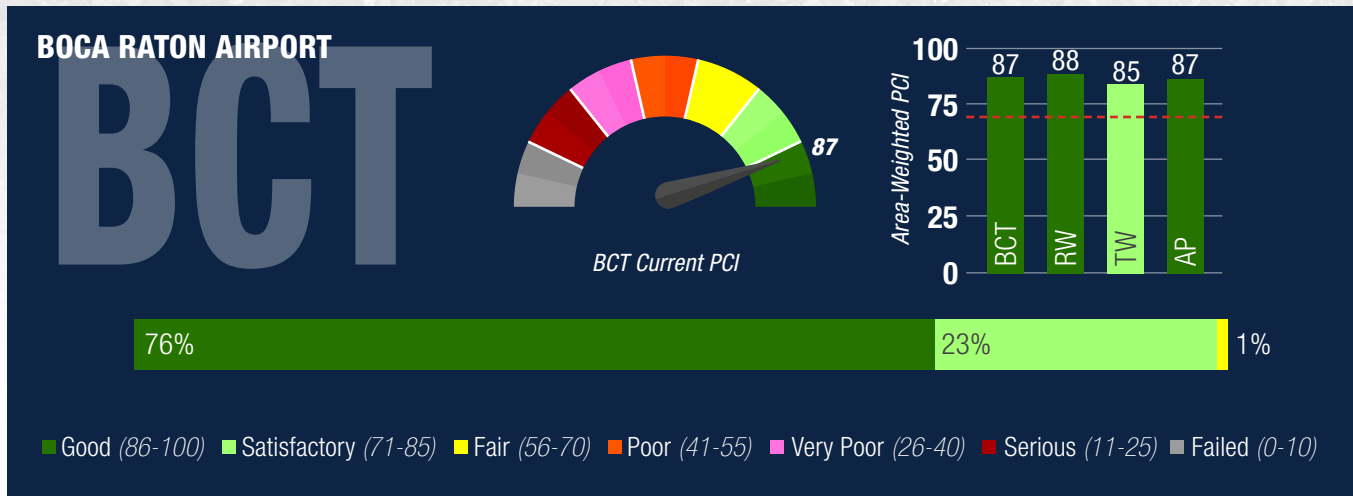
■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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

RELIEVER AIRPORTS



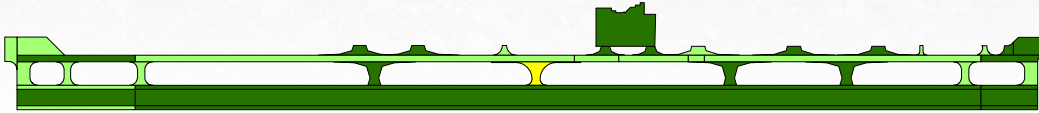
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$63,520)	AC Crack Sealing	178	LF	\$720
	Surface Seal	83,168	SF	\$62,530
	AC Full-Depth Patching	24	SF	\$270
Total Localized Maintenance Needs =				\$63,520

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

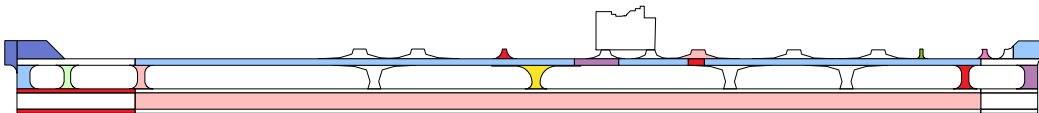
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$0.2	-	\$0.2
2027	\$0.5	-	\$0.5
2028	\$0.1	-	\$0.1
2029	\$0.3	-	\$0.3
2030	\$0.8	-	\$0.8
2031	\$3.5	-	\$3.5
2032	\$8.7	-	\$8.7
Total Major Rehabilitation Needs =			\$14.1

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)

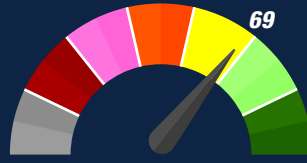
MAJOR REHABILITATION EXHIBIT



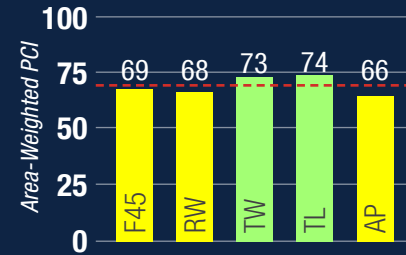
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

**NORTH PALM BEACH COUNTY
GENERAL AVIATION AIRPORT**

F45



F45 Current PCI



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

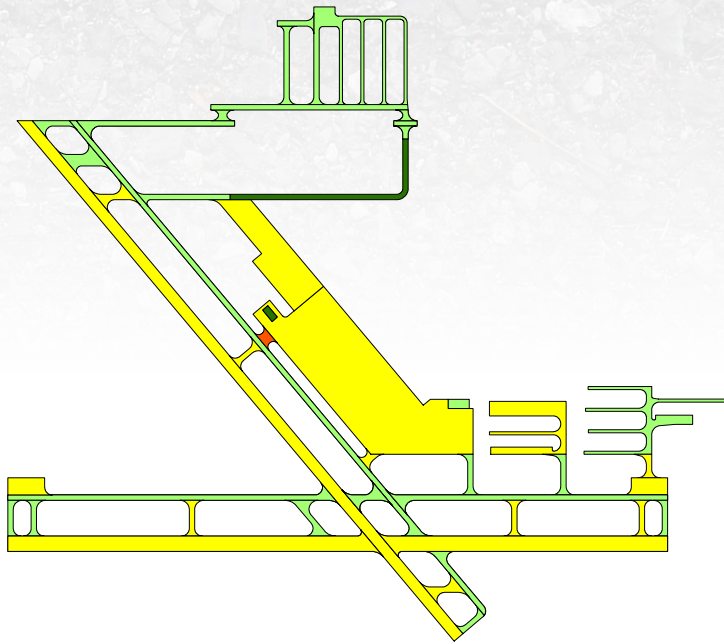
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$143,170)	AC Crack Sealing	591	LF	\$2,400
	Surface Seal	185,844	SF	\$139,520
	AC Full-Depth Patching	70	SF	\$810
	PCC Crack Sealing	62	LF	\$440
Total Localized Maintenance Needs =				\$143,170

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

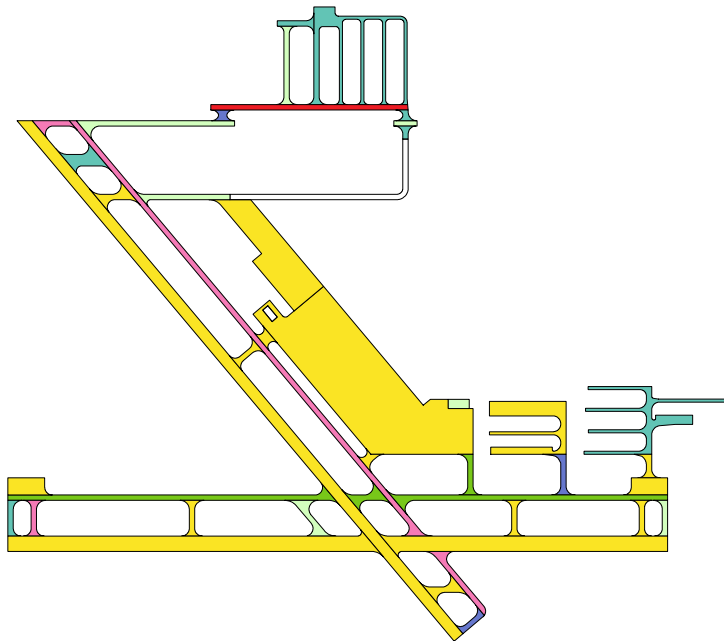
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$19.0	\$0.1	\$19.1
2024	\$1.9	-	\$1.9
2025	\$2.6	-	\$2.6
2026	\$2.1	-	\$2.1
2027	\$0.3	-	\$0.3
2028	\$1.7	-	\$1.7
2030	\$0.7	-	\$0.7
Total Major Rehabilitation Needs =			\$28.4

PAVEMENT CONDITION INDEX EXHIBIT

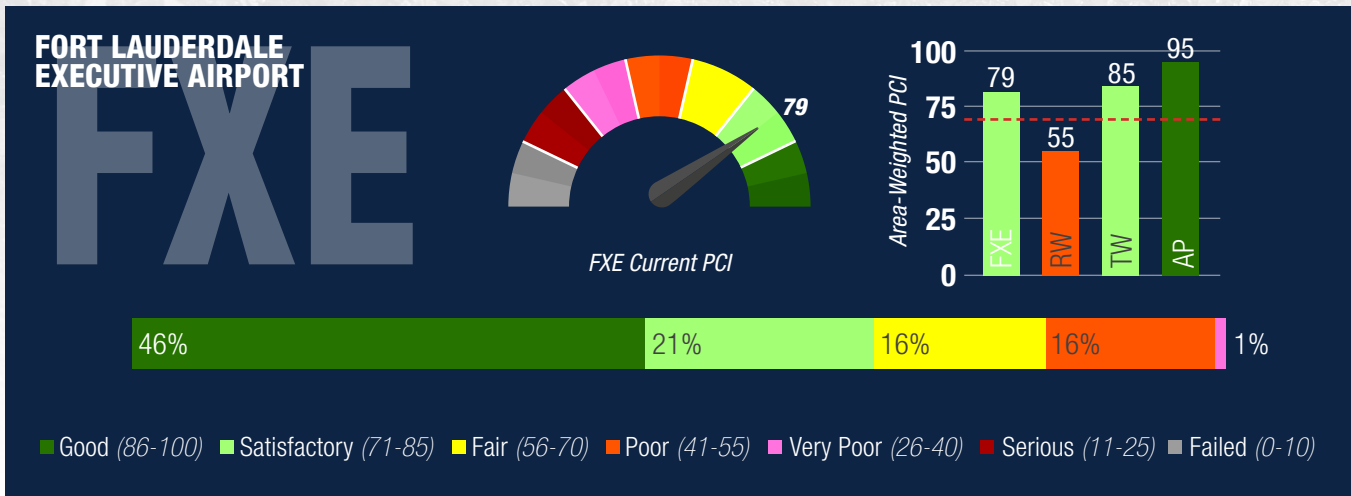


■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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



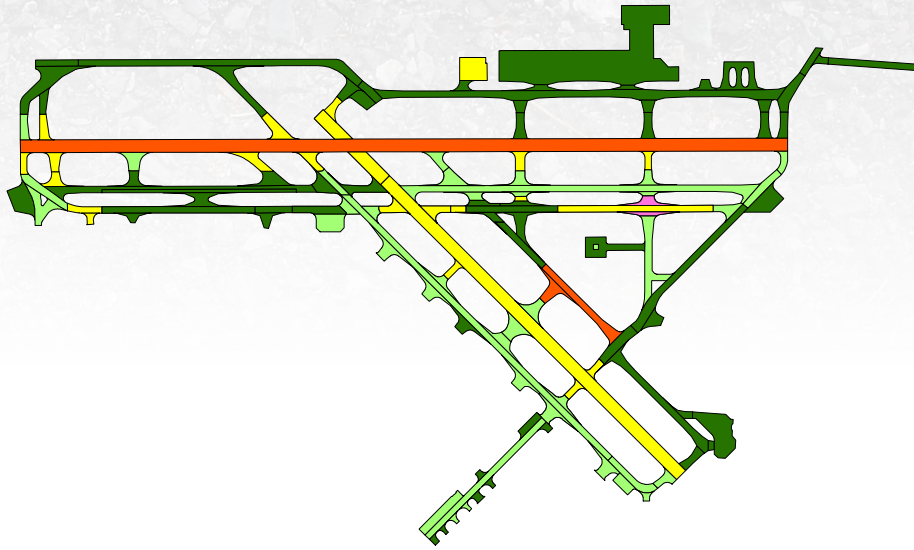
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$60,650)	AC Crack Sealing	41	LF	\$170
	Surface Seal	77,964	SF	\$58,760
	PCC Joint Seal	240	LF	\$1,020
	PCC Partial-Depth Patching	4	SF	\$700
Total Localized Maintenance Needs =				\$60,650

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

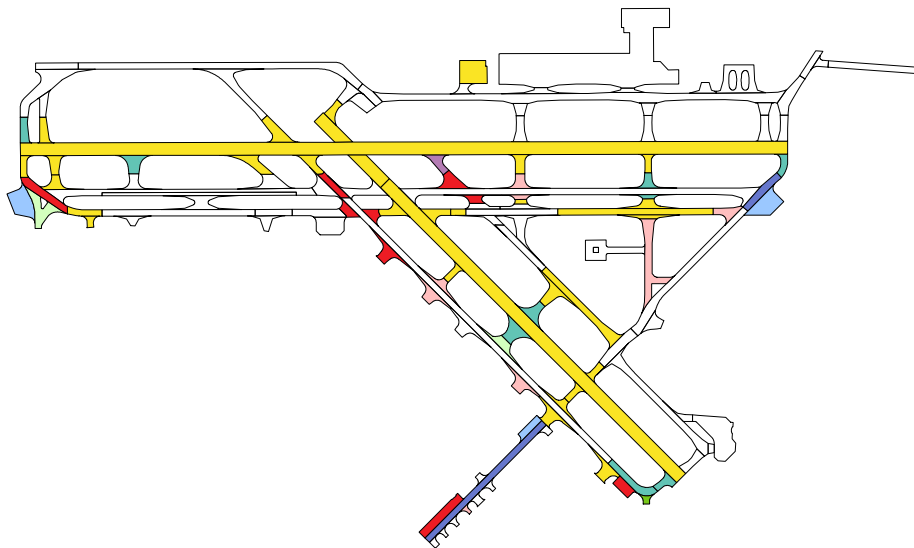
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$7.8	\$12.7	\$20.5
2025	\$1.5	-	\$1.5
2026	\$0.1	-	\$0.1
2027	\$1.1	-	\$1.1
2028	\$0.6	-	\$0.6
2029	\$0.2	-	\$0.2
2030	\$2.1	-	\$2.1
2031	\$1.3	-	\$1.3
2032	\$2.0	-	\$2.0
Total Major Rehabilitation Needs =			\$29.4

PAVEMENT CONDITION INDEX EXHIBIT

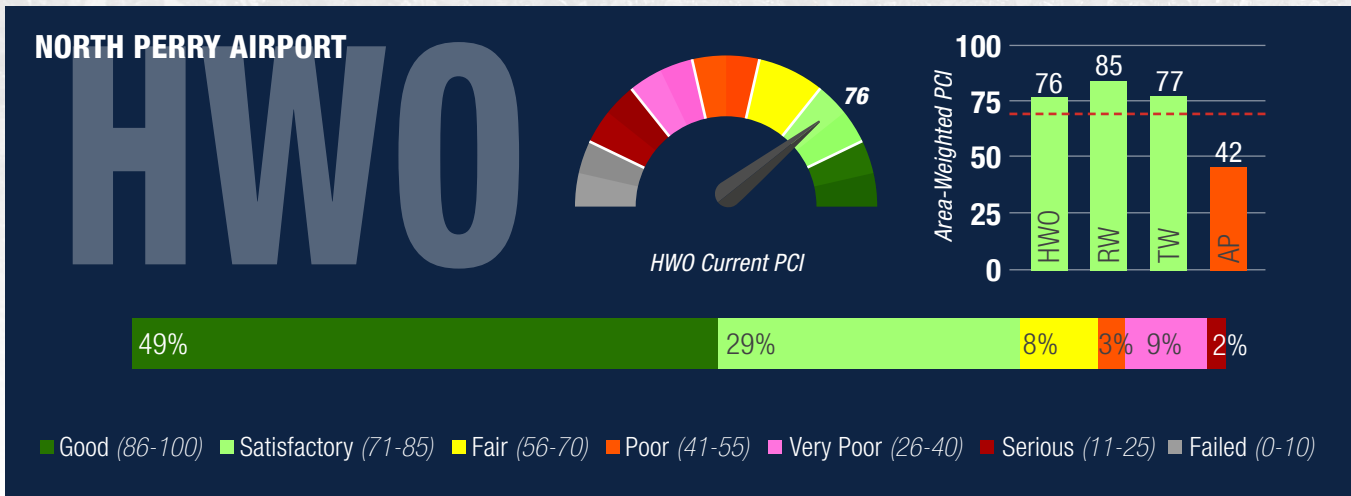


■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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



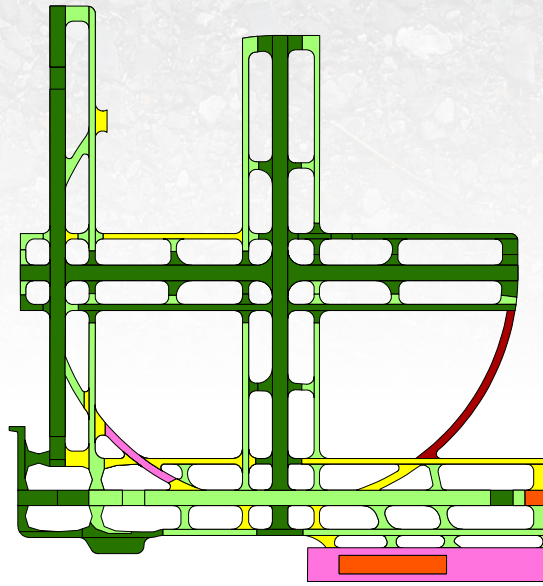
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$85,920)	AC Crack Sealing	36	LF	\$150
	Surface Seal	113,753	SF	\$85,770
Localized Stopgap Maintenance (Total = \$45,240)	AC Partial-Depth Patching	6,594	SF	\$31,340
	AC Full-Depth Patching	1,208	SF	\$13,900
Total Localized Maintenance Needs =				\$131,160

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

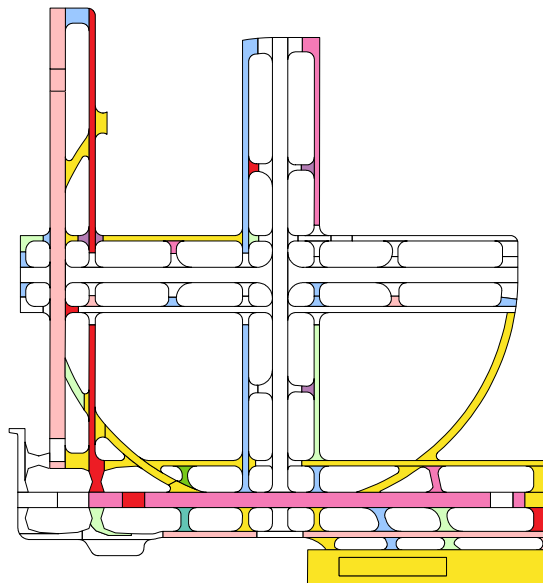
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$2.8	\$10.5	\$13.3
2024	\$3.5	-	\$3.5
2025	\$0.1	-	\$0.1
2026	\$0.1	-	\$0.1
2028	\$1.2	-	\$1.2
2029	\$0.2	-	\$0.2
2030	\$2.3	-	\$2.3
2031	\$2.8	-	\$2.8
2032	\$6.3	-	\$6.3
Total Major Rehabilitation Needs =			\$29.8

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)

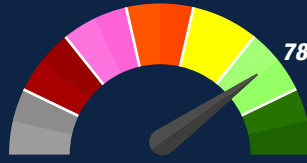
MAJOR REHABILITATION EXHIBIT



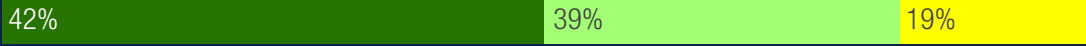
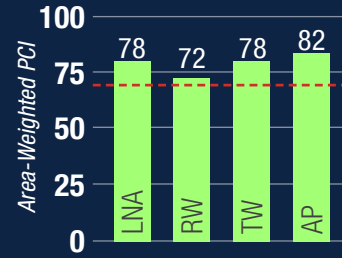
■ 2021
 ■ 2022
 ■ 2023
 ■ 2024
 ■ 2025
 ■ 2026
 ■ 2027
 ■ 2028
 ■ 2029
 ■ 2030
 ■ 2031
 ■ 2032

**PALM BEACH COUNTY
PARK AIRPORT**

LNA



LNA Current PCI



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

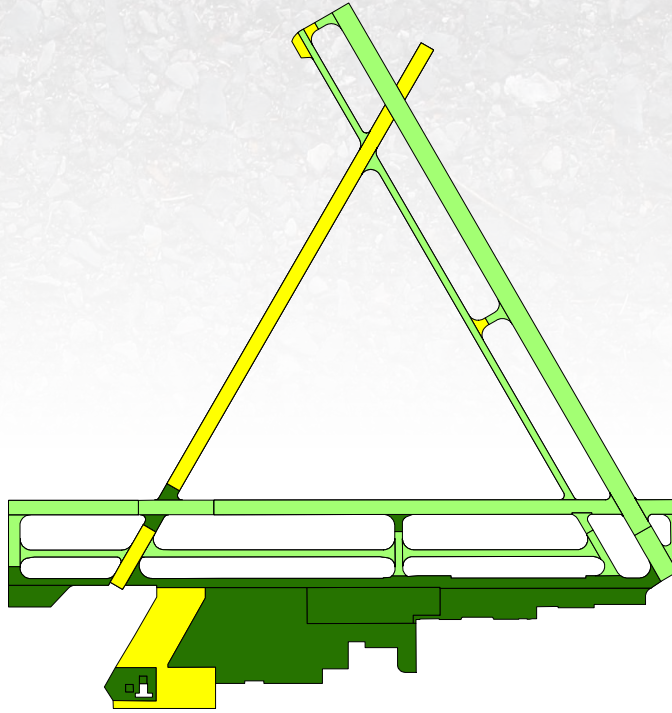
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$214,690)	AC Crack Sealing	2,846	LF	\$11,390
	Surface Seal	270,879	SF	\$203,300
Total Localized Maintenance Needs =				\$214,690

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

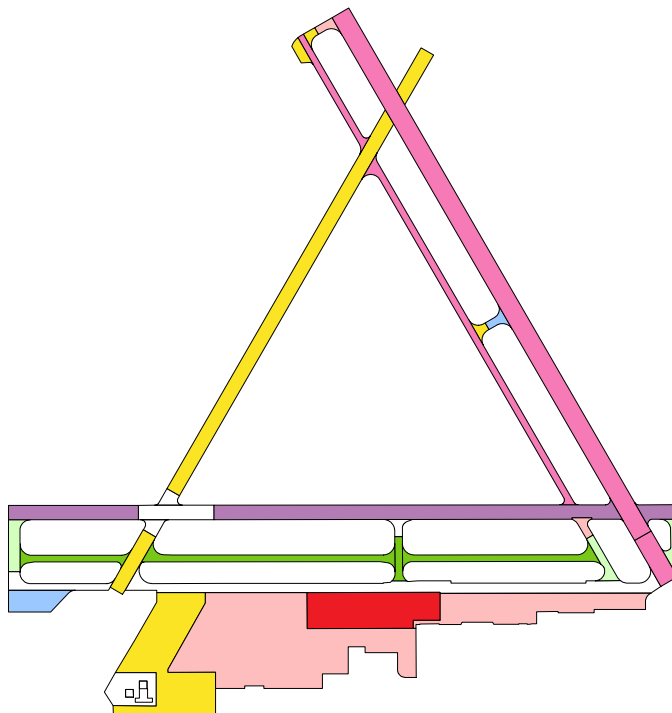
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2023	\$4.3	-	\$4.3
2024	\$4.9	-	\$4.9
2026	\$1.5	-	\$1.5
2028	\$0.6	-	\$0.6
2029	\$3.1	-	\$3.1
2030	\$1.8	-	\$1.8
2031	\$0.6	-	\$0.6
2032	\$9.0	-	\$9.0
Total Major Rehabilitation Needs =			\$25.8

PAVEMENT CONDITION INDEX EXHIBIT



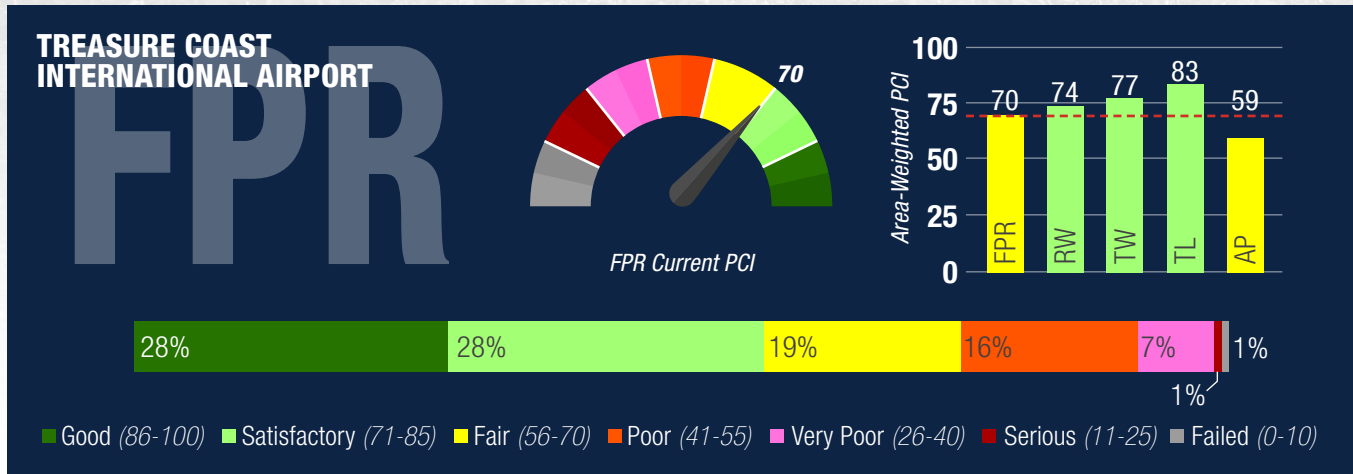
■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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

GENERAL AVIATION AIRPORTS



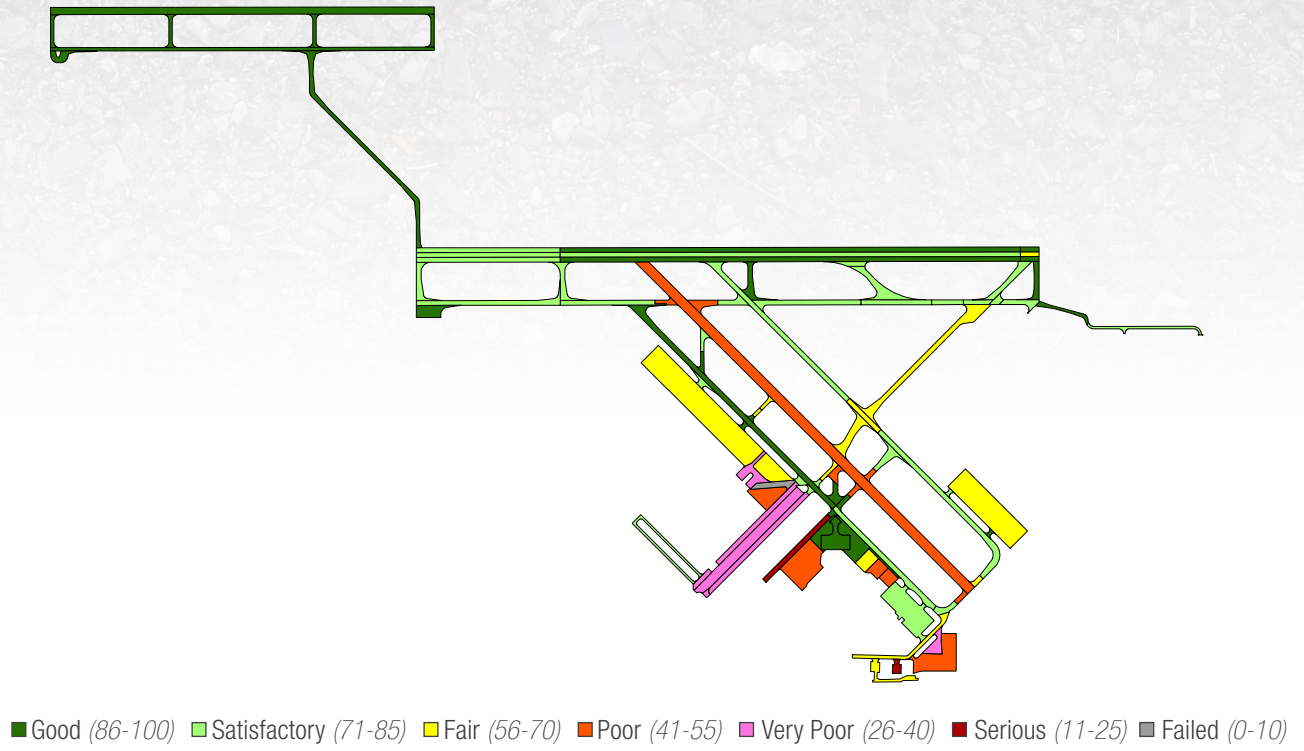
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$117,940)	AC Crack Sealing	2,509	LF	\$7,550
	Surface Seal	219,552	SF	\$109,990
	AC Partial-Depth Patching	107	SF	\$400
Localized Stopgap Maintenance (Total = \$478,870)	AC Partial-Depth Patching	13	SF	\$50
	AC Full-Depth Patching	1,648	SF	\$12,370
	PCC Crack Sealing	1,292	LF	\$6,480
	PCC Joint Seal	13,774	LF	\$44,790
	PCC Partial-Depth Patching	297	SF	\$37,210
	PCC Full-Depth Patching	1,422	SF	\$71,170
	PCC Slab Replacement	7,917	SF	\$306,800
Total Localized Maintenance Needs =				\$596,810

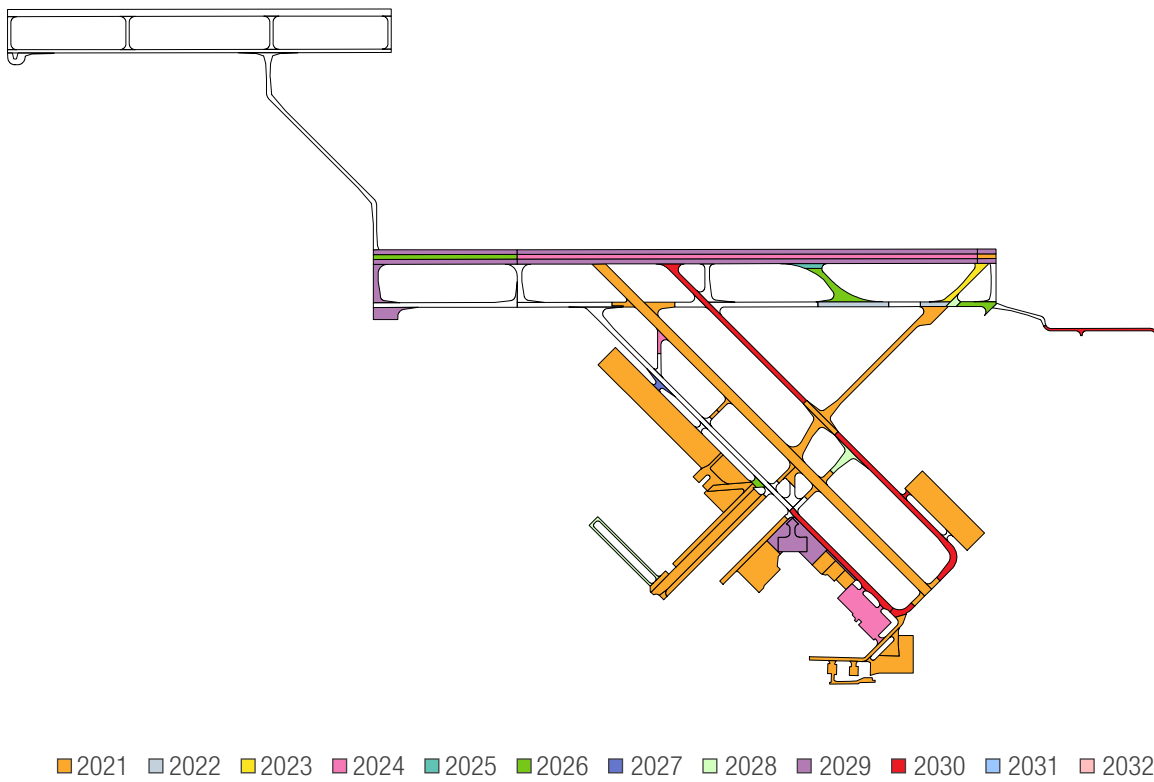
NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$7.6	\$15.1	\$22.7
2022	\$0.4	-	\$0.4
2023	\$0.2	-	\$0.2
2024	\$2.8	-	\$2.8
2025	\$0.1	-	\$0.1
2026	\$1.1	-	\$1.1
2027	\$0.1	-	\$0.1
2028	\$0.6	-	\$0.6
2029	\$6.1	-	\$6.1
2030	\$2.4	-	\$2.4
Total Major Rehabilitation Needs =			\$36.5

PAVEMENT CONDITION INDEX EXHIBIT



MAJOR REHABILITATION EXHIBIT

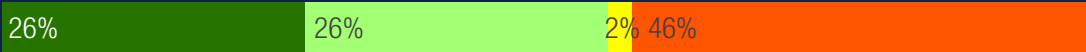
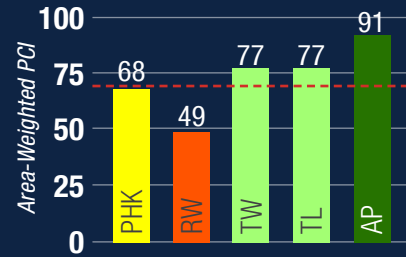


**PALM BEACH COUNTY
GLADES AIRPORT**

PHK



PHK Current PCI



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

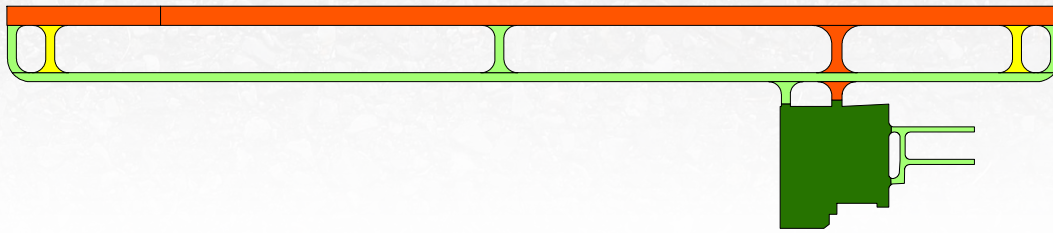
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$18,650)	AC Crack Sealing	66	LF	\$200
	Surface Seal	36,776	SF	\$18,450
Total Localized Maintenance Needs =				\$18,650

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

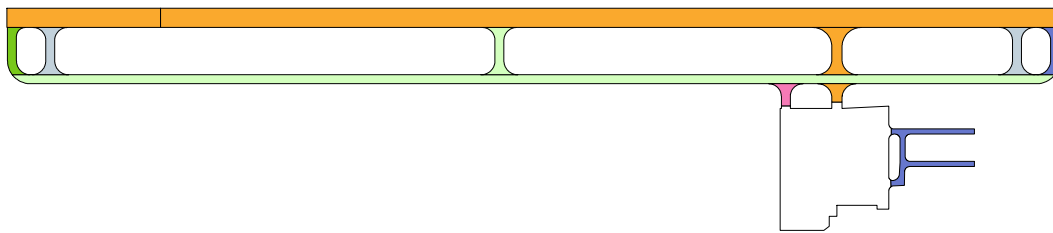
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$0.1	\$3.2	\$3.3
2022	\$0.1	-	\$0.1
2026	\$0.1	-	\$0.1
2027	\$0.2	-	\$0.2
2028	\$1.1	-	\$1.1
Total Major Rehabilitation Needs =			\$4.8

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)

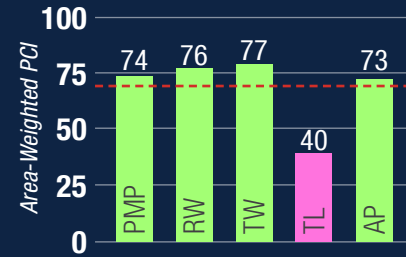
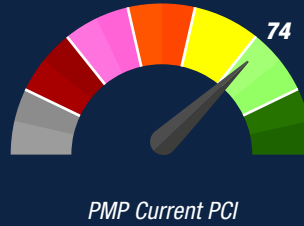
MAJOR REHABILITATION EXHIBIT



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

POMPANO BEACH AIRPARK

PMP



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

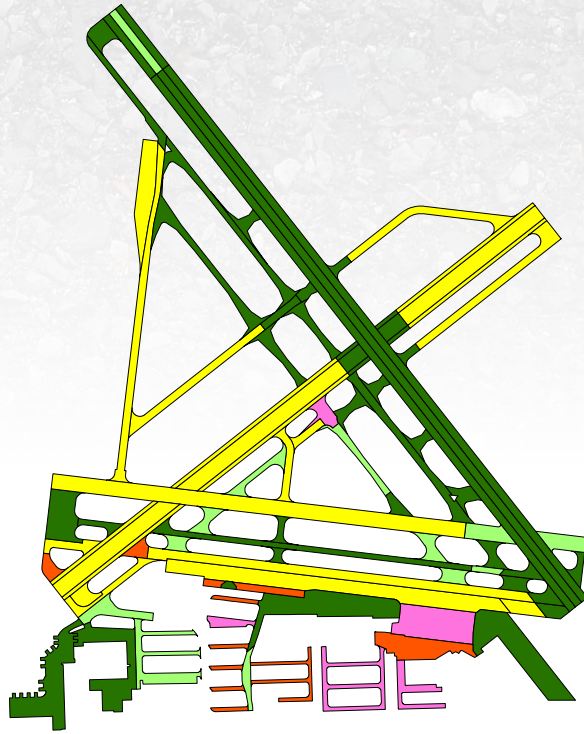
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$136,420)	Surface Seal	20,891	SF	\$10,520
	PCC Joint Seal	38,733	LF	\$125,900
Localized Stopgap Maintenance (Total = \$15,730)	AC Partial-Depth Patching	413	SF	\$1,570
	AC Full-Depth Patching	1,887	SF	\$14,160
Total Localized Maintenance Needs =				\$152,150

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

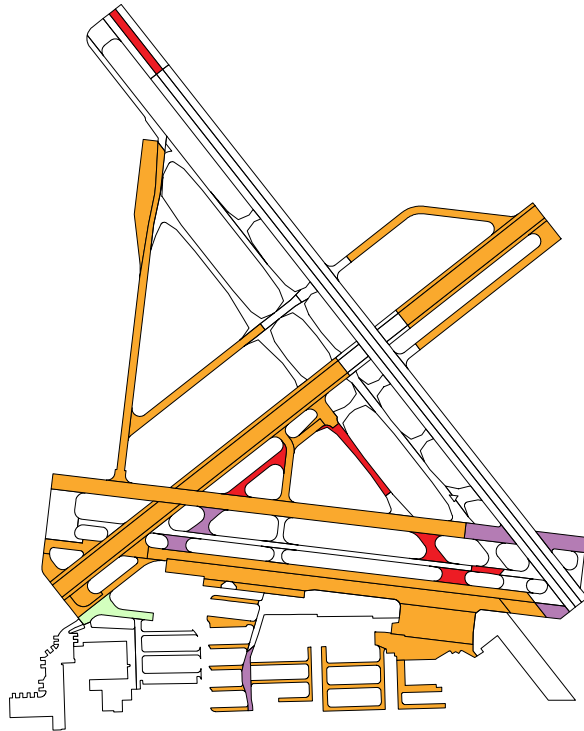
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$12.0	\$3.5	\$15.5
2028	\$0.2	-	\$0.2
2029	\$0.8	-	\$0.8
2030	\$0.8	-	\$0.8
Total Major Rehabilitation Needs =			\$17.3

PAVEMENT CONDITION INDEX EXHIBIT

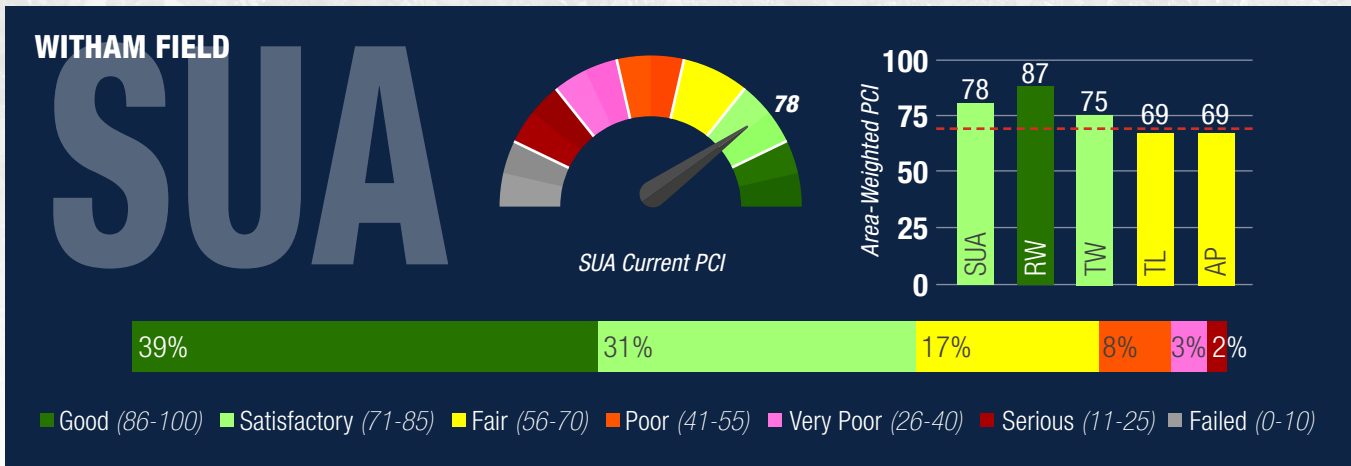


■ Good (86-100) ■ Satisfactory (71-85) ■ Fair (56-70) ■ Poor (41-55) ■ Very Poor (26-40) ■ Serious (11-25) ■ Failed (0-10)

MAJOR REHABILITATION EXHIBIT



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



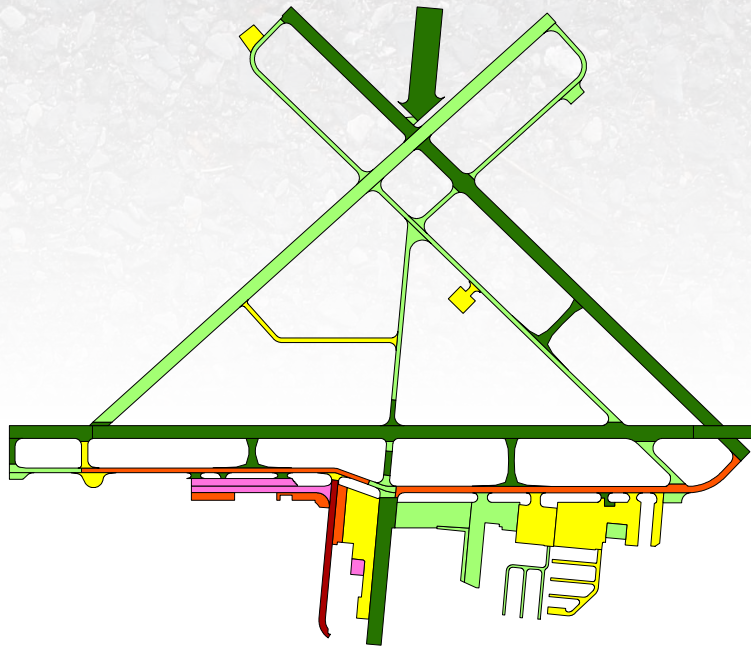
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$27,690)	AC Crack Sealing	1,104	LF	\$3,320
	Surface Seal	48,551	SF	\$24,370
Localized Stopgap Maintenance (Total = \$178,690)	AC Partial-Depth Patching	895	SF	\$3,360
	AC Full-Depth Patching	325	SF	\$2,440
	PCC Crack Sealing	195	LF	\$980
	PCC Joint Seal	9,308	LF	\$30,270
	PCC Partial-Depth Patching	633	SF	\$79,180
	PCC Full-Depth Patching	1,249	SF	\$62,460
Total Localized Maintenance Needs =				\$206,380

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

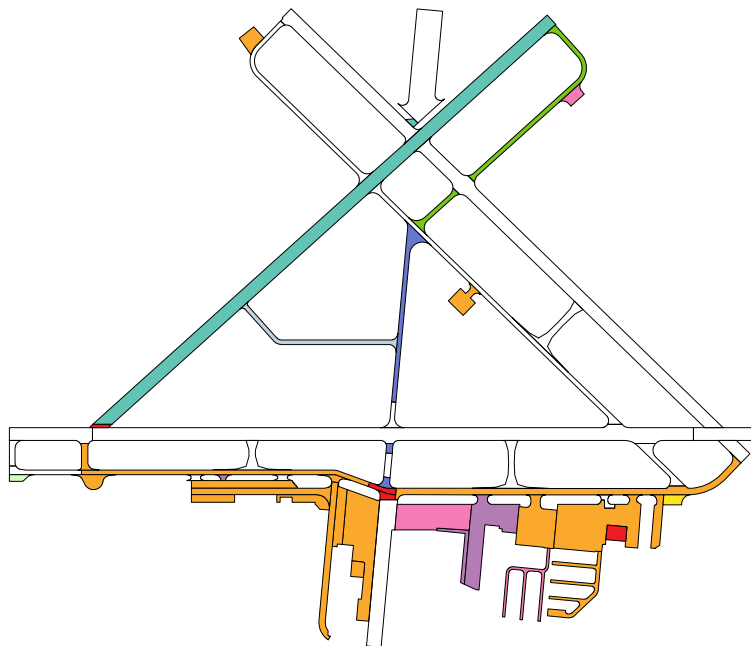
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$4.4	\$6.3	\$10.7
2022	\$0.3	-	\$0.3
2023	\$0.1	-	\$0.1
2024	\$1.1	-	\$1.1
2025	\$3.3	-	\$3.3
2026	\$0.6	-	\$0.6
2027	\$0.5	-	\$0.5
2028	\$0.1	-	\$0.1
2029	\$1.1	-	\$1.1
2030	\$0.3	-	\$0.3
Total Major Rehabilitation Needs =			\$18.1

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



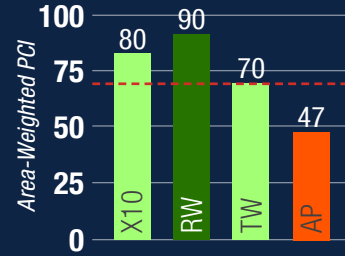
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

BELLE GLADE STATE MUNICIPAL AIRPORT

X10



X10 Current PCI



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

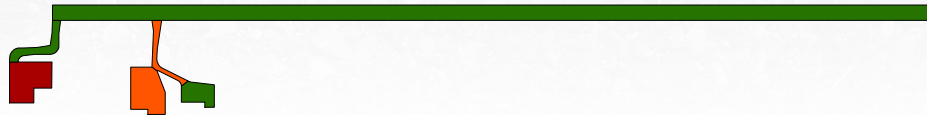
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$840)	Surface Seal	1,639	SF	\$840
Localized Stopgap Maintenance (Total = \$23,030)	AC Full-Depth Patching	3,069	SF	\$23,030
Total Localized Maintenance Needs =				\$23,870

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

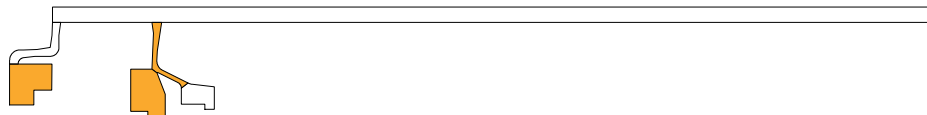
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	-	\$0.5	\$0.5
Total Major Rehabilitation Needs =			\$0.5

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)

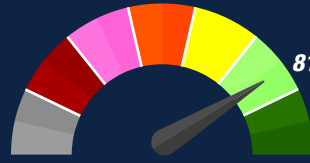
MAJOR REHABILITATION EXHIBIT



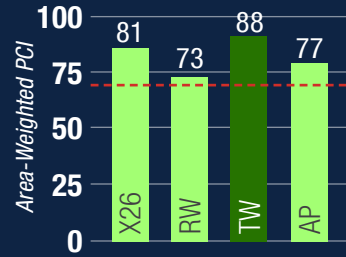
■ 2021 ■ 2022 ■ 2023 ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ 2029 ■ 2030 ■ 2031 ■ 2032

SEBASTIAN MUNICIPAL AIRPORT

X26



X26 Current PCI



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

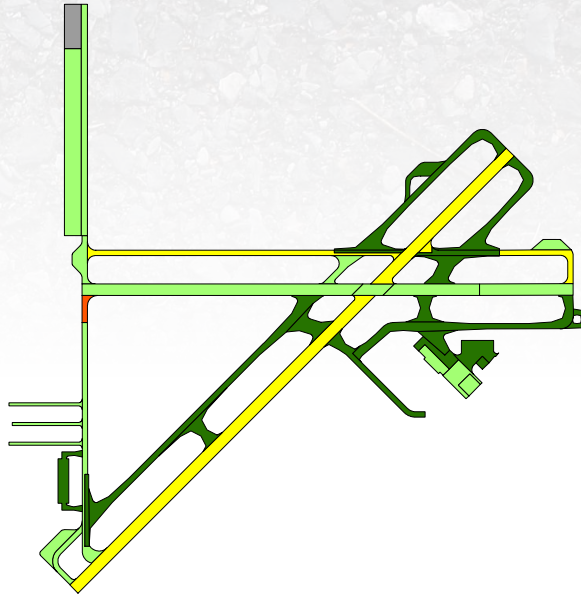
YEAR 1 LOCALIZED MAINTENANCE BY WORK TYPE SUMMARY

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance (Total = \$19,800)	Surface Seal	36,250	SF	\$18,240
	PCC Joint Seal	480	LF	\$1,560
Localized Stopgap Maintenance (Total = \$32,430)	AC Crack Sealing	463	LF	\$1,390
	AC Full-Depth Patching	4,138	SF	\$31,040
Total Localized Maintenance Needs =				\$52,230

NETWORK-LEVEL MAJOR REHABILITATION NEEDS (IN MILLIONS)

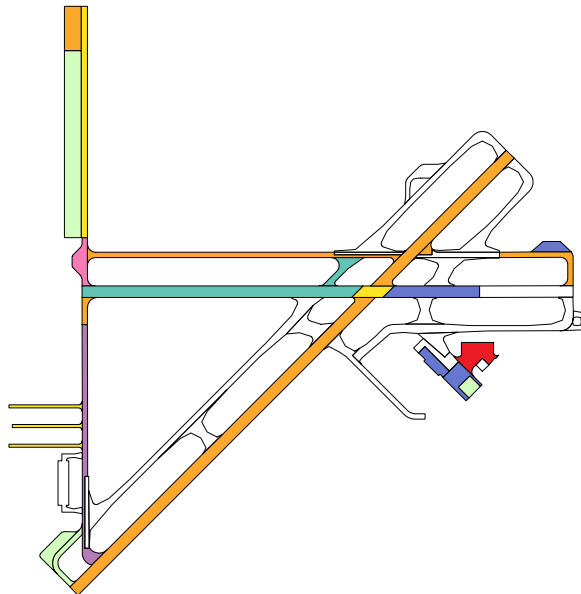
Program Year	Rehabilitation Cost	Reconstruction Cost	Total Cost (Millions)
2021	\$2.7	\$0.4	\$3.1
2023	\$0.7	-	\$0.7
2024	\$0.1	-	\$0.1
2025	\$1.1	-	\$1.1
2027	\$0.7	-	\$0.7
2028	\$1.3	-	\$1.3
2029	\$0.4	-	\$0.4
2030	\$0.2	-	\$0.2
Total Major Rehabilitation Needs =			\$7.6

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

