



Public Works
Department

Town of Lake Park 10-Year Roadway Improvement Plan (2026–2035)

1. Purpose

The purpose of this 10-Year Roadway Improvement Plan is to systematically restore and preserve the Town of Lake Park's roadway network to a target Pavement Condition Index (PCI) of greater than 80, thereby ensuring a safe, reliable, and high-quality transportation network. This plan applies nationally recognized asset management principles, maximizing long-term pavement life-cycle value while optimizing annual investment. The strategy aligns with FHWA guidance and begins with an achievable \$ 500,000 annual commitment, ramping up in measured steps to complete the program without “sticker shock.”

2. Network Assessment (2025 Baseline)

The current assessment reflects approximately a 15% deterioration since the 2022 survey.

PCI Range	% of Network (Estimated)	Recommended Treatment Focus
PCI > 80 (Good to Excellent)	~15%	Routine maintenance (preservation)
PCI 60–80 (Fair)	~40–45%	Preventive maintenance (preservation)
PCI < 60 (Poor/Failed)	~40–45% (critical need — high cost)	Structural rehabilitation/reconstruction

The current network assessment indicates an overall deterioration of approximately 15% since the 2022 baseline survey. Based on available condition data, the estimated distribution of roadway conditions is as follows:

- 15% of the network remains in “Good to Excellent” condition (PCI > 80), suitable for routine preventive maintenance.
- Approximately 40–45% of the network is in “Fair” condition (PCI 60–80), requiring preventive preservation to avoid rapid decline.
- Roughly 40–45% of the network has deteriorated below PCI 60 and will require structural rehabilitation or reconstruction in the near term.

The total estimated cost to restore the entire roadway network to a PCI level greater than 80 in 2025 dollars is approximately \$7,273,735.97. A phased, preservation-first approach can achieve that target without a one-time levy.

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3. Funding Scenarios Modeled

Annual Funding Level	Outcome	Comment
\$500K (Years 1-3)	Quick wins: backlog is still reduced	Start-up phase
\$750K (Years 4-6)	Network PCI rises above 70	Mid-phase: builds community confidence
\$1.0 M (Years 7-10)	PCI > 80 town-wide by 2035	Full preservation + strategic rehabilitation

Recommended Target: \$500 → \$750 → \$1 M funding level to ensure effective program outcomes and sustainable network health.

Funding sources: Potential funding sources include Local Option Gas Tax revenues and mobility fees, the Infrastructure Surtax, General Fund appropriations, Community Redevelopment Agency (CRA) funds, and external grants—specifically Palm Beach Transportation Planning Agency (TPA) Local Initiatives and Transportation Alternatives programs, Community Development Block Grant (CDBG) allocations, as well as any future grant programs for which the Town qualifies.

Important note: This plan is not predicated on raising the ad-valorem millage; it relies on existing revenue streams and external grants.

4. Phased Plan (Updated Priority Guidance)

Priority Approach:

This program follows national best practices in pavement management (FHWA, AASHTO) and is structured around two core principles:

- **Preservation First** — Prioritize preventive maintenance treatments for roadways in *Good to Fair* condition to prevent deterioration and extend service life. Proactive maintenance on these segments yields the highest return on investment, with each \$1 invested saving an estimated \$6–\$10 in future rehabilitation costs.
- **Strategic Rehabilitation** — target *Poor or Failed* segments where structural failure necessitates selective reconstruction or rehabilitation, balancing long-term value and connectivity needs.

This combined strategy ensures that limited funding is deployed for maximum system-wide benefit.

Phasing Approach:

The following phased investment plan distributes work logically across the 10-year program (2026–2035), allocating work by pavement condition (PCI), treatment type, roadway functional class, and the need to balance system preservation with strategic rehabilitation.

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Phase Definitions:

- **Early Phase (Years 1–3):** Addresses critical “Poor/Failed” blocks and seals or microsurfaces at-risk “Good/Fair” segments to prevent expensive reconstruction later; pilots initial low-cost traffic-calming devices.
- **Mid Phase (Years 4–6):** Maintains preservation momentum, adds thin asphalt overlays to aging pavements, and completes two full-depth rehabilitation projects on segments with structural failures.
- **Late Phase (Years 7–10):** Completes remaining overlays, reconstructs the last failed sections, converts successful pilot calming measures to permanent treatments, and refreshes pavement markings network-wide to keep PCI > 80.

Phase	Total Cost	Segment Count
Early (Years 1–3)	\$1,500,000	120
Mid (Years 4–6)	\$2,500,000	140
Late (Years 7–10)	\$4,000,000	150

This phased investment plan delivers a balanced and sustainable improvement program—preserving good pavements before they deteriorate, rehabilitating the worst segments, and steadily elevating the entire network to a PCI of greater than 80, while optimizing annual funding and protecting the Town’s long-term roadway investment.

5. Recommended Actions

- Allocate the stepped funding ladder: \$500 → \$750 → \$1 M.
- Initiate Early Phase work immediately, focusing on preservation treatments for *Good to Fair* roadways.
- Apply targeted rehabilitation for priority *Poor* segments based on lifecycle cost-benefit analysis.
- Implement treatment strategies per PCI ranges using established pavement preservation methods (Fog Seal, Crack Seal, Microsurfacing, Cape Seal, etc.)
- Conduct annual PCI evaluations to monitor network performance and refine future priorities accordingly.

6. References

- Federal Highway Administration (FHWA), *Pavement Preservation: Investing in the Future of Your Roads*, 2021.
- AASHTO Guide for Pavement Management (2020).