

# Maintenance Rating Program

Triangle Expressway

May 2026

2026 First Quarter Report

## CONSULTANT CERTIFICATION OF COMPLETION

May 2, 2026

Alan Shapiro, P.E.  
Chief Engineer  
North Carolina Turnpike Authority  
2501 Aerial Center Parkway, Suite 200  
Morrisville, NC 27560

### NCTA Triangle Expressway Roadway Maintenance Performance Rating Program; Q1, 2026 Rating

This is to certify that I, Adam Gosselin, PE, am an authorized official representative of the company Mott MacDonald I&E, LLC, a subconsultant to HNTB North Carolina, P.C. Collaboratively; we are working as the NCTA Roadway and Facility Maintenance Performance Rating Program Consultants.

I know of my own personal knowledge, and do hereby certify, that the work of the contract described above has been independently performed in accordance with, and in conformity to, the *NCTA Roadway and Facility Maintenance Performance Standards v.7.1*.

Sincerely,

Mott MacDonald I&E, LLC



Adam Gosselin, PE  
Principal for Mott MacDonald  
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## 1.0 Executive Summary

The North Carolina Turnpike Authority (NCTA) Maintenance Rating Program (MRP) is a maintenance evaluation program for roadway features and toll facilities on the NCTA system. This report presents results from the 2026 First Quarter Assessment of the Triangle Expressway.

The overall 2026 first quarter maintenance rating of the Triangle Expressway was 93.6, above the NCTA target rating of 90. As shown in **Table 1**, four of five elements assessed achieved a rating greater than the target rating of 85.

**Table 1: MRP Element Results for the 2026 First Quarter Assessment**

Element	MRP Rating	Target Rating
Road Surface	100.0	85.0
Unpaved Shoulders and Ditches	98.2	85.0
Drainage	96.7	85.0
Roadside	98.6	85.0
Traffic Control Devices	81.9	85.0
<b>Overall MRP Performance Rating</b>	<b>93.6</b>	<b>90.0</b>

This report also provides a rolling rating of the latest four quarterly inspections of the Triangle Expressway. As presented in **Table 2**, the rolling maintenance rating of the Triangle Expressway was 95.7.

**Table 2: MRP Rolling Element Results**

Element	Q2 2025 Rating	Q3 2025 Rating	Q4 2025 Rating	Q1 2026 Rating	Rolling Rating
Road Surface	96.0	100.0	100.0	100.0	99.0
Unpaved Shoulders and Ditches	100.0	100.0	100.0	98.2	99.6
Drainage	96.9	94.6	96.1	96.7	96.1
Roadside	97.7	99.2	98.6	98.6	98.5
Traffic Control Devices	89.3	94.5	90.7	81.9	89.3
<b>Overall MRP Performance Rating</b>	<b>94.9</b>	<b>97.4</b>	<b>96.4</b>	<b>93.6</b>	<b>95.7</b>

In addition, the report provides findings of the Green Level Historic District signs inspection. This quarter, two signs were inspected. Both signs were in good physical condition, with one being recently re-erected. The landscaped area around one of the signs was maintained in accordance with NCTA MRP standards, while the landscaping bed around the recently erected sign needs attention.

## 2.0 Introduction

The NCTA MRP is a comprehensive planning, measuring, and managing process that provides a means for communicating to managers, stakeholders, and customers the impacts of policy and budget decisions on program service delivery.

Using outcome-based performance measures and the service level scale (0 through 100), the inspection results are rated against established threshold criteria. The program analysis is accomplished using sampling procedures that capture the level of service being provided for individual assets. The evaluation procedure is based on the establishment of threshold conditions that quantify the maximum defect allowed on assets. Over time, the results can be charted to identify work needs and subsequent necessary actions.

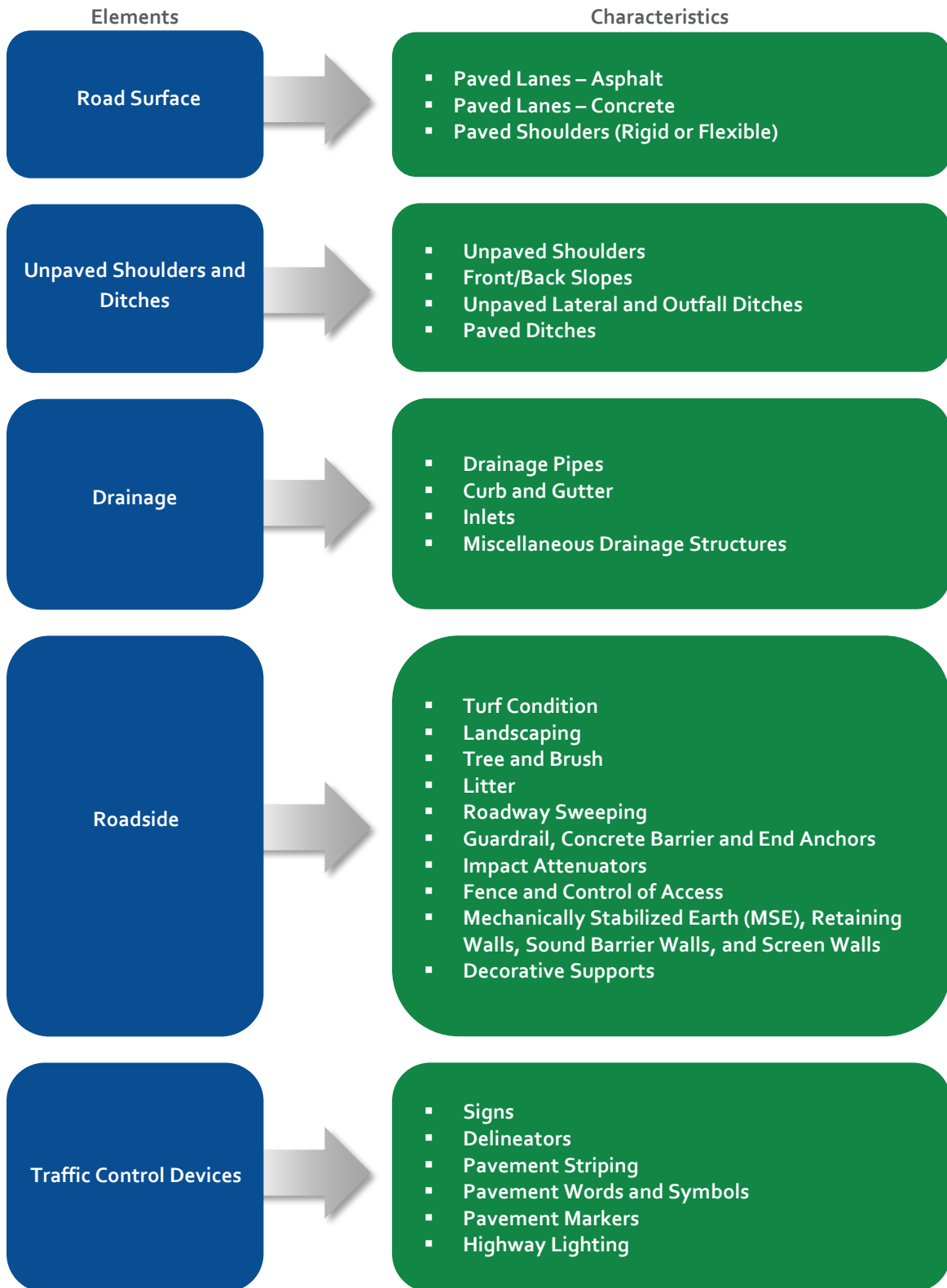
The NCTA performance standards, threshold criteria, and maintenance rating program were developed through a collaborative effort by NCTA managers, NCDOT maintenance staff, and consultants.

Using field survey information, a maintenance matrix can be developed to show the ties between maintenance activities and the characteristics of various roadway features. The purpose of this evaluation is to provide information that can be used to schedule and prioritize routine maintenance activities and provide uniform maintenance conditions that meet established objectives.

## 3.0 MRP Procedure

Per the *NCTA Roadway and Facility Maintenance Performance Standards V7*, roadway assets or characteristics on NCTA facilities have been grouped into elements. These elements and corresponding characteristics are shown in *Figure 1*:

Figure 1: Maintenance Elements and Characteristics



A weighting system has been established to identify the importance of each element and characteristic. This system consists of two weighting factors: one that accounts for the importance of individual characteristics within a given maintenance element (1-9), and one that accounts for the importance of the maintenance elements to the total rating (by % of score). This two-factor system reveals deficiencies among characteristics and elements.

The program analysis is accomplished using statistically valid, random sampling procedures that capture the level of service for individual characteristics, with a 95% confidence level in sampling. The sample characteristics selected are evaluated during quarterly inspections, which are performed during the months of February, May, August, and November to account for dynamic changes in assets during the various seasons. The evaluation process is completed using electronic data collection tablets and is based on established threshold conditions described in the NCTA Roadway and Facility Maintenance Standards V7. Those characteristics that meet or exceed the threshold are coded as PASSING; those that do not meet the threshold are coded as NOT PASSING.

When the evaluation process is completed, the number of PASSING samples and total sample are multiplied by the weighted values (1-9) to determine the actual and possible rating points for characteristics and elements. MRP ratings for elements and characteristics are then calculated as the ratio of the actual rating points to possible rating points. The MRP ratings represent the maintenance level of service currently being provided, as they define the percent of characteristics and elements that meet the maintenance condition standard. For instance, an MRP rating of 83 signifies that 83 percent of the inspected elements/characteristics met the standard.

The overall MRP rating is determined by calculating the sum of the elements' ratings multiplied by the following weighted factors:

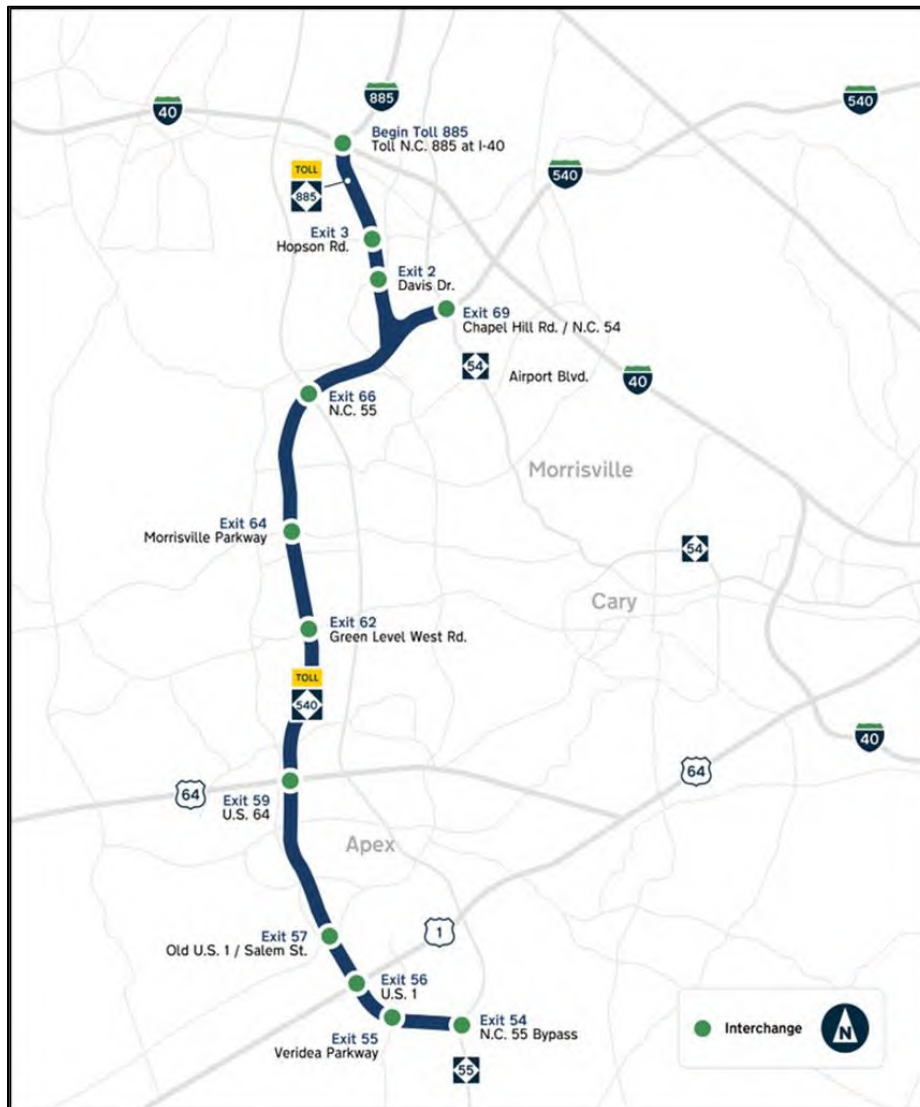
Road Surface =	25%
Unpaved Shoulders =	13%
Drainage =	15%
Roadside =	17%
Traffic Control Devices =	30%
Total	
	100%

The NCTA's overall target rating is 90, with elements scoring 85 or higher, and characteristics 80 or higher. In addition to quarterly ratings, the cumulative rolling annual rating is calculated each quarter. This rating is obtained by adding the ratings of the latest four quarterly inspections to compensate for the likelihood of uneven sample sizes.

## 4.0 Triangle Expressway Description

The Triangle Expressway extends for approximately 37 miles from the interchange of I-40 and Toll NC-885 in Durham to an easternly connection with I-40 / I-42 near Garner. It includes a one-mile segment on Toll NC-540 extending north from the Toll NC-540 / Toll NC-885 interchange to the NC-54 interchange. The Triangle Expressway consists of eighteen interchanges and thirty-four all-electronic toll collection zones. The newest section from N.C. 55 Bypass to I-40/I-42 near Garner opened to traffic and started toll collection on September 25, 2024. This section includes interchanges at Holly Springs Road, Bells Lake Road, U.S. 401, Old Stage Road, and N.C. 50 before connecting with I-40 and I-42. While the newly opened extension is now open to traffic, this report will only summarize the data for the pre-existing roadway segment from Exit 54 north/west. (Figure 2).

Figure 2: Triangle Expressway Map



## 5.0 Triangle Expressway Asset Inventory Update

Through normal day-to-day maintenance activities and the construction of special projects, roadside assets are continuously being added or modified on the roadway. NCTA coordinates closely with NCDOT Division 5 Maintenance and conducts routine field visits to maintain an accurate asset inventory and ensure the validity of the MRP survey.

Prior to this quarter assets on Toll NC 540 exit ramps to and from NC-55 Bypass were removed from the inventory due to the Complete 540 construction project. **Table 3** presents the updated number of assets that are currently available for inspections.

**Table 3: Asset Inventory**

Assets	Total Inventory	2026 Eligible Inventory
Barriers	801	616
Curb and Gutter	428	391
Decorative Supports	305	298
Drainage	1179	1127
Misc. Drainage	218	202
Fences	508	483
Highway Lighting	435	430
Impact Attenuators	48	46
Inlets	1129	1075
Linear Segments	795	755
Plant Beds	266	257
Paved Ditches	2	2
Pavement Symbols	652	591
Signs	1224	1168
Tree and Brush	603	567
Turf	1074	1011
Walls	88	84

## 6.0 MRP First Quarter Assessment

### 6.1 Quarterly Results

The overall 2026 first quarter maintenance rating of the Triangle Expressway was 93.6, above NCTA's target overall rating of 90. Four of five elements assessed achieved quarter ratings above the target rating of 85 established for element groups.

It is important to note that these results are only representative of the first quarter sample, one of the four surveys to provide an intermediate snapshot of seasonal conditions. Therefore, they are not a statistically valid representation of the assets; only the total of all four quarterly inspections, reported as the rolling rating, provides a 95% confidence level in statistical sampling. The first quarter MRP performance ratings for elements and characteristics are presented in *Table 4* and *Table 5*, respectively.

**Table 4: MRP Element Results for Q1 2026**

Element	MRP Rating
Road Surface	100.0
Unpaved Shoulders and Ditches	98.2
Drainage	96.7
Roadside	98.6
Traffic Control Devices	81.9
<b>Overall MRP Performance Rating</b>	<b>93.6</b>

Table 5: MRP Characteristics Results for Q1 2026

Road Surface	Sample Passed	Sample Total	Weighted Values	Actual Pts	Available Pts	Q1 Rating
Paved Lanes Asphalt	10	10	9	90	90	100
Paved Lanes Concrete	21	21	9	189	189	100
Paved Shoulder	32	32	5	160	160	100
<b>Element Total</b>				<b>439</b>	<b>439</b>	<b>100.0</b>
Unpaved Shoulders and Ditches	Sample Passed	Sample Total	Weighted Values	Actual Pts	Available Pts	Q1 Rating
Unpaved Shoulder	32	32	9	288	288	100
Front/Back Slopes	31	32	6	186	192	97
Lateral and Outfall Ditches, Unpaved	31	32	6	186	192	97
Ditches, Paved	2	2	5	10	10	100
<b>Element Total</b>				<b>670</b>	<b>682</b>	<b>98.2</b>
Drainage	Sample Passed	Sample Total	Weighted Values	Actual Pts	Available Pts	Q1 Rating
Drainage Pipes	33	34	7	231	238	97
Curb and Gutter	27	28	6	162	168	96
Inlets	33	34	7	231	238	97
Misc. Drainage Structure	22	23	4	88	92	96
<b>Element Total</b>				<b>712</b>	<b>736</b>	<b>96.7</b>
Roadside	Sample Passed	Sample Total	Weighted Values	Actual Pts	Available Pts	Q1 Rating
Turf Condition	31	33	7	217	231	94
Landscaping	25	25	4	100	100	100
Trees and Brush	31	31	4	124	124	100
Litter	32	32	4	128	128	100
Roadway Sweeping	32	32	5	160	160	100
Guardrail, Concrete Barrier, and End Anchors	31	31	9	279	279	100
Impact Attenuators	9	10	9	81	90	90
Fence, Control Access	30	30	7	210	210	100
Retaining Walls and Sound Barrier Walls	14	14	5	70	70	100
Decorative Supports	26	26	5	130	130	100
Graffiti and Stain Removal	44	44	4	176	176	100
<b>Element Total</b>				<b>1675</b>	<b>1698</b>	<b>98.6</b>
Traffic Control Devices	Sample Passed	Sample Total	Weighted Values	Actual Pts	Available Pts	Q1 Rating
Signs	31	32	7	217	224	97
Delineators	32	32	3	96	96	100
Pavement Striping/Marking	20	32	8	160	256	63
Words and Symbols	27	31	7	189	217	87
Pavement Markers	27	32	9	243	288	84
Highway Lighting	36	48	6	216	288	75
<b>Element Total</b>				<b>1121</b>	<b>1369</b>	<b>81.9</b>

Additionally, **Appendix A** includes maps that present the location of all assets assessed during the first quarter. **Appendix B** includes a list of the individual assets that did not achieve their target ratings.

## 6.2 Quarterly Analysis and Recommendations

### Elements

During the first quarter, all elements except Traffic Control Devices (81.9) exceeded NCTA's quarter score threshold criteria of 85.

Road Surface (100.0) maintained good representation from the previous quarter's rating.

Unpaved Shoulders and Ditches (98.2) elemental rating decreased 1.8 points from the previous quarter's rating. All characteristics within this element continued scoring above 90.

Drainage (96.7) rating increased by 0.6 points from the previous quarter rating. Misc. Drainage Structures (96) rating decreased 1 point from last quarter.

Roadside (98.6) rating remained consistent from the previous quarter rating. Most characteristics continued to score strongly, and Impact Attenuators (90) increased 1.0 point from the previous quarter's rating.

Traffic Control Devices (81.9) experienced a decrease in rating of 8.8 points overall from the previous quarter. Pavement Striping/Marking (63) was most impacted with a decrease in rating of 34.0 points from the previous quarter's rating. Highway Lighting (75) increased by 1 point in rating. Both will require attention with an element characteristic score below target of 80.

Recommendations to improve specific critical characteristic ratings are provided in the following sections.

## Characteristics

This quarter, all but two element characteristics, Pavement Striping/Marking (63) and Highway Lighting (75), exceeded NCTA's quarter score threshold criteria of 80. A description of the characteristic's conditions and future work planning recommendations are provided below. Pictures of applicable characteristic failures are included in **Appendix B**.

### Pavement Striping/Marking (63 rating - 20 of 32 assets passed):

Pavement Striping/Marking in many of the sampled linear segments was partial, fading or missing.

To maintain/improve the condition ratings, it is recommended that pavement striping be regularly inspected for worn or missing markings under different visibility conditions and maintenance or restriping performed as needed and planned in the capital budget.

Maintenance Program:

- 1) Pavement striping is observed daily and inspected every 4 months for compliance to the standard.
- 2) Worn or missing markings are evaluated for compliance annually, and generally are scheduled on a 3-5 year replacement cycle depending on the material.

Maintenance and Evaluation Standards: Pavement Striping/Marking does not meet the maintenance standards when any of the following criteria is observed:

- 1) More than 10% of each line is not visible at a distance of 160 feet during nighttime observation. (N)
- 2) More than 10% of any line is missing.
- 3) More than 10% of any line is covered by soil, grass, or debris.

Highway Lighting (75 rating – 36 of the 48 assets passed): Each of the highway lights that did not pass inspection were not functioning properly (out at night).

To maintain/improve the condition ratings, it is recommended that highway lighting be regularly inspected for functionality after dark, and maintenance completed as planned in the capital budget. Solar and battery powered backup may help cover temporary down time between repairs.

Maintenance Program:

- 1) Perform night patrol once a month and identify any outages. A monthly "Lighting Outage Report" shall be submitted by the maintenance provider to the NCTA by the 30th of each month. All bulb outages must be replaced within 48 hours.
- 2) Perform cleaning of glassware at the same time as any routine maintenance function or diagnostic action is performed.
- 3) Replace any light poles damaged by traffic within 5 days or within 14 days if any foundations needed pouring.

Maintenance and Evaluation Standards: Highway Lighting does not meet the maintenance standards when any of the following criteria is observed:

- 1) Any electrical inspection plate, access panel cover, exposed electrical wire or pull box cover are not properly secured in place.
- 2) The luminaries are not functioning during nighttime observation. (N)
- 3) Any pole is damaged, leaning or missing.
- 4) Rodent screen protection is not in place, where applicable.

## 7.0 Annual Results

The 2026 annual rolling maintenance rating of the Triangle Expressway was **95.7**, exceeding NCTA's target overall rating of 90. All elements exceeded NCTA's rolling rating threshold criteria of 85. Twenty-seven of the twenty-eight characteristic ratings met or exceeded the target rating of 80.

The 2025/2026 results are presented in **Exhibit 1** and **Table 6**. These results are a collection of the four quarterly inspections conducted in the last year.

**Exhibit 1: MRP Element Results for 2026**



Table 6: MRP Rolling Element Results

Road Surface	Q2 2025 Rating	Q3 2025 Rating	Q4 2025 Rating	Q1 2026 Rating	Rolling Rating
Paved Lanes Asphalt	86	100	100	100	97
Paved Lanes Concrete	100	100	100	100	100
Paved Shoulder	100	100	100	100	100
<b>Element Total</b>	<b>96.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>99.0</b>
Unpaved Shoulders and Ditches	Q2 2025 Rating	Q3 2025 Rating	Q4 2025 Rating	Q1 2026 Rating	Rolling Rating
Unpaved Shoulder	100	100	100	100	100
Front/Back Slopes	100	100	100	97	99
Lateral and Outfall Ditches, Unpaved	100	100	100	97	99
Ditches, Paved	100	100	100	100	100
<b>Element Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>98.2</b>	<b>99.6</b>
Drainage	Q2 2025 Rating	Q3 2025 Rating	Q4 2025 Rating	Q1 2026 Rating	Rolling Rating
Drainage Pipes	100	94	94	97	96
Curb and Gutter	100	100	96	96	98
Inlets	97	97	97	97	97
Misc. Drainage Structure	83	83	97	96	89
<b>Element Total</b>	<b>96.9</b>	<b>94.6</b>	<b>96.1</b>	<b>96.7</b>	<b>96.1</b>
Roadside	Q2 2025 Rating	Q3 2025 Rating	Q4 2025 Rating	Q1 2026 Rating	Rolling Rating
Turf Condition	88	97	97	94	94
Landscaping	100	96	92	100	97
Trees and Brush	97	97	100	100	98
Litter	100	100	100	100	100
Roadway Sweeping	100	100	100	100	100
Guardrail, Concrete Barrier, and End Anchors	100	100	100	100	100
Impact Attenuators	100	100	89	90	95
Fence, Control Access	97	100	100	100	99
Retaining Walls and Sound Barrier Walls	100	100	100	100	100
Decorative Supports	100	100	100	100	100
Graffiti and Stain Removal	100	100	100	100	100
<b>Element Total</b>	<b>97.7</b>	<b>99.2</b>	<b>98.6</b>	<b>98.6</b>	<b>98.5</b>
Traffic Control Devices	Q2 2025 Rating	Q3 2025 Rating	Q4 2025 Rating	Q1 2026 Rating	Rolling Rating
Signs	100	100	97	97	99
Delineators	97	100	97	100	99
Pavement Striping/Marking	91	100	97	63	88
Words and Symbols	83	93	87	87	88
Pavement Markers	97	100	97	84	95
Highway Lighting	76	77	74	75	75
<b>Element Total</b>	<b>89.3</b>	<b>94.5</b>	<b>90.7</b>	<b>81.9</b>	<b>89.3</b>

## 7.1 Green Level Historic District Signs

Green Level Historic District signs and surrounding landscaped areas were installed as part of the Triangle Expressway construction project. Currently, NCDOT is maintaining the Green Level Historic District Signs and the Town of Cary is providing maintenance to the landscaped areas surrounding these signs.

As part of each quarterly inspection, an assessment team visits the two remaining Green Level Historic District signs to conduct a visual inspection of each sign and ensure they are in good standing. Both two signs included in the inspection inventory were found to be in good condition, while one of the landscaping beds around a recently re-erected sign needs attention. *Figure 4* shows the two areas assessed.

Figure 4: Green Level West Historic District Signs, Landscape Areas



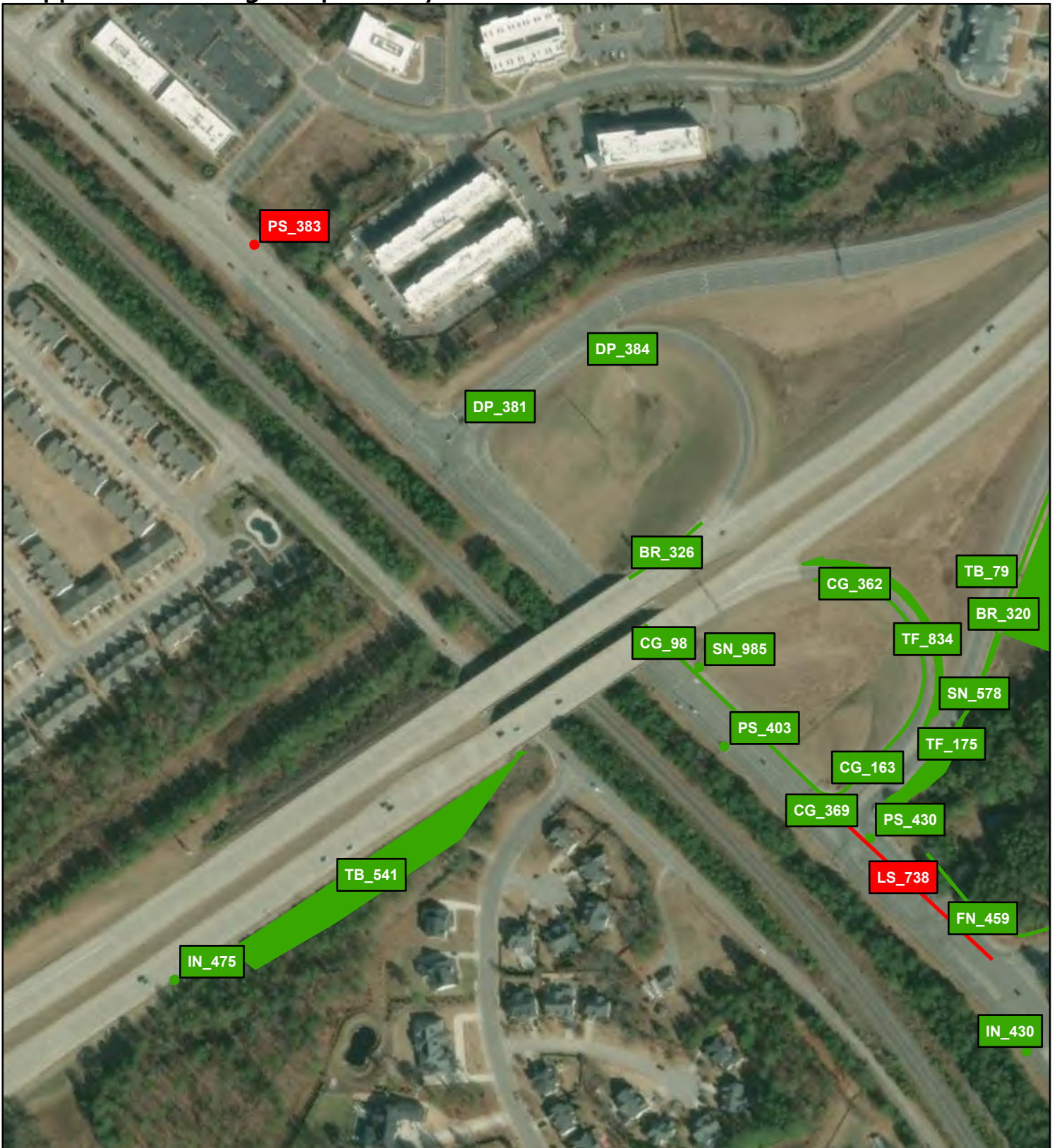
## 8.0 Conclusion

This report presents the 2026 first quarter assessment of the Triangle Expressway. The NCTA's target ratings are 90 for the rolling rating, 90 for the overall quarter rating, 85 for elements, and 80 for characteristics. The first quarter 2026 overall rating was 93.6 and the rolling rating was 95.7, both ratings met the target rating of 90.

All element ratings except Traffic Control Devices were above the target ratings for the quarter and rolling assessment. During the first quarter assessment, all but two characteristics met or exceeded the target rating of 80. The characteristics that received a quarter score less than 80 were Pavement Striping/Markings (63) and Highway Lighting (75). To maintain/improve the condition ratings, it is recommended that each be routinely inspected for worsening conditions along with routine maintenance being completed as planned in the capital budget.

This quarter, both two Green Level Historic District signs inspected were found to be in good condition. The landscaped area surrounding the recently erected sign needs attention, while the other has been well maintained.

# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations

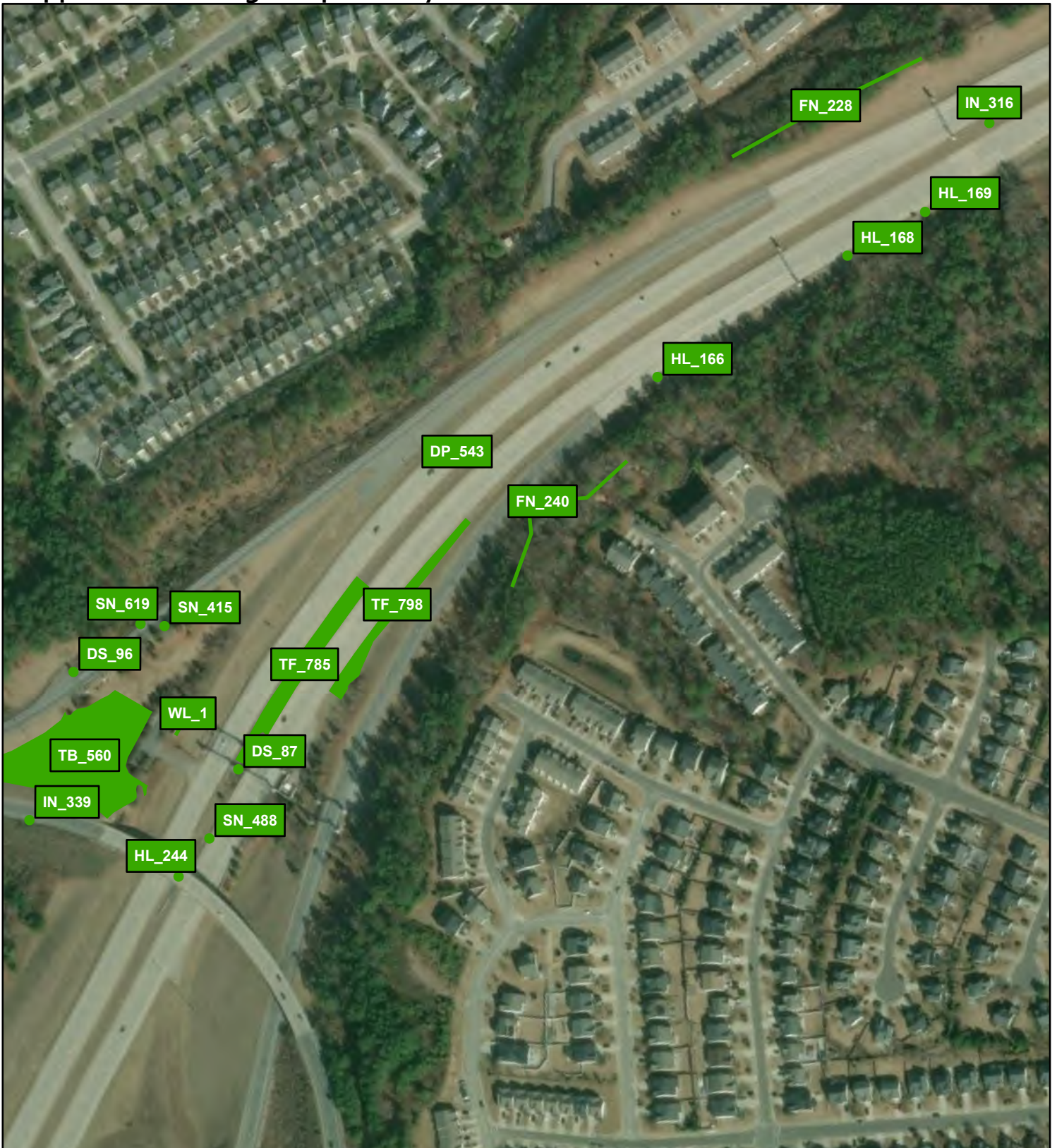


### Legend



- Failing Asset
- Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend

-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations

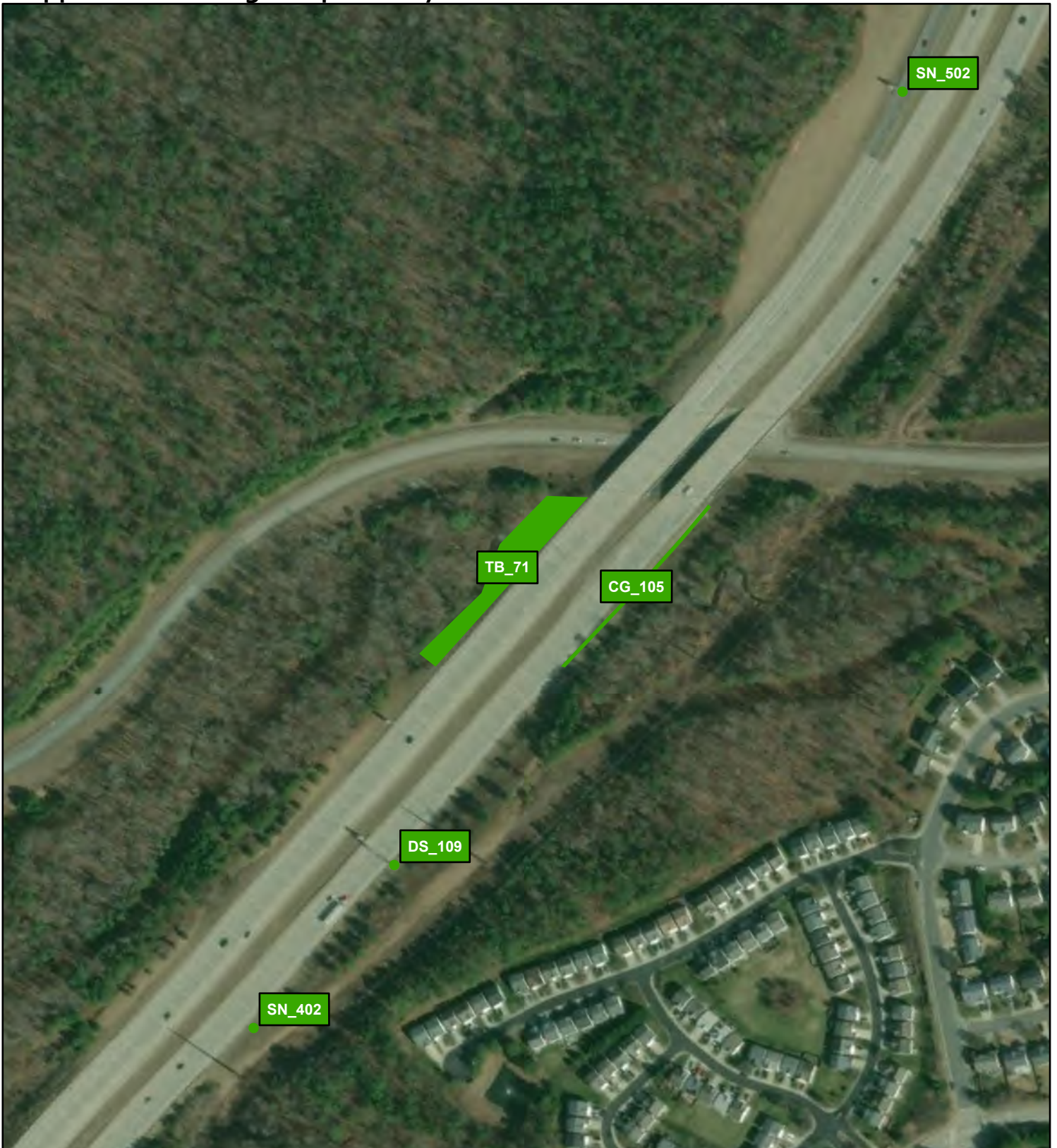


**Legend**



- Failing Asset
- Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend



-  Failing Asset
-  Passing Asset



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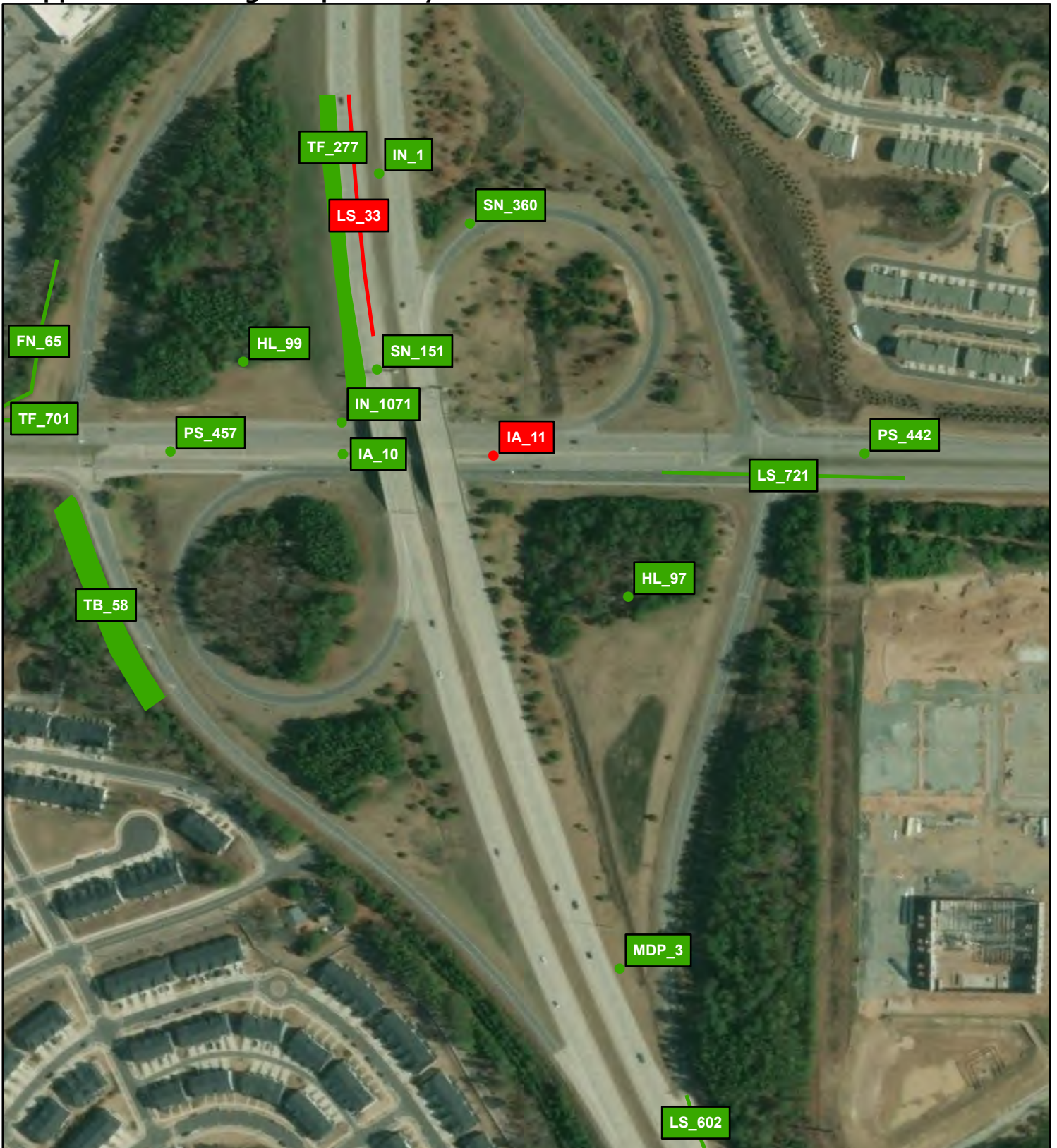


## Legend

-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend



- Failing Asset
- Passing Asset



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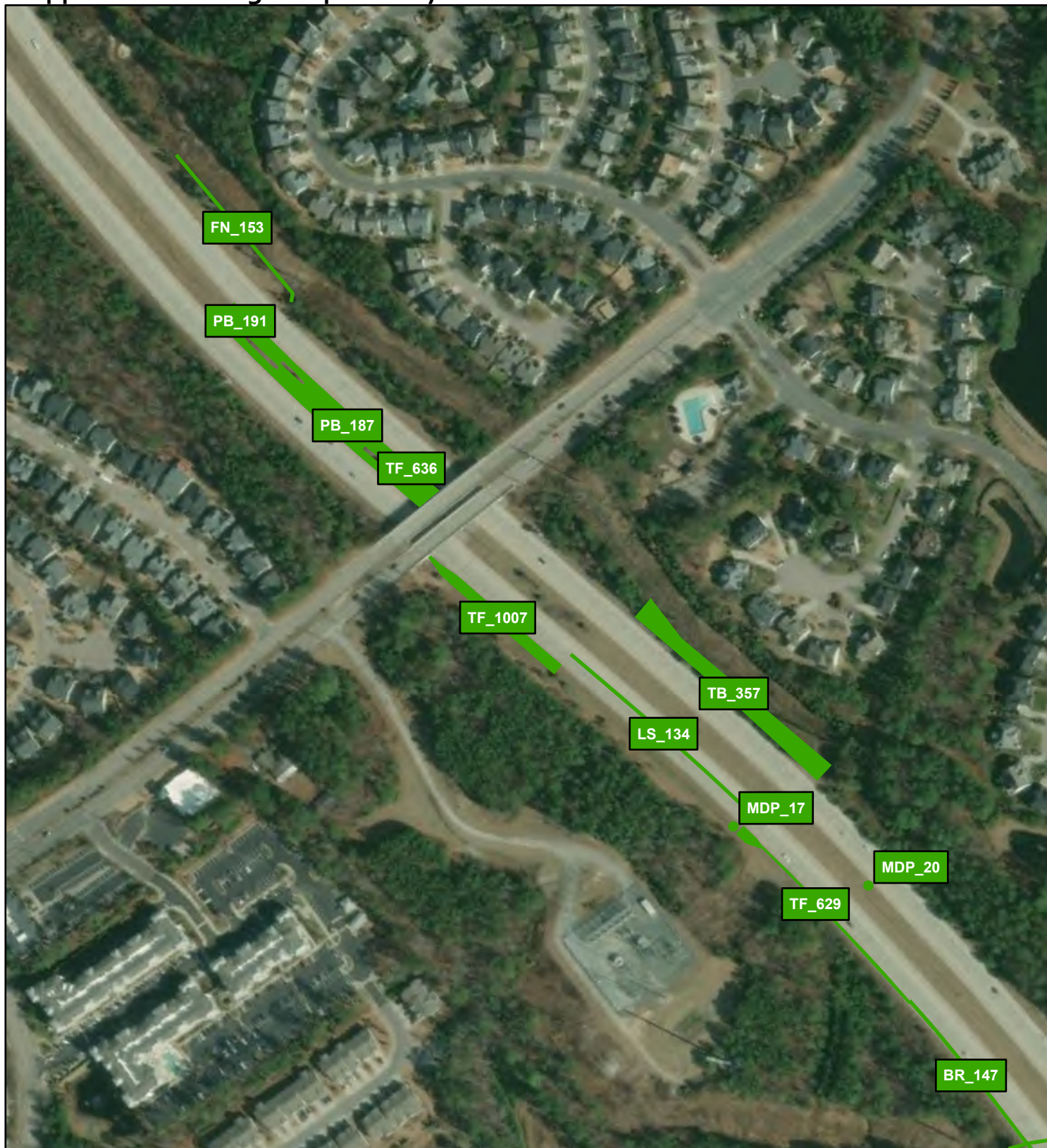


## Legend



-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend



-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend

-  Failing Asset
-  Passing Asset



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## Legend



- Failing Asset
- Passing Asset



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## Legend



-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend



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# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend



-  Failing Asset
-  Passing Asset



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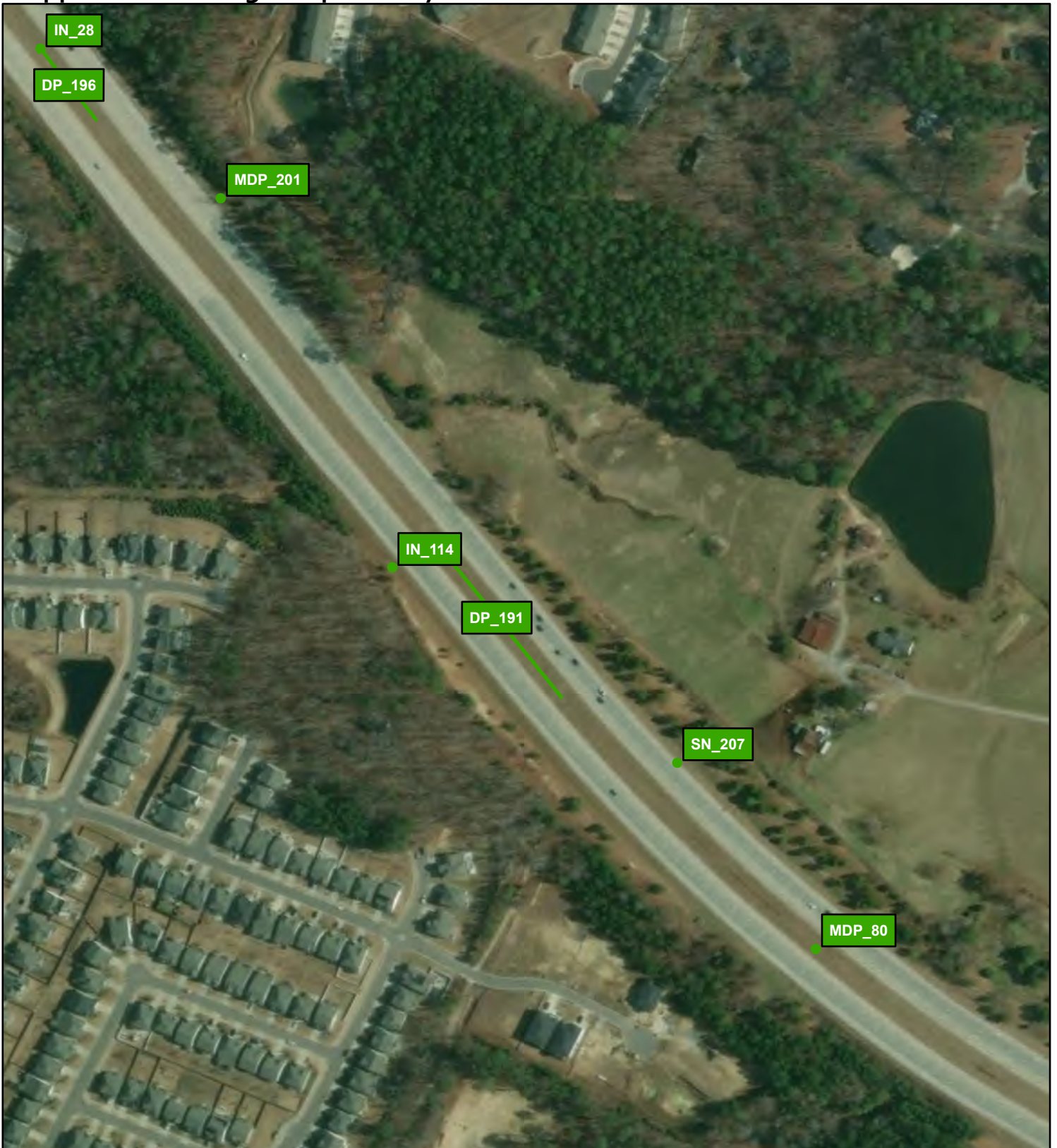


## Legend



-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend



-  Failing Asset
-  Passing Asset



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## Legend

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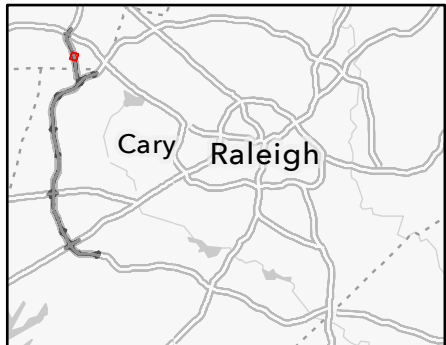


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- Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations

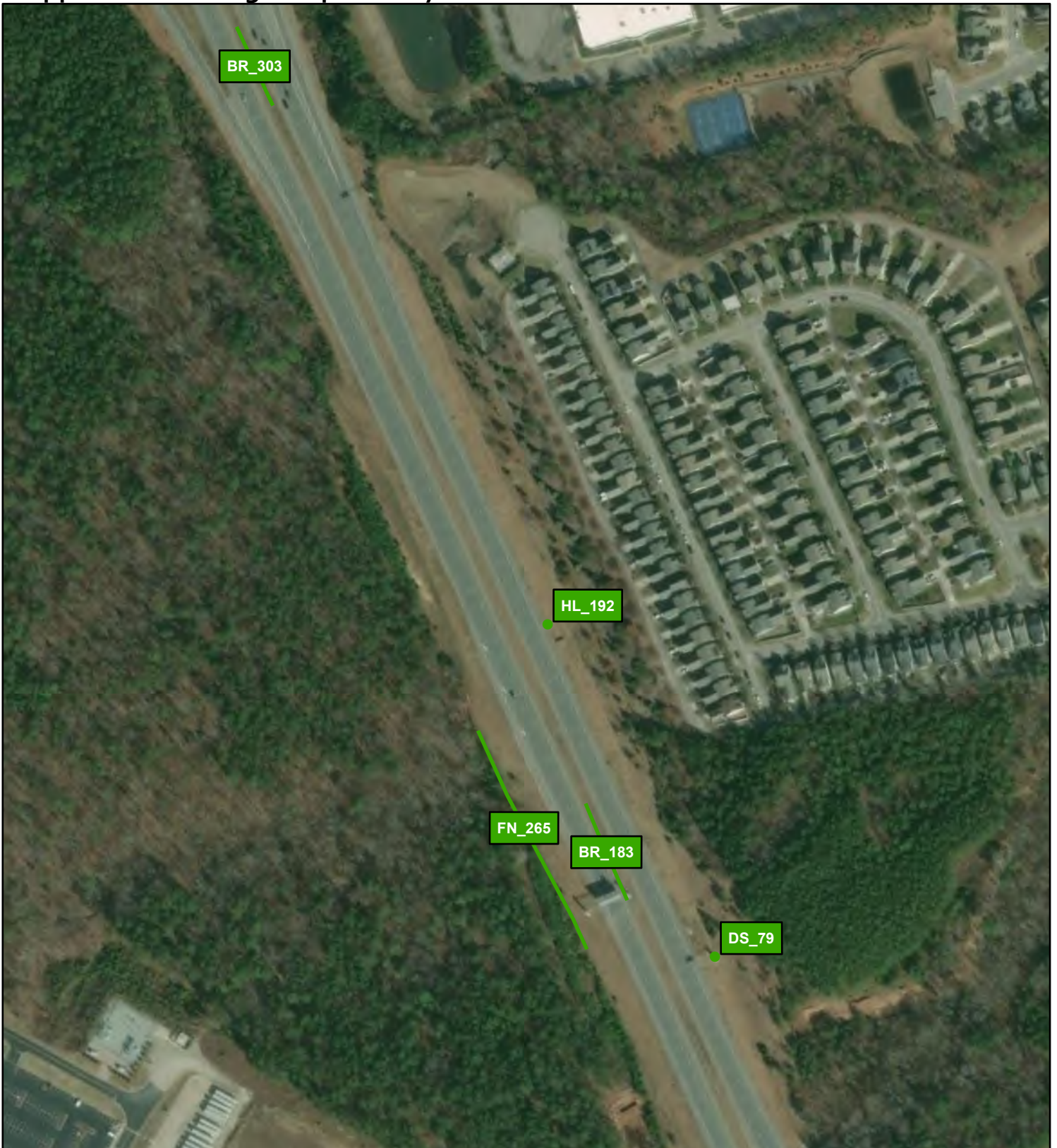


## Legend



-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend



-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend



-  Failing Asset
-  Passing Asset



# Appendix A: Triangle Expressway 2026 First Quarter Asset Assessment Locations



## Legend

-  Failing Asset
-  Passing Asset



# Appendix B

## Triangle Expressway 2026 First Quarter Table Results of Assets Failing MRP

Provided below are a series of tables outlining the existing failures that occurred throughout the facility. Assets are defined by an Inventory ID, which is a unique identifier given to each individual asset. The components that make up the Inventory ID are an asset specific prefix along with a number, such as LS\_1. The Inventory ID and GIS Reference Page number correspond to the provided map packets and allow for quick location of particular asset failures. Photos of failures were provided when applicable.

All assets and their respective prefixes are listed below:

**\*ORA – Outside Recorded Area**

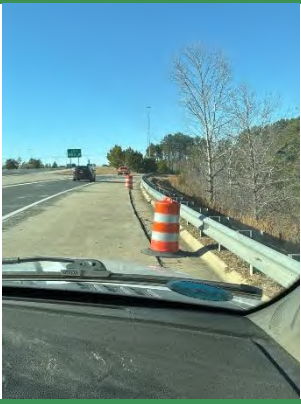
Guardrail, Concrete Barrier and End Anchors (BR) .....	B1
Curb and Gutter (CG) .....	B2
Decorative Supports (DS) .....	B3
Drainage Pipes (DP).....	B4
Misc. Drainage Structure (MDP) .....	B5
Fence and Control of Access (FN) .....	B6
Graffiti (GR).....	B7
Highway Lighting (HL).....	B8
Impact Attenuators (IA).....	B9
Inlets (IN).....	B10
Landscaping (PB).....	B11
Paved Lanes – Asphalt (LS).....	B12
Paved Lanes – Concrete (LS).....	B12
Paved Shoulders (LS).....	B13
Unpaved Shoulders (LS) .....	B13
Front/Back Slopes (LS).....	B14
Unpaved Lateral and Outfall Ditches (LS) .....	B14
Litter (LS) .....	B15
Roadway Sweeping (LS) .....	B16
Pavement Striping (LS).....	B17
Pavement Markers (LS) .....	B18
Delineators (LS).....	B19
Paved Ditches (PD).....	B20
Pavement Words and Symbols (PS).....	B21
Signs (SN) .....	B22
Tree and Brush (TB).....	B23
Turf Condition (TF) .....	B24
MSE/Retaining Walls, Sound Barrier Walls, and Screen Walls (WL) .....	B25

## Guardrail, Concrete Barrier, and End Anchors (BR)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

**Curb and Gutter (CG)**


#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Other	CG_16	Settlement		A25

## Decorative Supports (DS)


#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

**Drainage Pipes (DP)**

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Drain	DP_897	Obstruction		A20

## Misc. Drainage Structure (MDP)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Shoulder Drain	MDP_140	Rodent Screen		A22

## Fence and Control of Access (FN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

## Graffiti (GR)


#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.


## Highway Lighting (HL)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Single Roadway	HL_62	Functional Damage (Out at Night)	No Photo Provided	A12
2	Single Roadway	HL_78	Functional Damage (Out at Night)	No Photo Provided	A13
3	Single Roadway	HL_80	Functional Damage (Out at Night)	No Photo Provided	A13
4	Double Roadway	HL_94	Functional Damage (Out at Night)	No Photo Provided	A16
5	Double Roadway	HL_95	Functional Damage (Out at Night)	No Photo Provided	A16
6	High Mast	HL_203	Rodent Screen	No Photo Provided	A30
7	High Mast	HL_276	Functional Damage (Out at Night)	No Photo Provided	A21
8	Single Roadway	HL_277	Functional Damage (Out at Night)	No Photo Provided	A21
9	Double Roadway	HL_296	Functional Damage (Out at Night)	No Photo Provided	A24
10	Underpass Lighting	HL_357	Functional Damage (Out at Night)	No Photo Provided	A17
11	Single Roadway	HL_369	Functional Damage (Out at Night)	No Photo Provided	*ORA
12	Underpass Lighting	HL_375	Functional Damage (Out at Night)	No Photo Provided	A23

## Impact Attenuators (IA)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Gating Attenuator	IA_11	Functional Damage	 An aerial photograph showing a long, narrow metal structure, likely a gating attenuator, installed in a grassy field. The structure consists of two parallel metal beams connected by a central gate mechanism. The gate mechanism appears to be damaged or partially collapsed, with a significant portion of the metal structure missing or bent. The surrounding area is grassy and appears to be a field or a construction site.	A6

## Inlets (IN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Drop Inlet	IN_980	Obstruction		A34

**Landscaping (PB)**

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

### Paved Lanes – Asphalt (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

### Paved Lanes – Concrete (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

### Paved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

### Unpaved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

### Front/Back Slopes (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt (Ramp)	LS_7	Slope - Deviation	No Photo Provided	A26

### Unpaved Lateral and Outfall Ditches (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	LS_456	Ditch – Erosion	No Photo Provided	A25

**Litter (LS)**

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

## Roadway Sweeping (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

## Pavement Striping (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	LS_18	Striping – Line Visibility (Night)	No Photo Provided	A26
2	Concrete	LS_82	Striping – Line Visibility / Missing (Night)	No Photo Provided	A11
3	Concrete	LS_91	Striping – Line Visibility (Night)	No Photo Provided	A12
4	Concrete	LS_103	Striping – Line Visibility / Missing (Night)	No Photo Provided	A14
5	Concrete	LS_138	Striping – Line Visibility / Missing (Night)	No Photo Provided	A9
6	Concrete	LS_157	Striping – Line Missing	No Photo Provided	A13
7	Concrete	LS_165	Striping – Line Visibility / Missing (Night)	No Photo Provided	A14
8	Concrete	LS_401	Striping – Line Visibility / Missing (Night)	No Photo Provided	A18
9	Concrete	LS_421	Striping – Line Visibility / Missing (Night)	No Photo Provided	A20
10	Concrete	LS_429	Striping – Line Visibility / Missing (Night)	No Photo Provided	A20
11	Concrete	LS_456	Striping – Line Visibility / Missing (Night)	No Photo Provided	A25
12	Concrete	LS_466	Striping – Line Visibility / Missing (Night)	No Photo Provided	A26

## Pavement Markers (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	LS_33	Striping – Reflective Markers (Night)	No Photo Provided	A6
2	Concrete	LS_113	Striping – Reflective Markers (Night)	No Photo Provided	A16
3	Asphalt	LS_256	Striping – Reflective Markers / Missing (Night)	No Photo Provided	*ORA
4	Concrete	LS_466	Striping – Reflective Markers (Night)	No Photo Provided	A26
5	Asphalt	LS_738	Striping – Reflective Markers / Missing (Night)	No Photo Provided	A1

## Delineators (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

## Paved Ditches (PD)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

## Pavement Words and Symbols (PS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Right Turn	PS_383	Nighttime Reflectivity	No Photo Available	A1
2	Right Turn	PS_482	Daytime Assessment / Nighttime Reflectivity		A13
3	Stop Bar	PS_484	Nighttime Reflectivity	No Photo Available	A13
4	Right Turn	PS_545	Daytime Assessment / Nighttime Reflectivity	No Photo Available	A27

## Signs (SN)

#	Sign Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Mile Post	SN_32	Lateral Clearance	No Photo Available	A27

**Tree and Brush (TB)**

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.

**Turf Condition (TF)**

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Turf	TF_378	Bare Ground		A23
2	Turf	TF_1041	Bare Ground		A26

## MSE/Retaining Walls, Sound Barrier Walls, and Screen Walls (WL)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
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This asset did not produce any failures.