NORTH CAROLINA
Turnpike Authority

Maintenance Rating Program

Triangle Expressway

August 2026

2026 Second Quarter Report

CONSULTANT CERTIFICATION OF COMPLETION

August 5, 2026

Alan Shapiro, P.E.
Chief Engineer, NCTA
2501 Aerial Center Parkway Suite 200
Morrisville, NC 27560

NCTA Triangle Expressway Roadway Maintenance Performance Rating Program; Q2, FY 2026 Rating

This is to certify that I, Zachary Chambers, PMP am an authorized official representative of the company HNTB North Carolina, P.C.

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.7.2*.

Sincerely,

HNTB North Carolina, P.C.

Zachary Chambers, PMP
Monroe Expressway Roadway Manager

1101 Haynes Street, Suite 101
Raleigh, NC 27604

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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 Second Quarter Assessment of the Triangle Expressway.

The overall 2026 second quarter maintenance rating of the Triangle Expressway was **97.2**, above the NCTA target rating of 90. As shown in ***Table 1***, all five elements assessed achieved a rating greater than the target rating of 85.

Table 1: MRP Element Results for the 2026 Second Quarter Assessment

Element	MRP Rating	Target Rating
Road Surface	97.5	85.0
Unpaved Shoulders and Ditches	100.0	85.0
Drainage	97.3	85.0
Roadside	97.4	85.0
Traffic Control Devices	95.5	85.0
Overall MRP Performance Rating	**97.2**	**90.0**

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 96.3.

Table 2: MRP Rolling Element Results

Element	Q3 2025 Rating	Q4 2025 Rating	Q1 2026 Rating	Q2 2026 Rating	Rolling Rating
Road Surface	100.0	100.0	100.0	97.5	99.0
Unpaved Shoulders and Ditches	100.0	100.0	98.2	100.0	99.7
Drainage	94.6	96.1	96.7	97.3	96.2
Roadside	99.2	98.6	98.6	97.4	98.4
Traffic Control Devices	94.5	90.7	81.9	95.5	91.3
Overall MRP Performance Rating	**97.4**	**96.4**	**93.6**	**97.2**	**96.3**

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. The landscaped area around one of the signs was maintained in accordance with NCTA MRP standards, while the landscaping bed around the other sign requires 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.

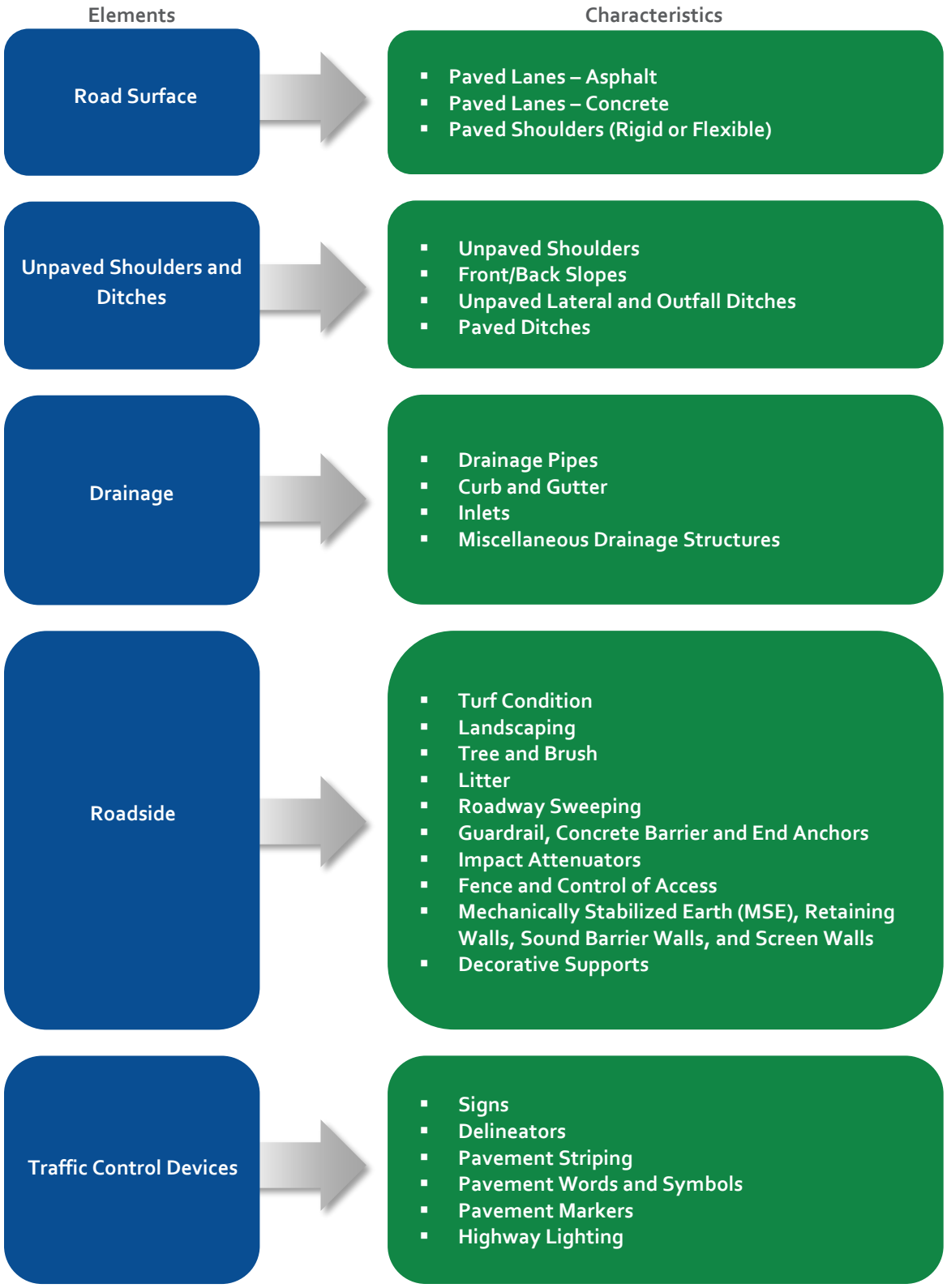
The NCTA performance standards, threshold criteria, and maintenance rating program were developed through a collaborative effort by NCTA managers, NCDOT maintenance staff, and consultants.

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 easterly 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 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 Second Quarter Assessment

6.1 Quarterly Results

The overall 2026 second quarter maintenance rating of the Triangle Expressway was 97.2, above NCTA's target overall rating of 90. All 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 second 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 second quarter MRP performance ratings for elements and characteristics are presented in ***Table 4*** and ***Table 5***, respectively.

Table 4: MRP Element Results for Q2 2026

Element	MRP Rating
Road Surface	97.5
Unpaved Shoulders and Ditches	100.0
Drainage	97.3
Roadside	97.4
Traffic Control Devices	95.5
Overall MRP Performance Rating	**97.2**

Table 5: MRP Characteristics Results for Q2 2026

Road Surface	Sample Passed	Sample Total	Weighted Values	Actual Pts	Available Pts	Q2 Rating
Paved Lanes Asphalt	22	24	9	198	216	92
Paved Lanes Concrete	43	43	9	387	387	100
Paved Shoulder	66	67	5	330	335	99
Element Total				**915**	**938**	**97.5**
Unpaved Shoulders and Ditches	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual Pts**	**Available Pts**	**Q2 Rating**
Unpaved Shoulder	67	67	9	603	603	100
Front/Back Slopes	67	67	6	402	402	100
Lateral and Outfall Ditches, Unpaved	67	67	6	402	402	100
Ditches, Paved	2	2	5	10	10	100
Element Total				**1417**	**1417**	**100.0**
Drainage	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual Pts**	**Available Pts**	**Q2 Rating**
Drainage Pipes	32	34	7	224	238	94
Curb and Gutter	27	28	6	162	168	96
Inlets	34	34	7	238	238	100
Misc. Drainage Structure	23	23	4	92	92	100
Element Total				**716**	**736**	**97.3**
Roadside	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual Pts**	**Available Pts**	**Q2 Rating**
Turf Condition	33	33	7	231	231	100
Landscaping	25	25	4	100	100	100
Trees and Brush	29	31	4	116	124	94
Litter	67	67	4	268	268	100
Roadway Sweeping	67	67	5	335	335	100
Guardrail, Concrete Barrier, and End Anchors	31	31	9	279	279	100
Impact Attenuators	8	9	9	72	81	89
Fence, Control Access	27	30	7	189	210	90
Retaining Walls and Sound Barrier Walls	13	14	5	65	70	93
Decorative Supports	24	26	5	120	130	92
Graffiti and Stain Removal	44	44	4	176	176	100
Element Total				**1951**	**2004**	**97.4**
Traffic Control Devices	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual Pts**	**Available Pts**	**Q2 Rating**
Signs	34	34	7	238	238	100
Delineators	64	67	3	192	201	96
Pavement Striping/Marking	67	67	8	536	536	100
Words and Symbols	34	37	7	238	259	92
Pavement Markers	67	67	9	603	603	100
Highway Lighting	36	47	6	216	282	77
Element Total				**2023**	**2119**	**95.5**

Additionally, ***Appendix A*** includes maps that present the location of all assets assessed during the second 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 second quarter, all elements exceeded NCTA's quarter score threshold criteria of 85.

Road Surface (97.5) decreased by 2.5 points but maintained good representation from the previous quarter's rating.

Unpaved Shoulders and Ditches (100.0) elemental rating increased 1.8 points from the previous quarter's rating. All characteristics within this element continued scoring above 90.

Drainage (97.3) rating increased by 0.6 points from the previous quarter rating. Misc. Drainage Structures (100) rating increased 4 points from last quarter.

Roadside (97.4) rating decreased 1.2 points from the previous quarter rating. Most characteristics continued to score strongly from the previous quarter's rating.

Traffic Control Devices (95.5) experienced an increase in rating of 13.6 points overall from the previous quarter. Pavement Striping/Marking (100) was most improved due to an active striping project currently ongoing. Highway Lighting (77) increased by 2 points in rating, but 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 one element characteristic, Highway Lighting (77), 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***.

Highway Lighting (77 rating – 36 of the 47 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 **96.3,** 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 2025 / 2026

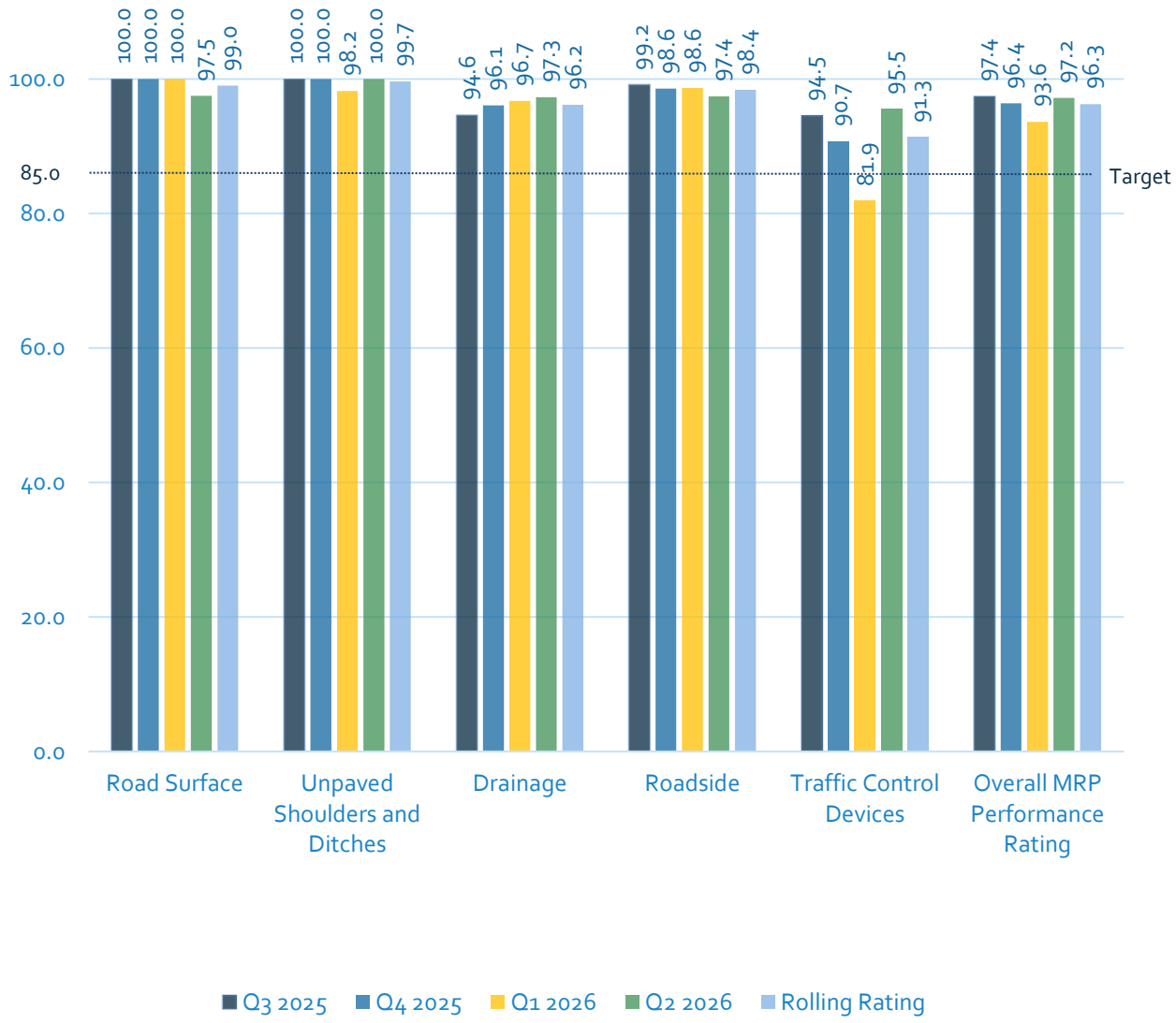


Table 6: MRP Rolling Element Results

Road Surface	Q3 2025 Rating	Q4 2025 Rating	Q1 2026 Rating	Q2 2026 Rating	Rolling Rating
Paved Lanes Asphalt	100	100	100	92	98
Paved Lanes Concrete	100	100	100	100	100
Paved Shoulder	100	100	100	99	99
Element Total	**100.0**	**100.0**	**100.0**	**97.5**	**99.0**
Unpaved Shoulders and Ditches	**Q3 2025 Rating**	**Q4 2025 Rating**	**Q1 2026 Rating**	**Q2 2026 Rating**	**Rolling Rating**
Unpaved Shoulder	100	100	100	100	100
Front/Back Slopes	100	100	97	100	99
Lateral and Outfall Ditches, Unpaved	100	100	97	100	99
Ditches, Paved	100	100	100	100	100
Element Total	**100.0**	**100.0**	**98.2**	**100.0**	**99.7**
Drainage	**Q3 2025 Rating**	**Q4 2025 Rating**	**Q1 2026 Rating**	**Q2 2026 Rating**	**Rolling Rating**
Drainage Pipes	94	94	97	94	95
Curb and Gutter	100	96	96	96	97
Inlets	97	97	97	100	98
Misc. Drainage Structure	83	97	96	100	93
Element Total	**94.6**	**96.1**	**96.7**	**97.3**	**96.2**
Roadside	**Q3 2025 Rating**	**Q4 2025 Rating**	**Q1 2026 Rating**	**Q2 2026 Rating**	**Rolling Rating**
Turf Condition	97	97	94	100	97
Landscaping	96	92	100	100	97
Trees and Brush	97	100	100	94	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	89	90	89	92
Fence, Control Access	100	100	100	90	98
Retaining Walls and Sound Barrier Walls	100	100	100	93	98
Decorative Supports	100	100	100	92	98
Graffiti and Stain Removal	100	100	100	100	100
Element Total	**99.2**	**98.6**	**98.6**	**97.4**	**98.4**
Traffic Control Devices	**Q3 2025 Rating**	**Q4 2025 Rating**	**Q1 2026 Rating**	**Q2 2026 Rating**	**Rolling Rating**
Signs	100	97	97	100	99
Delineators	100	97	100	96	98
Pavement Striping/Marking	100	97	63	100	92
Words and Symbols	93	87	87	92	90
Pavement Markers	100	97	84	100	96
Highway Lighting	77	74	75	77	76
Element Total	**94.5**	**90.7**	**81.9**	**95.5**	**91.3**

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 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 second 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 second quarter 2026 overall rating was **97.2** and the rolling rating was **96.3** , both ratings met the target rating of 90.

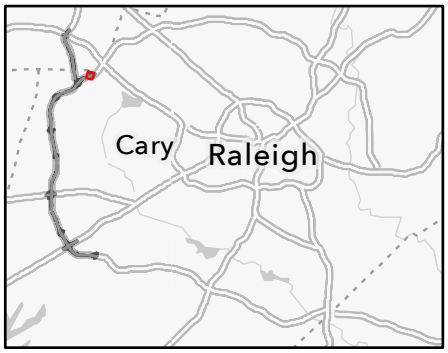
All element ratings were above the target ratings for the quarter and rolling assessment. During the second quarter assessment, all but one characteristic met or exceeded the target rating of 80. The characteristic that received a quarter score less than 80 was Highway Lighting (77). To maintain/improve 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 were found to be in good condition. The landscaped area surrounding one of the signs needs attention, while the other has been well maintained.

Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

Legend

- Failing Asset
- Passing Asset



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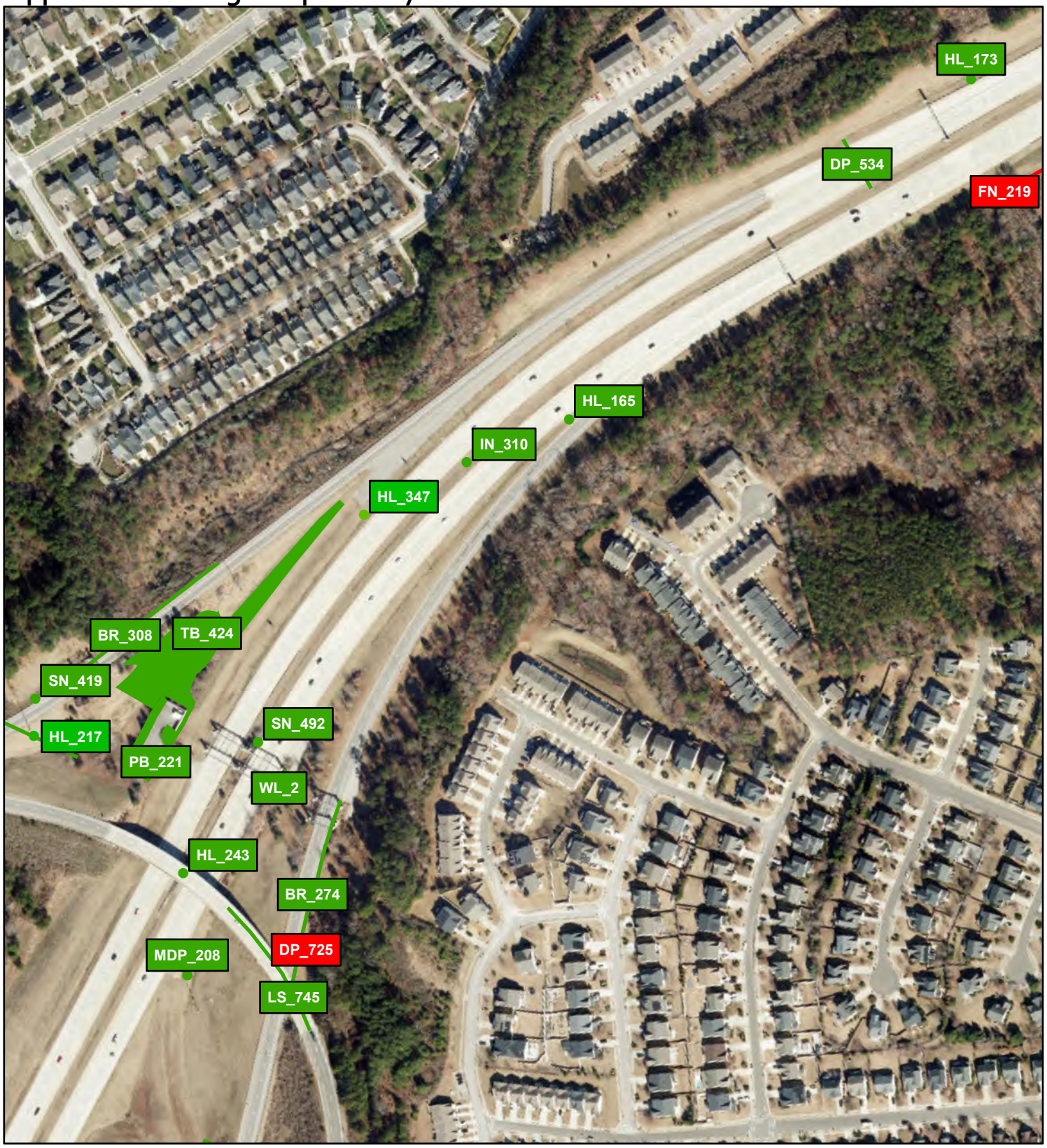

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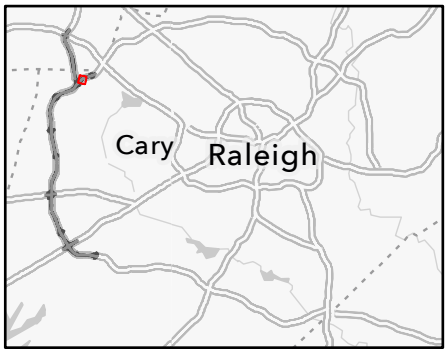

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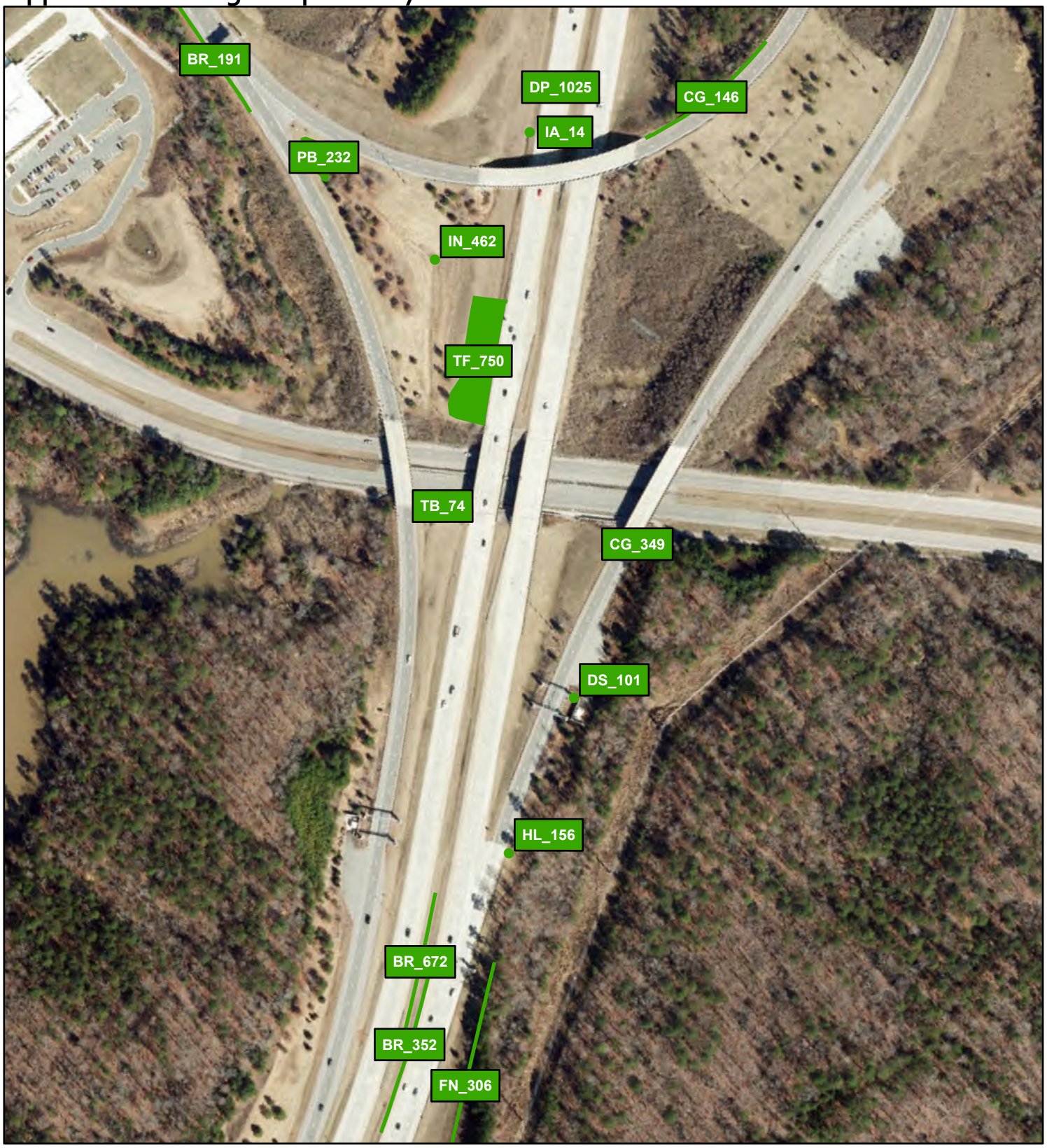

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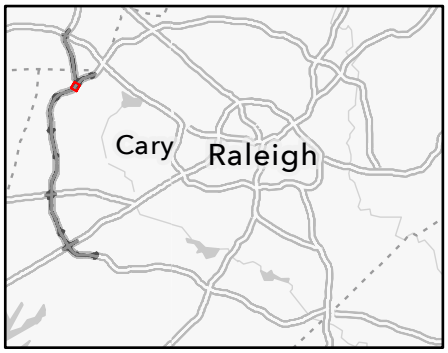

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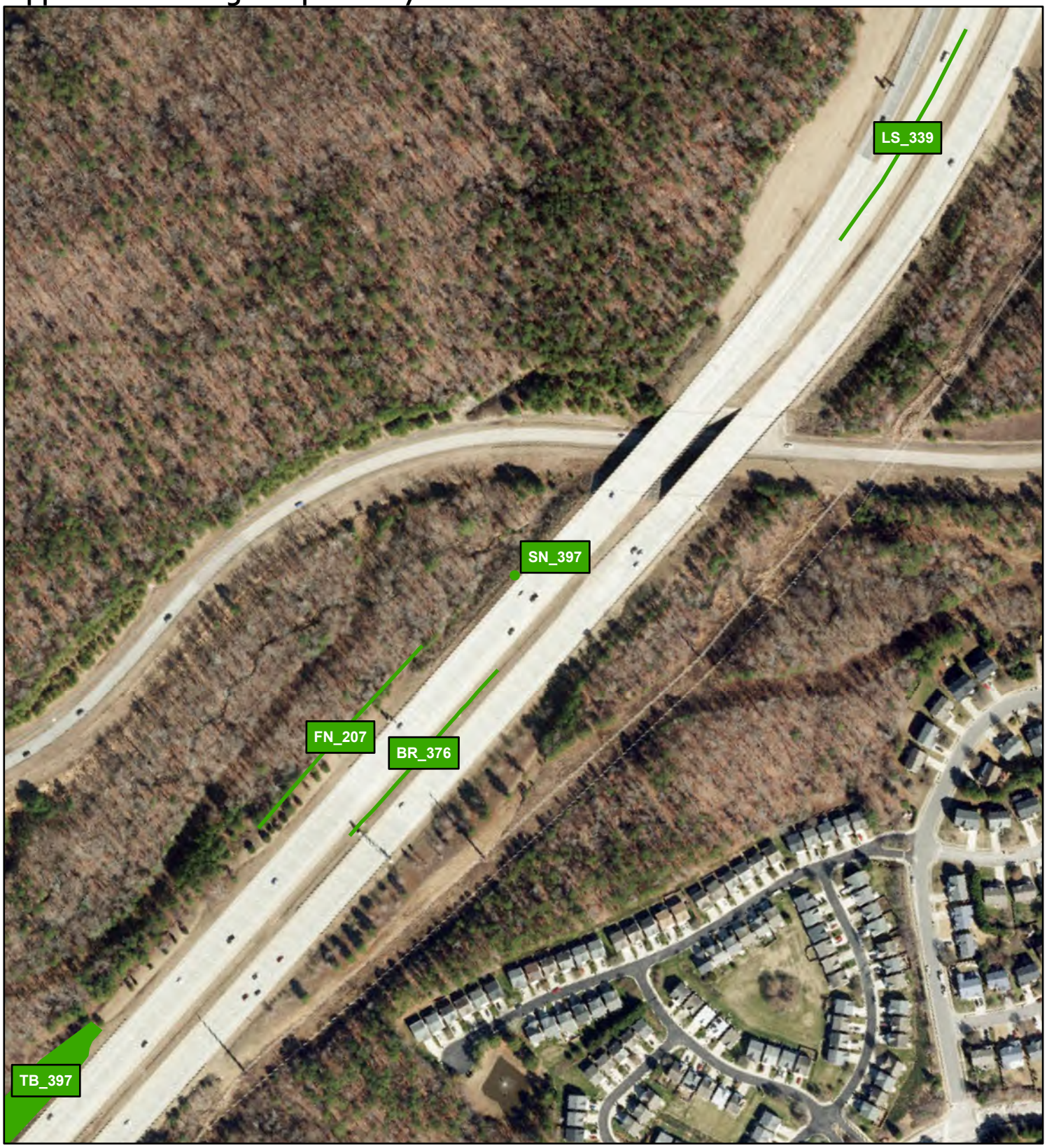

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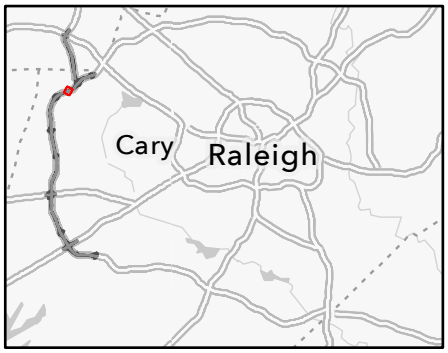

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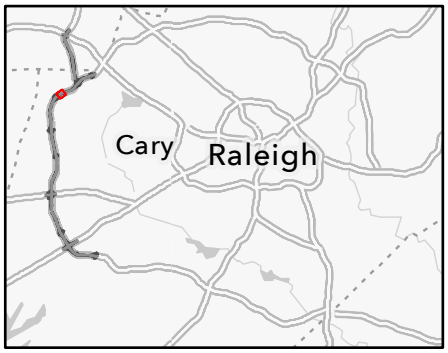

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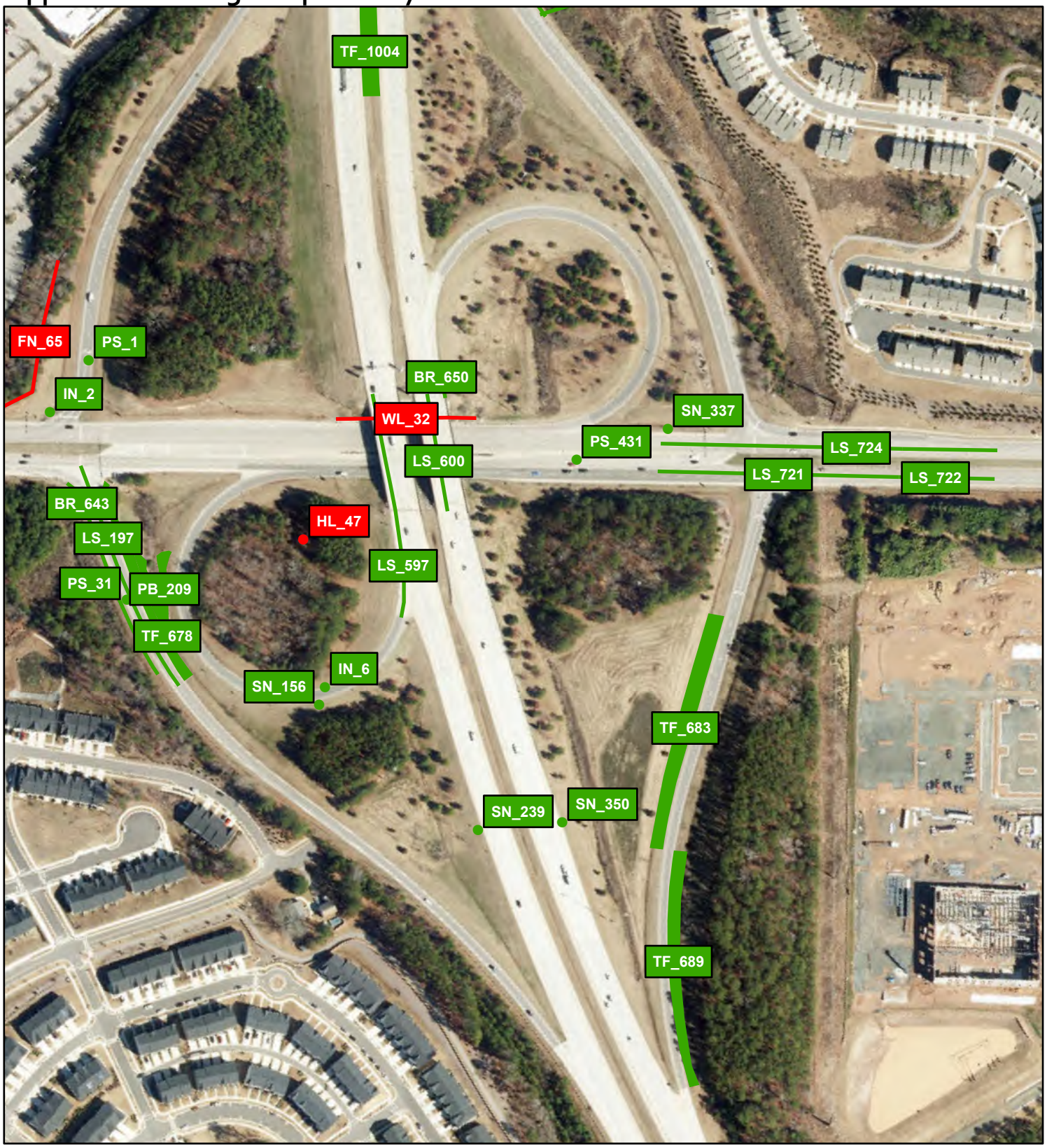

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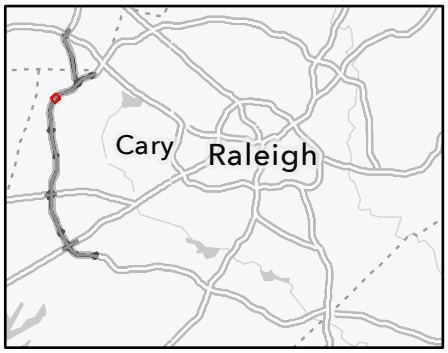

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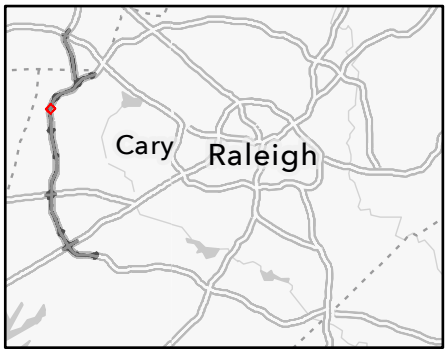

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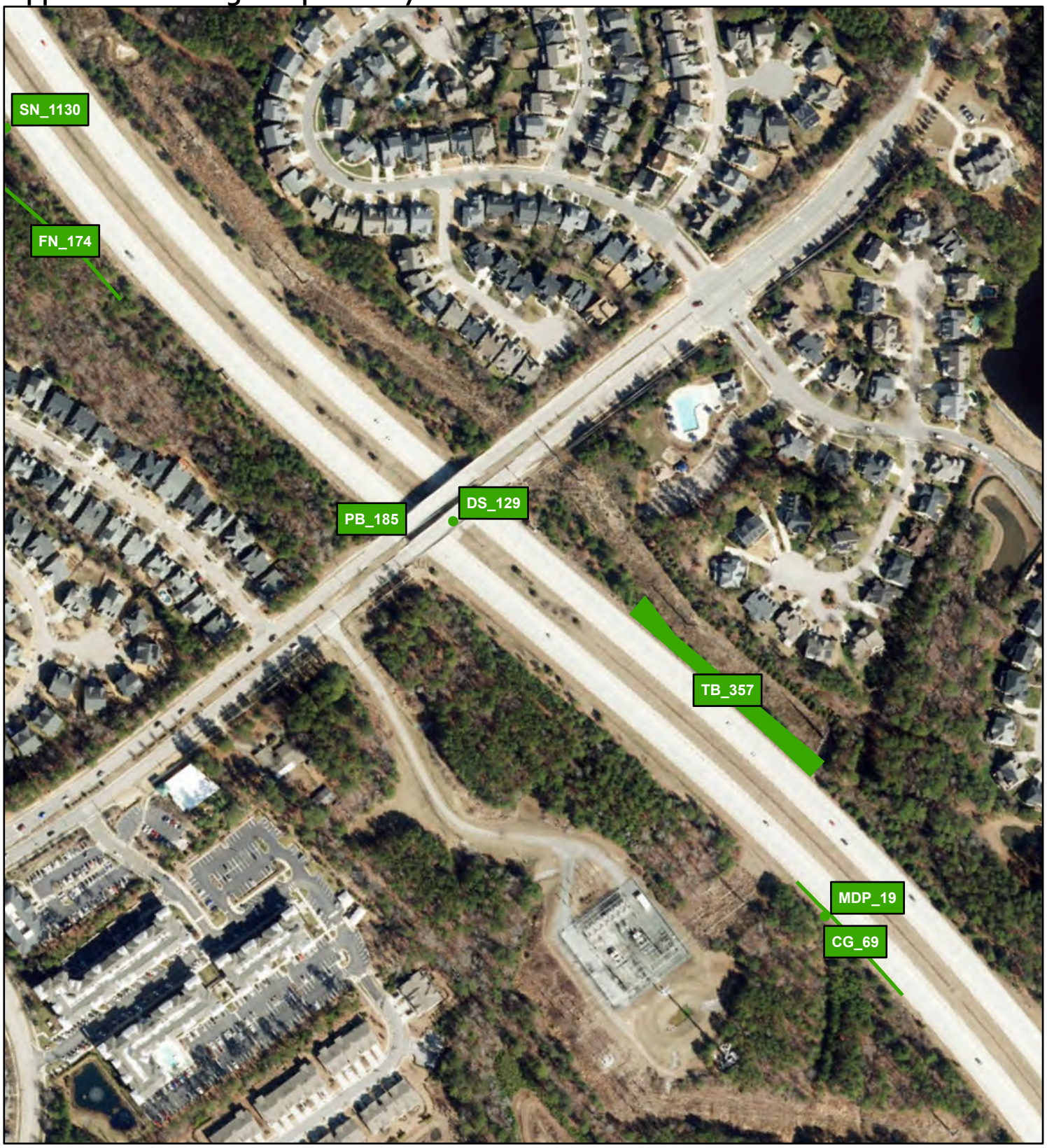

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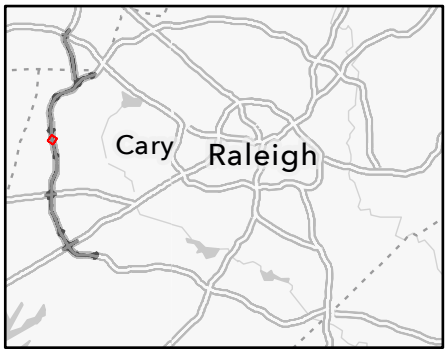

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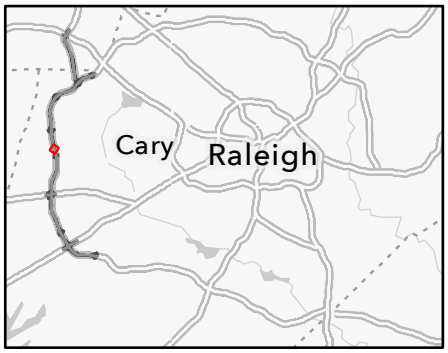

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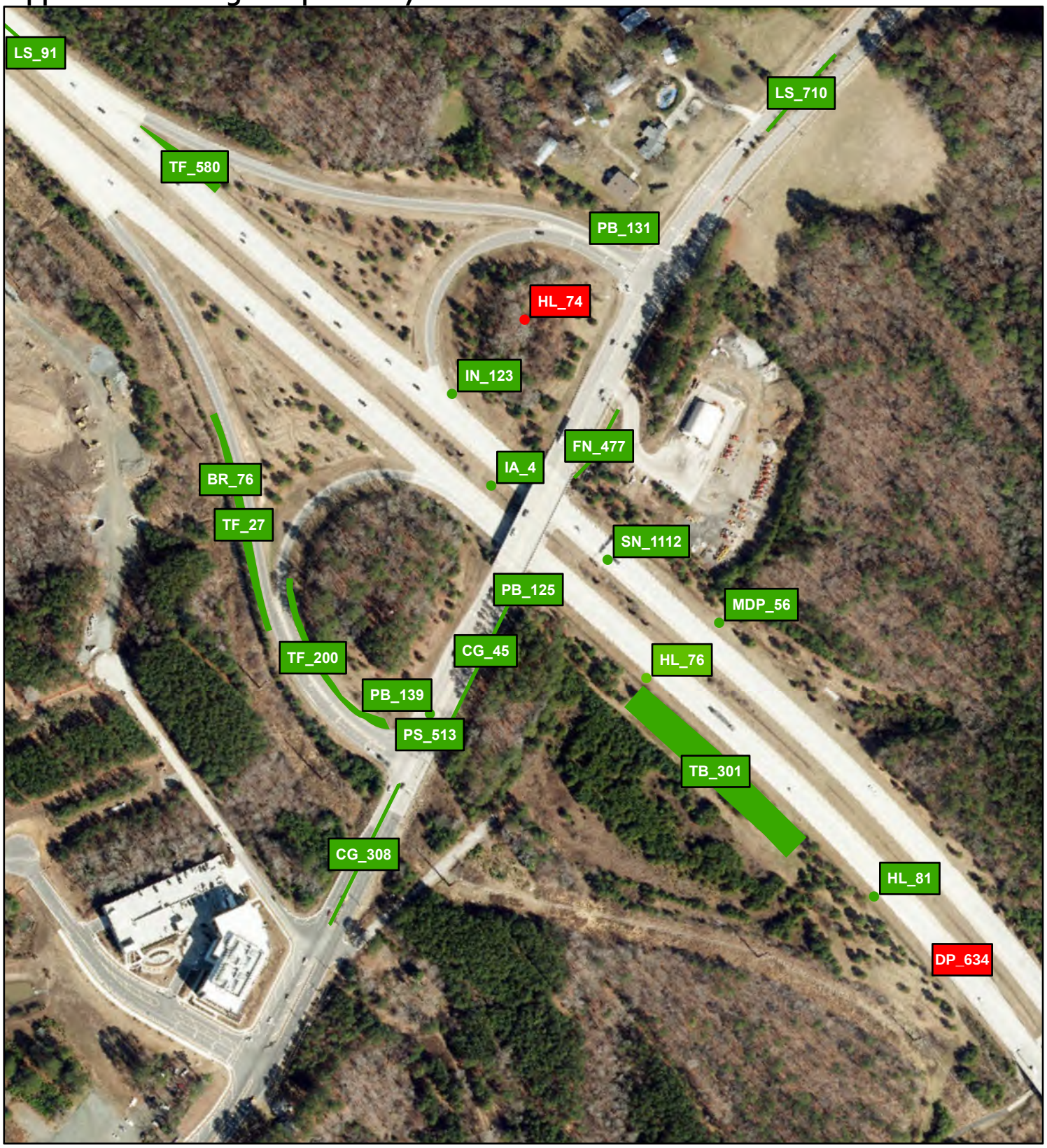

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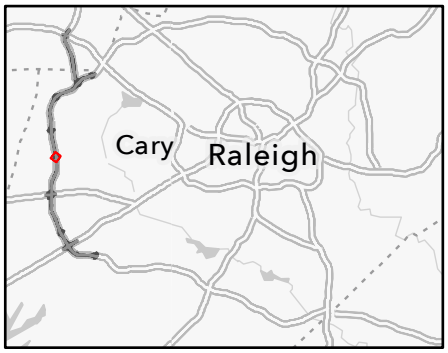

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Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

Legend

- Failing Asset
- Passing Asset

NORTH CAROLINA Turnpike Authority

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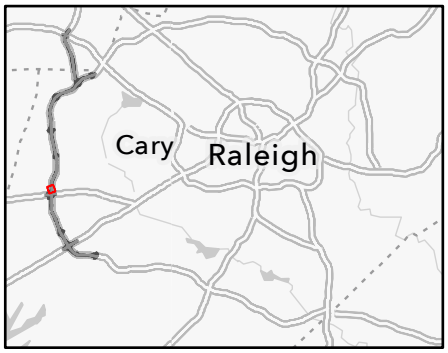

NORTH CAROLINA Turnpike Authority

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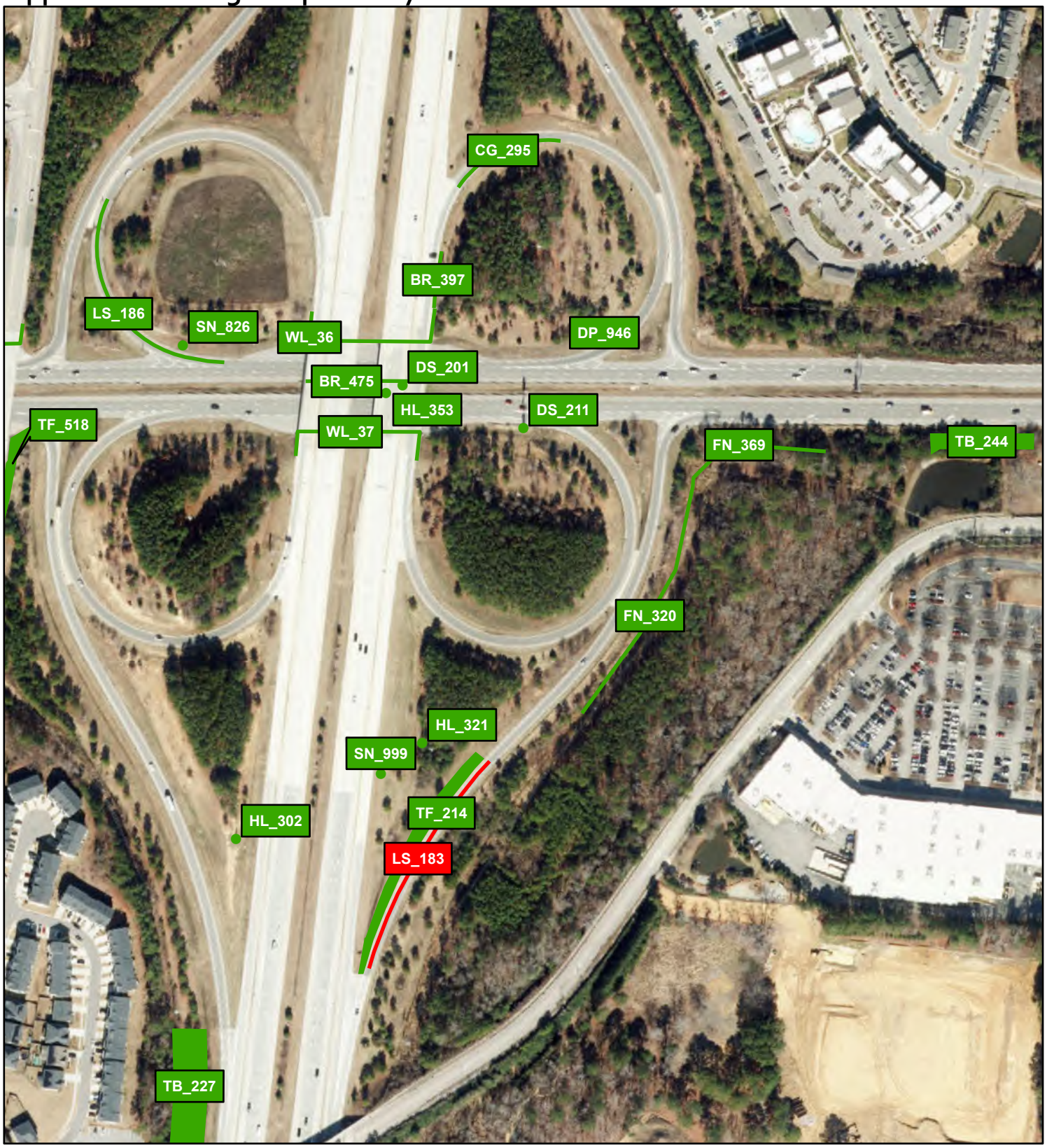

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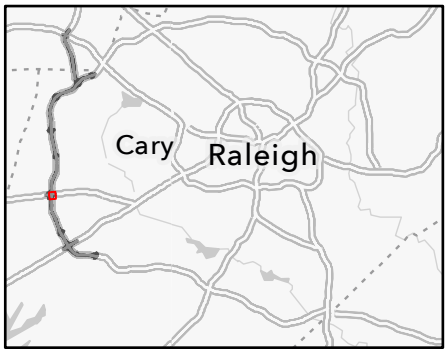

NORTH CAROLINA Turnpike Authority

Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

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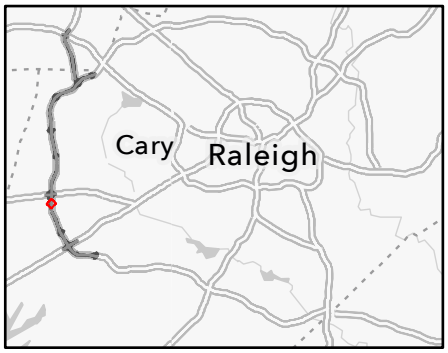

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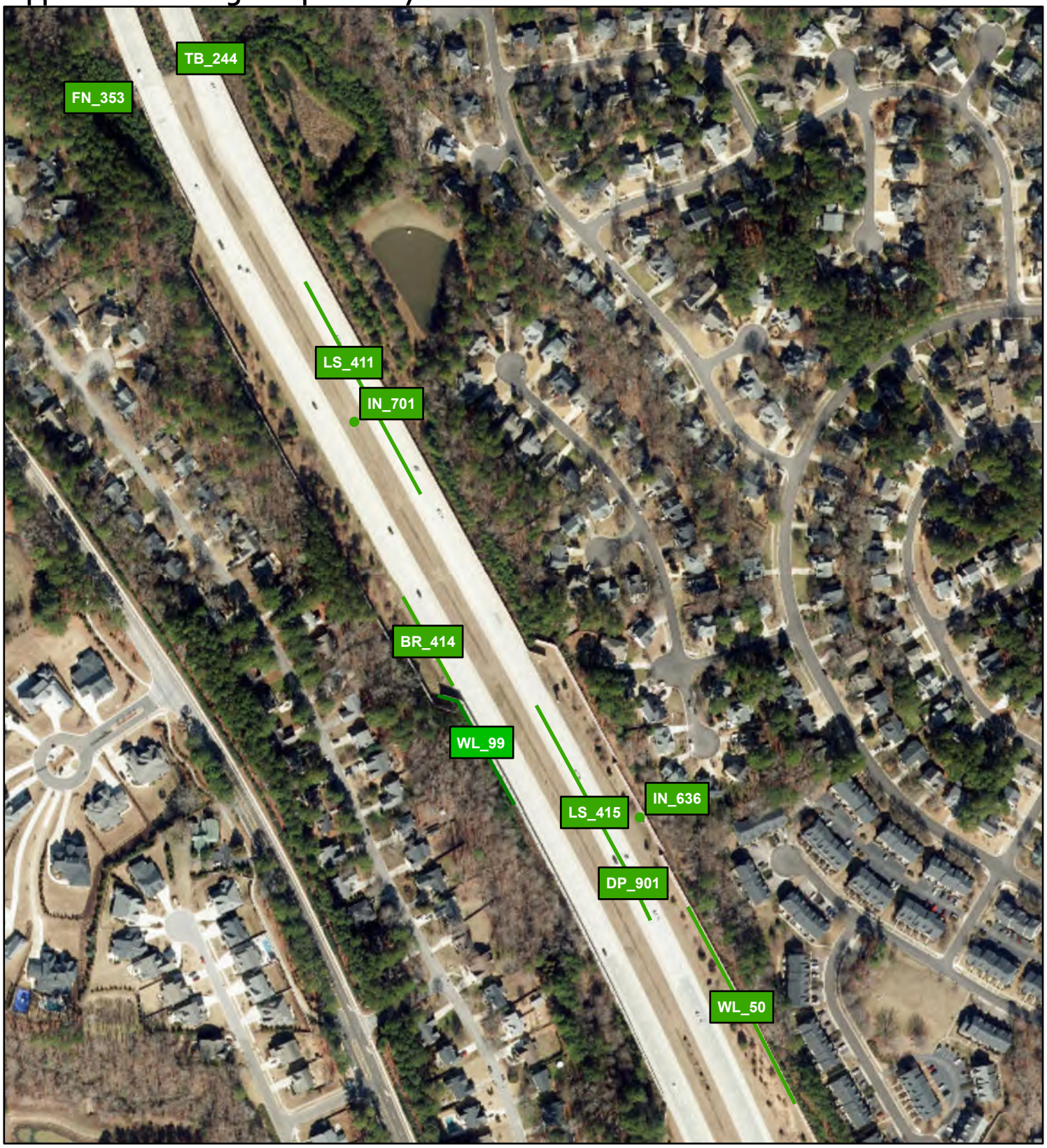
Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations



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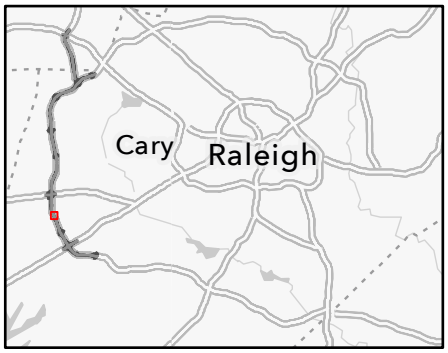
Passing Asset



NORTH CAROLINA Turnpike Authority

Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

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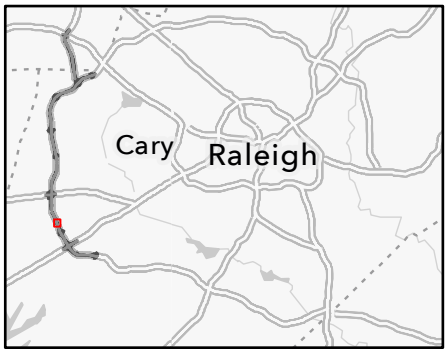

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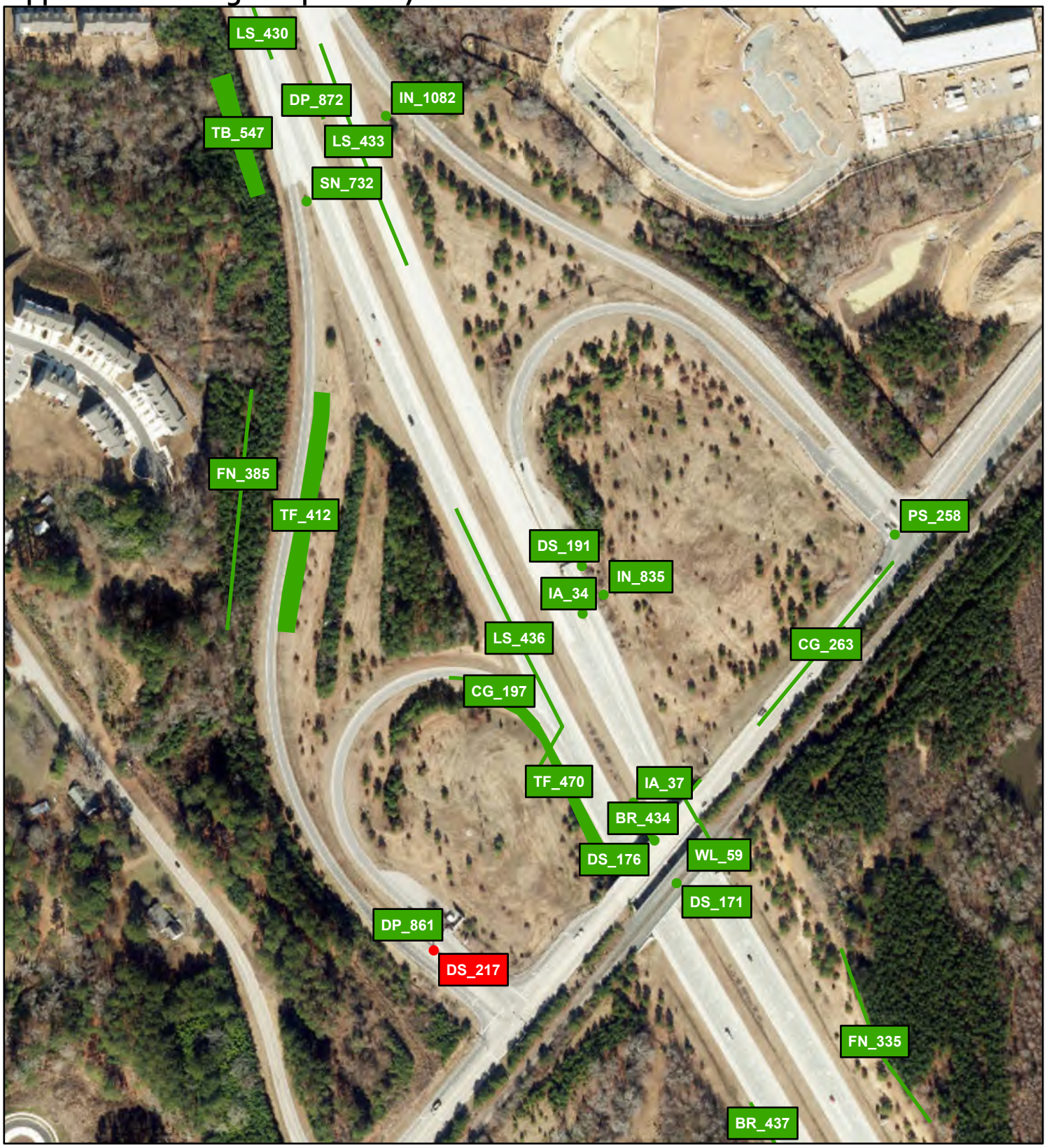
Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations



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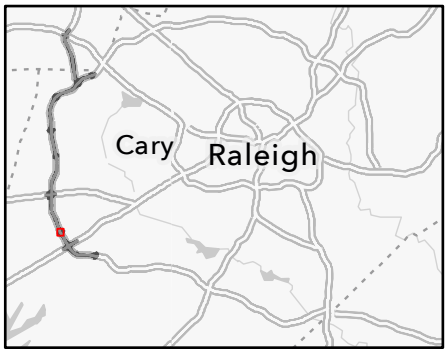

NORTH CAROLINA Turnpike Authority

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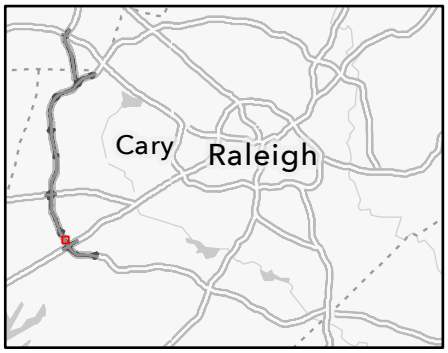

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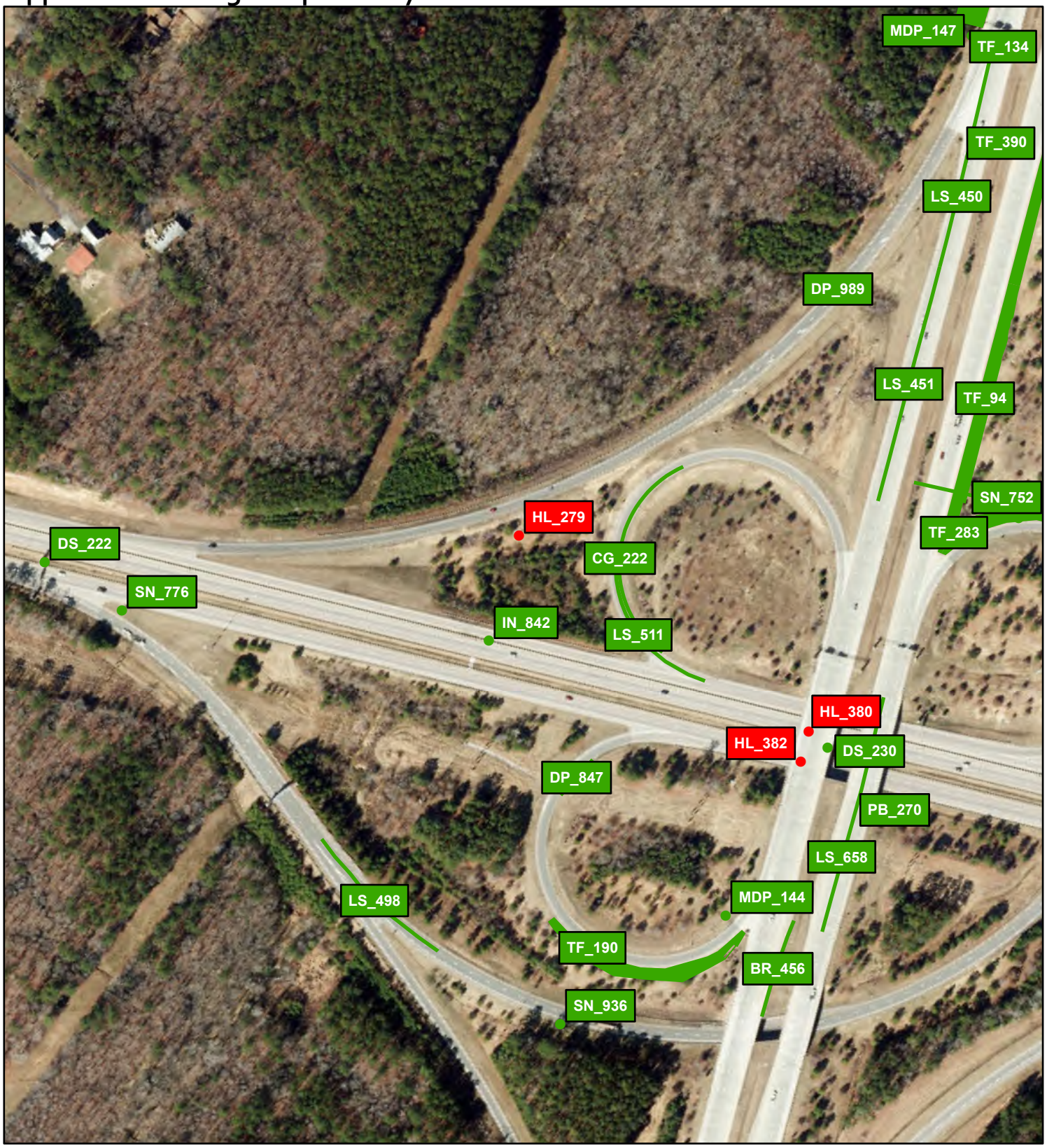

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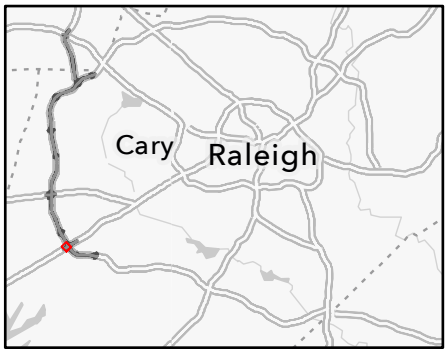

NORTH CAROLINA Turnpike Authority

Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

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Failing Asset

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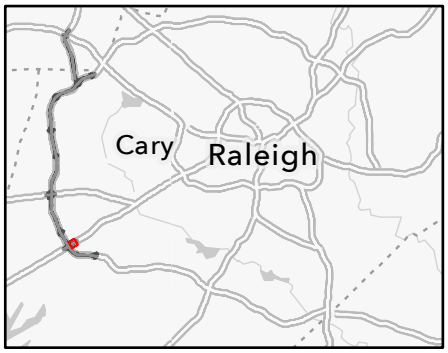

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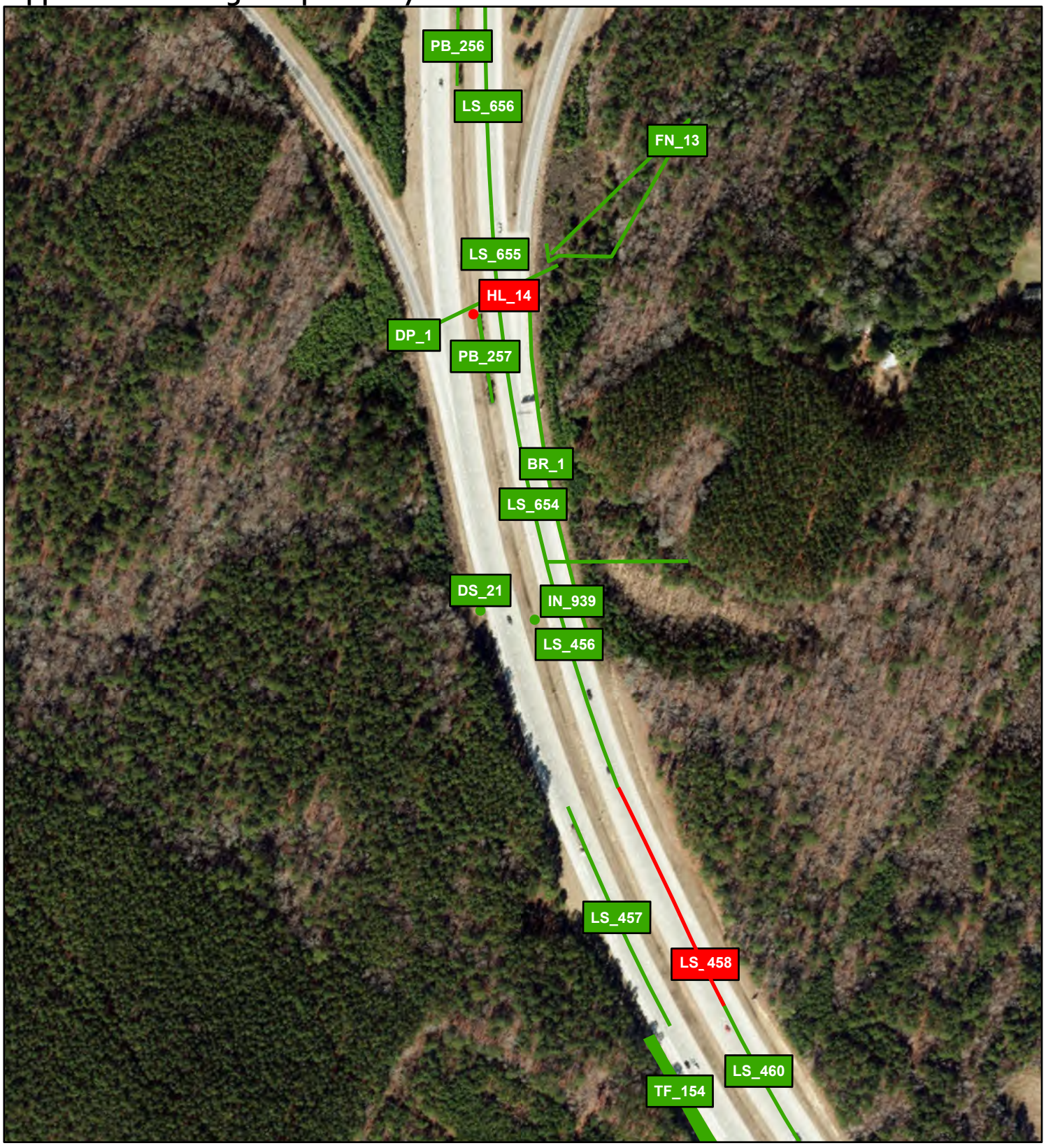

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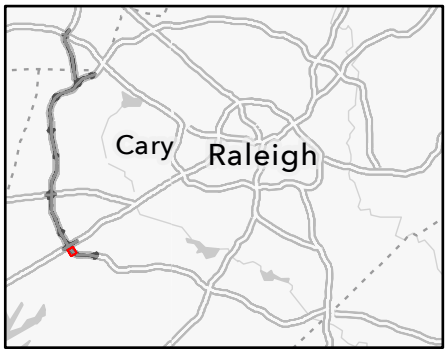

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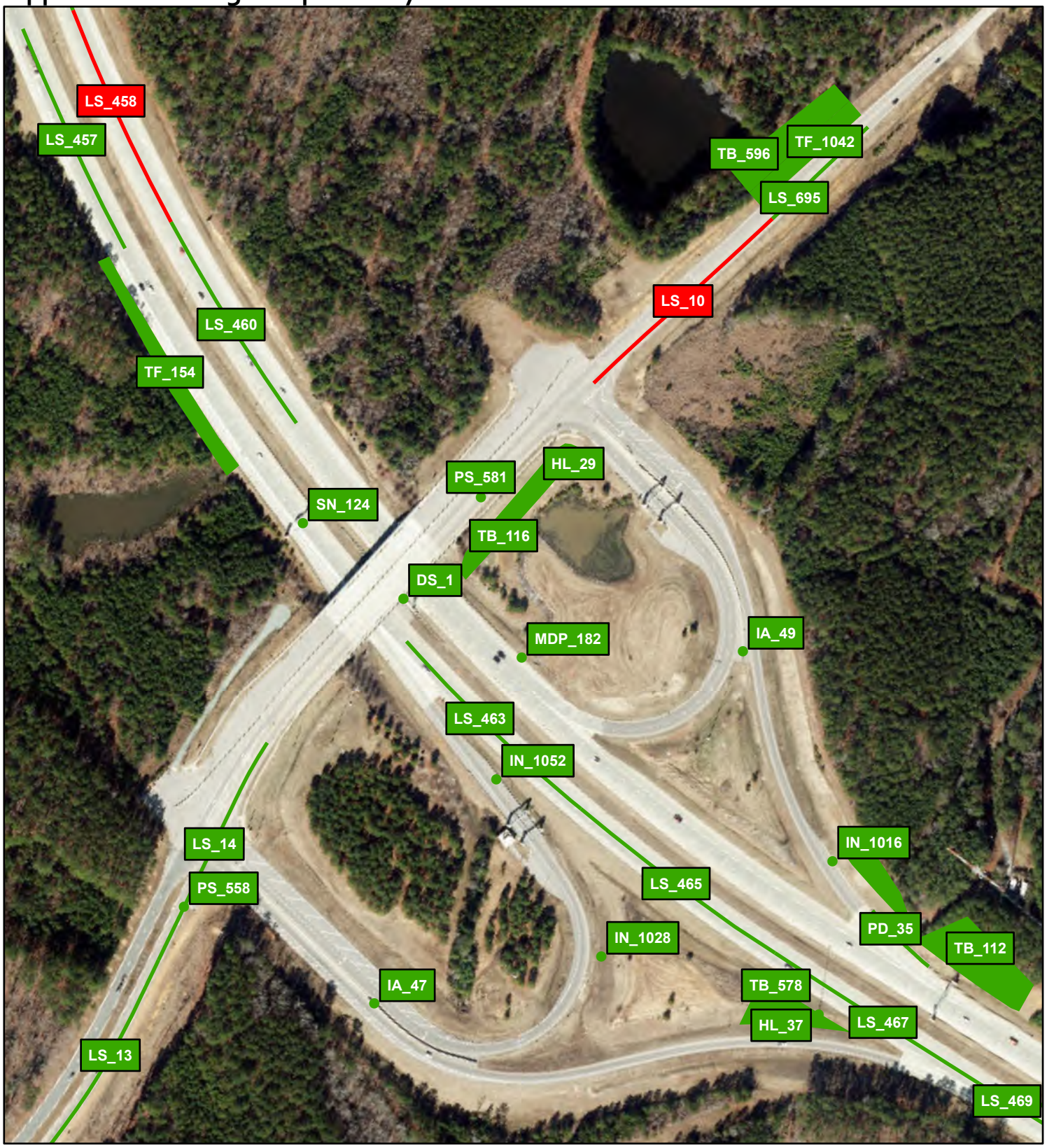

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Failing Asset

Passing Asset

NORTH CAROLINA Turnpike Authority

Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

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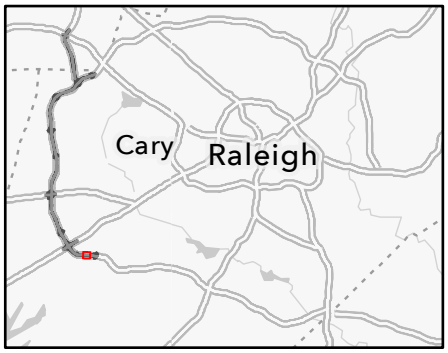

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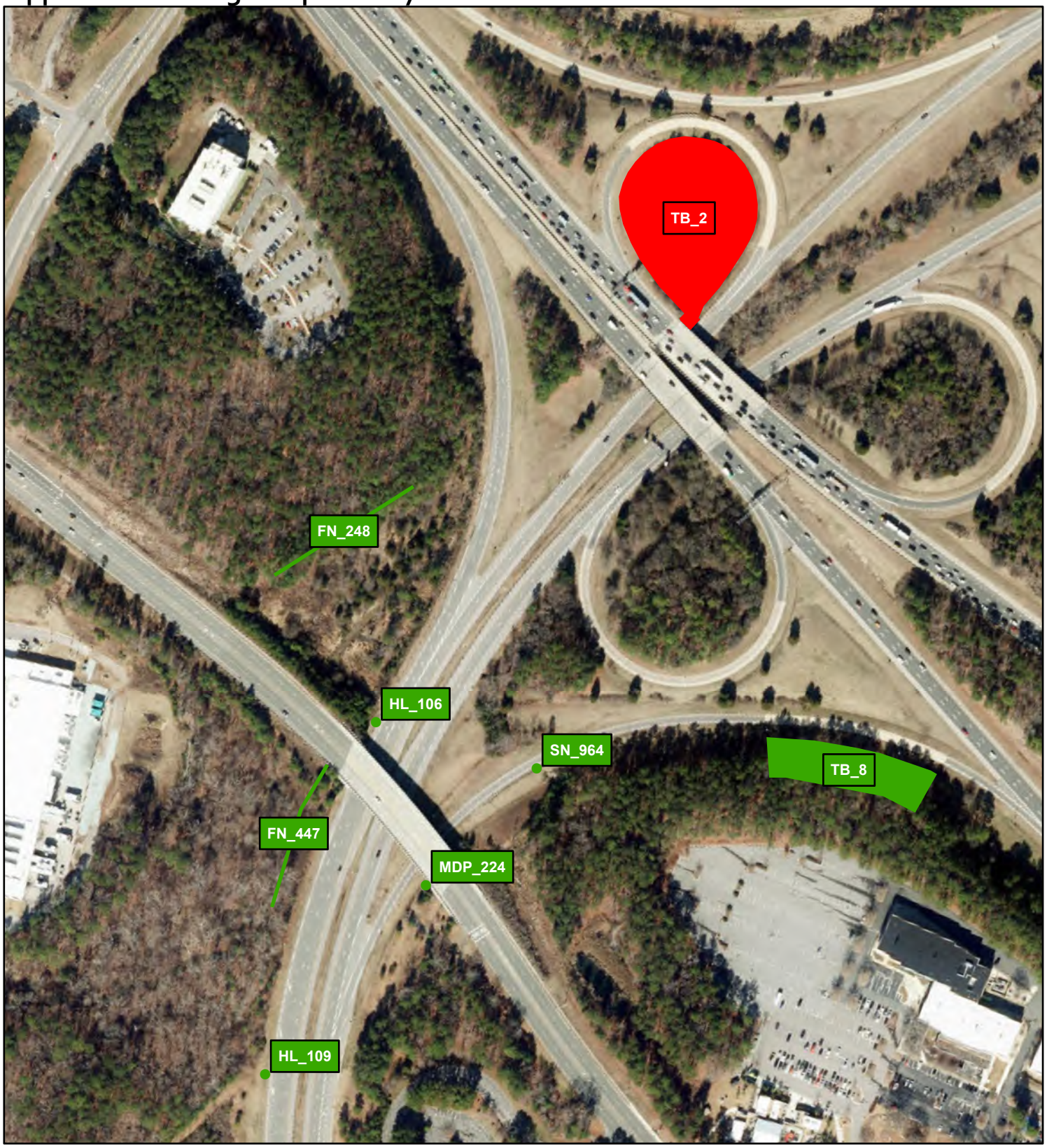
Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations



Legend

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NORTH CAROLINA Turnpike Authority

Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

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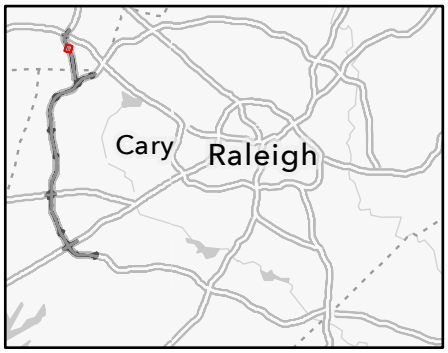

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Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

Legend

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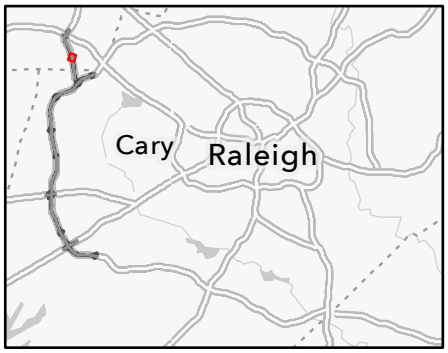

NORTH CAROLINA Turnpike Authority

Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

Legend

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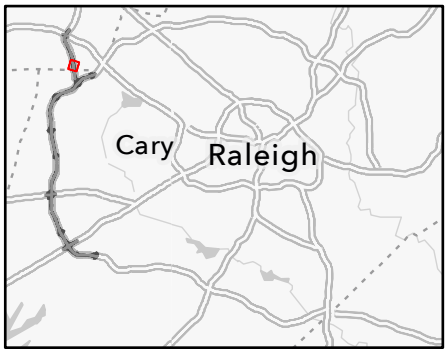

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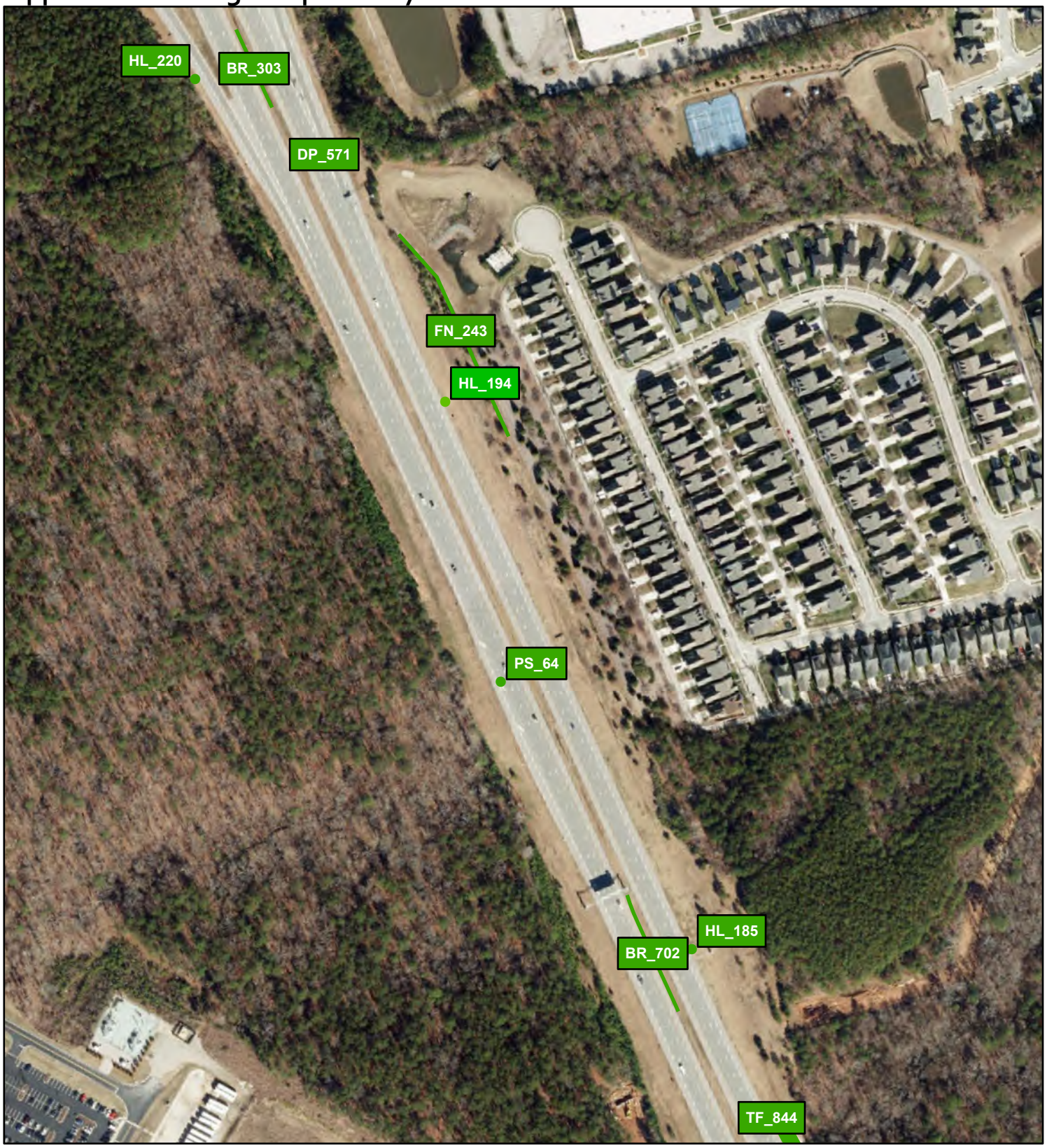

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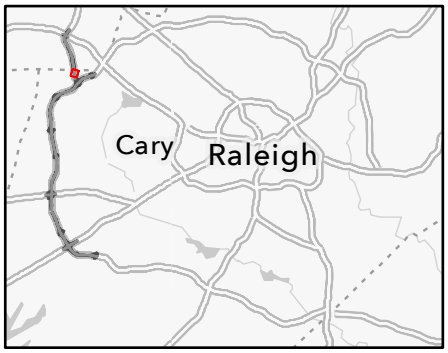

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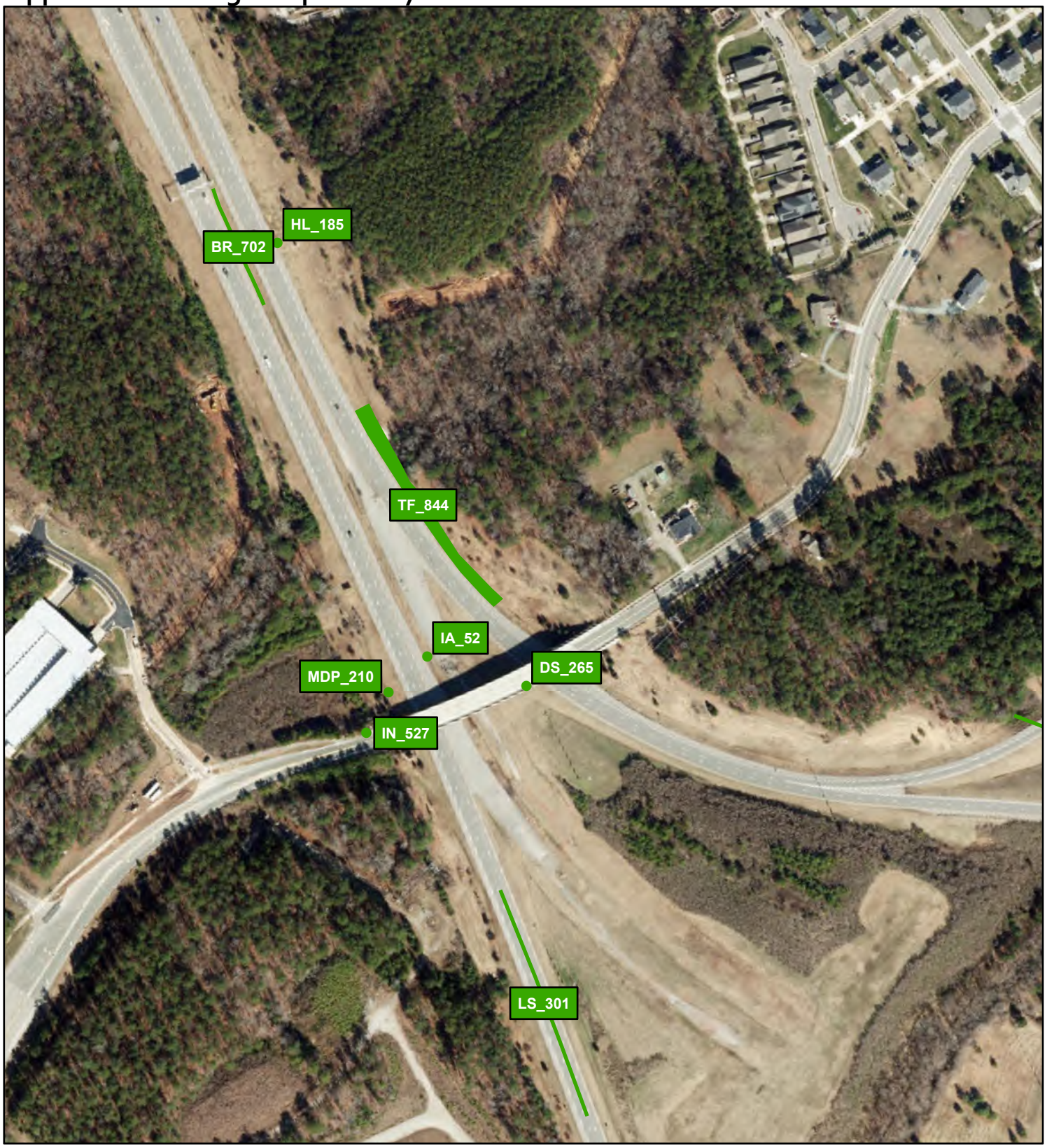
Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations



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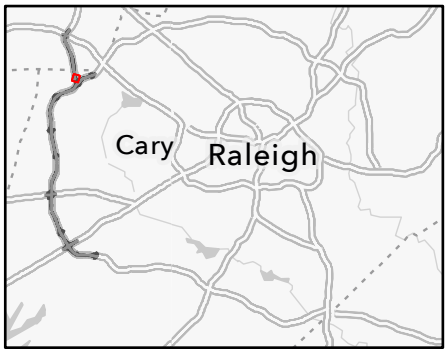
Failing Asset

Passing Asset



NORTH CAROLINA Turnpike Authority

Appendix A: Triangle Expressway 2026 Second Quarter Asset Assessment Locations

Legend

Failing Asset

Passing Asset

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Appendix B

Triangle Expressway 2026 Second 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)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Curb and Gutter (CG)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Other	CG_325	Settlement		A9

Decorative Supports (DS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Overhead Support	DS_146	Spalling		**A18**
2	Gantry Support	DS_217	Unsealed Crack/ Joint		**A21**

Drainage Pipes (DP)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Cross Pipe	DP_634	Obstruction		**A13**
2	Drain	DP_725	Obstruction		**A2**

Misc. Drainage Structure (MDP)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Fence and Control of Access (FN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Woven	FN_65	Hole Height		**A6**
1	Woven	FN_112	Hole Height		**A12**
1	Woven	FN_219	Hole Height		**A1**

Graffiti (GR)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Highway Lighting (HL)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Double Roadway	HL_4	Functional Damage (Out at Night)	No Photo Provided	**ORA**
2	Double Roadway	HL_5	Functional Damage (Out at Night)	No Photo Provided	**A27**
3	Double Roadway	HL_14	Functional Damage (Out at Night)	No Photo Provided	**A25**
4	High Mast	HL_47	Functional Damage (Out at Night)	No Photo Provided	**A6**
5	High Mast	HL_74	Functional Damage (Out at Night)	No Photo Provided	**A13**
6	Single Roadway	HL_262	Functional Damage (Out at Night)	No Photo Provided	**ORA**
7	Single Roadway	HL_264	Functional Damage (Out at Night)	No Photo Provided	**A20**
8	High Mast	HL_279	Functional Damage (Out at Night)	No Photo Provided	**A23**
9	Single Roadway	HL_289	Functional Damage (Out at Night)	No Photo Provided	**ORA**
10	Underpass Lighting	HL_380	Functional Damage (Out at Night)	No Photo Provided	**A23**
11	Underpass Lighting	HL_382	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_44	Functional Damage		**A30**

Inlets (IN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Landscaping (PB)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Paved Lanes – Asphalt (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	LS_183	Unsealed Cracks		**A17**
2	Asphalt	LS_244	Unsealed Cracks		**A31**

Paved Lanes – Concrete (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Paved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	LS_183	Cracking		**A17**

Unpaved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Front/Back Slopes (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Unpaved Lateral and Outfall Ditches (LS)

#	Material Type	Objec t ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Litter (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Roadway Sweeping (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Pavement Striping (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

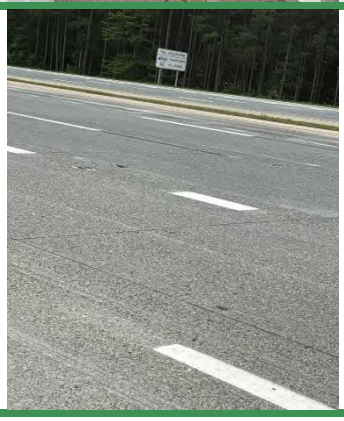
This asset did not produce any failures.

Pavement Markers (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Delineators (LS)

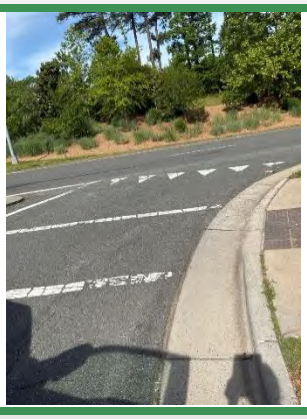
#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	LS_10	Nighttime Reflectivity		**A26**
2	Concrete	LS_101	Nighttime Reflectivity		**A14**
3	Concrete	LS_458	Nighttime Reflectivity		**A25**

Paved Ditches (PD)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Pavement Words and Symbols (PS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Yield Bar	PS_146	Daytime Assessment/ Nighttime Reflectivity		**A31**
2	Right Turn	PS_383	Daytime Assessment		**A1**
3	Thru Lane	PS_412	Nighttime Reflectivity		**A1**

Signs (SN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Tree and Brush (TB)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Tree and Brush	TB_2	Sight Distance		**A28**
2	Tree and Brush	TB_52	Sight Distance		**ORA**

Turf Condition (TF)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

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

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Bridge Wall	WL_32	Unsealed Cracks/ Joints		**A6**