NORTH CAROLINA
Turnpike Authority

Maintenance Rating Program

Triangle Expressway

November 2026

2026 Third Quarter Report

CONSULTANT CERTIFICATION OF COMPLETION

October 8, 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; Q3, 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

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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 Third Quarter Assessment of the Triangle Expressway.

The overall 2026 third quarter maintenance rating of the Triangle Expressway was **95.7,** 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 Third Quarter Assessment

Element	MRP Rating	Target Rating
Road Surface	96.0	85.0
Unpaved Shoulders and Ditches	98.7	85.0
Drainage	95.1	85.0
Roadside	96.7	85.0
Traffic Control Devices	94.0	85.0
Overall MRP Performance Rating	**95.7**	**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 **95.9**.

Table 2: MRP Rolling Element Results

Element	Q4 2025 Rating	Q1 2026 Rating	Q2 2026 Rating	Q3 2026 Rating	Rolling Rating
Road Surface	100.0	100.0	97.5	96.0	98.2
Unpaved Shoulders and Ditches	100.0	98.2	100.0	98.7	99.4
Drainage	96.1	96.7	97.3	95.1	96.3
Roadside	98.6	98.6	97.4	96.7	97.8
Traffic Control Devices	90.7	81.9	95.5	94.0	91.1
Overall MRP Performance Rating	**96.4**	**93.6**	**97.2**	**95.7**	**95.9**

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.

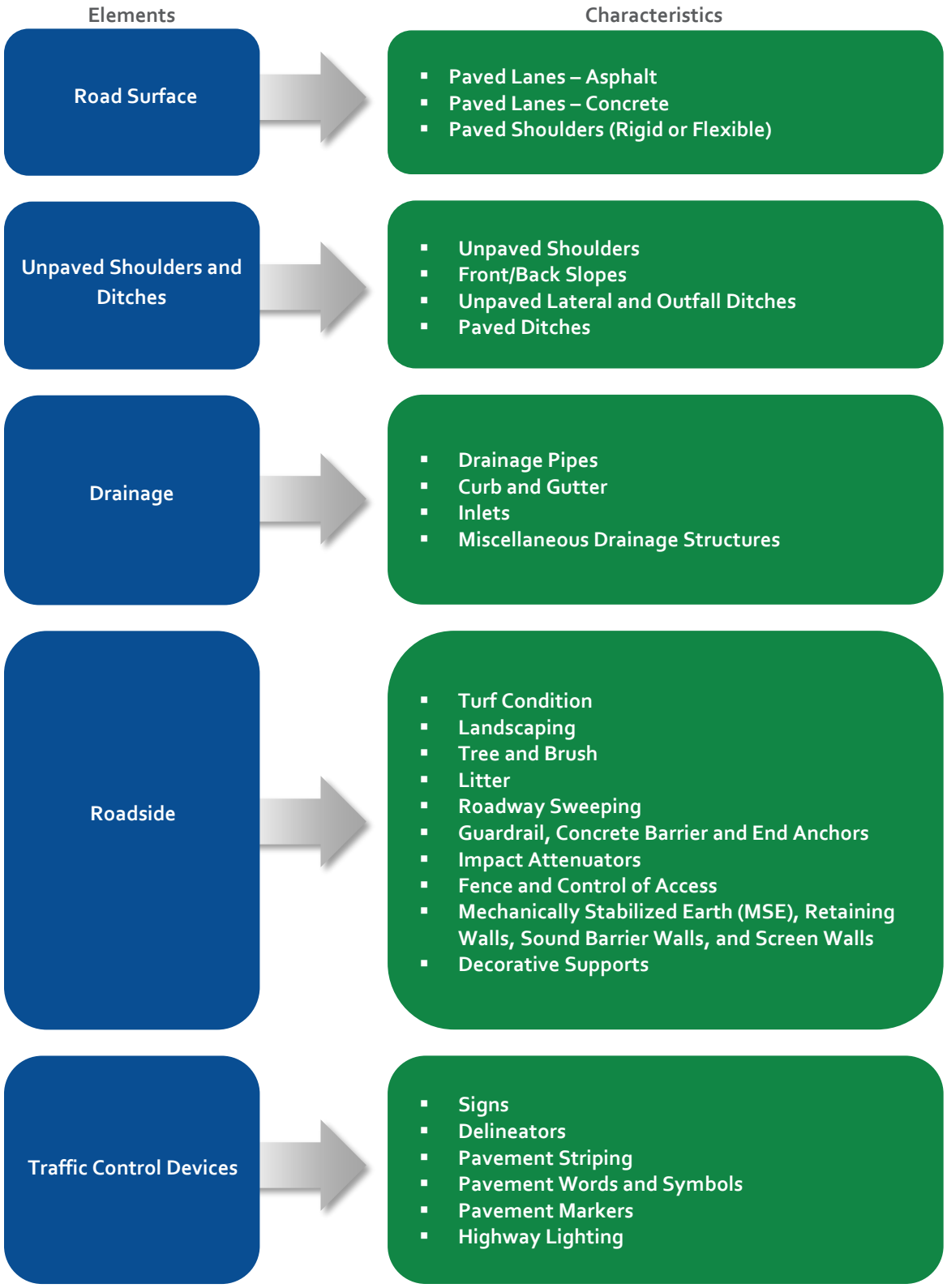
The NCTA performance standards, threshold criteria, and maintenance rating program were developed through a collaborative effort by NCTA managers, NCDOT maintenance staff, and consultants.

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 Third Quarter Assessment

6.1 Quarterly Results

The overall 2026 third quarter maintenance rating of the Triangle Expressway was 95.7, 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 third 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 third quarter MRP performance ratings for elements and characteristics are presented in ***Table 4*** and ***Table 5***, respectively.

Table 4: MRP Element Results for Q3 2026

Element	MRP Rating
Road Surface	96.0
Unpaved Shoulders and Ditches	98.7
Drainage	95.1
Roadside	96.7
Traffic Control Devices	94.0
Overall MRP Performance Rating	**95.7**

Table 5: MRP Characteristics Results for Q3 2026

Road Surface	Sample Passed	Sample Total	Weighted Values	Actual Pts	Available Pts	Q3 Rating
Paved Lanes Asphalt	15	16	9	135	144	94
Paved Lanes Concrete	15	16	9	135	144	94
Paved Shoulder	32	32	5	160	160	100
Element Total				**430**	**448**	**96.0**
Unpaved Shoulders and Ditches	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual Pts**	**Available Pts**	**Q3 Rating**
Unpaved Shoulder	31	32	9	279	288	97
Front/Back Slopes	32	32	6	192	192	100
Lateral and Outfall Ditches, Unpaved	32	32	6	192	192	100
Ditches, Paved	2	2	5	10	10	100
Element Total				**673**	**682**	**98.7**
Drainage	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual Pts**	**Available Pts**	**Q3 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	18	22	4	72	88	82
Element Total				**696**	**732**	**95.1**
Roadside	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual Pts**	**Available Pts**	**Q3 Rating**
Turf Condition	33	33	7	231	231	100
Landscaping	23	25	4	92	100	92
Trees and Brush	31	31	4	124	124	100
Litter	32	32	4	128	128	100
Roadway Sweeping	31	32	5	155	160	97
Guardrail, Concrete Barrier, and End Anchors	30	31	9	270	279	97
Impact Attenuators	10	10	9	90	90	100
Fence, Control Access	28	30	7	196	210	93
Retaining Walls and Sound Barrier Walls	14	14	5	70	70	100
Decorative Supports	22	26	5	110	130	85
Graffiti and Stain Removal	44	44	4	176	176	100
Element Total				**1642**	**1698**	**96.7**
Traffic Control Devices	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual Pts**	**Available Pts**	**Q3 Rating**
Signs	33	34	7	231	238	97
Delineators	32	32	3	96	96	100
Pavement Striping/Marking	32	32	8	256	256	100
Words and Symbols	28	31	7	196	217	90
Pavement Markers	32	32	9	288	288	100
Highway Lighting	37	46	6	222	276	80
Element Total				**1289**	**1371**	**94.0**

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

Road Surface (96.0) decreased by 1.5 points but maintained good representation from the previous quarter's rating.

Unpaved Shoulders and Ditches (98.7) elemental rating decreased 1.3 points from the previous quarter's rating. All characteristics within this element continued scoring above 90.

Drainage (95.1) rating decreased by 2.2 points from the previous quarter's rating. Misc. Drainage Structures (82) rating decreased 18 points from last quarter.

Roadside (96.7) rating decreased by 0.7 points from the previous quarter rating. Most characteristics continued to score strongly from the previous quarter's rating.

Traffic Control Devices (94.0) experienced a decrease in rating of 1.5 points overall from the previous quarter. Pavement Striping/Marking (100) stayed consistent due to an active striping project currently ongoing. Highway Lighting (80) increased by 3 points in rating, putting it at the target rating of 80 but will require attention in the future.

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

Characteristics

This quarter, all element characteristics met or 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 (80 rating – 37 of the 46 assets passed): Each of the highway lights that did not pass inspection were not functioning properly (out at night) besides one. One Highway light failed due to a missing panel door.

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 **95.9,** 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

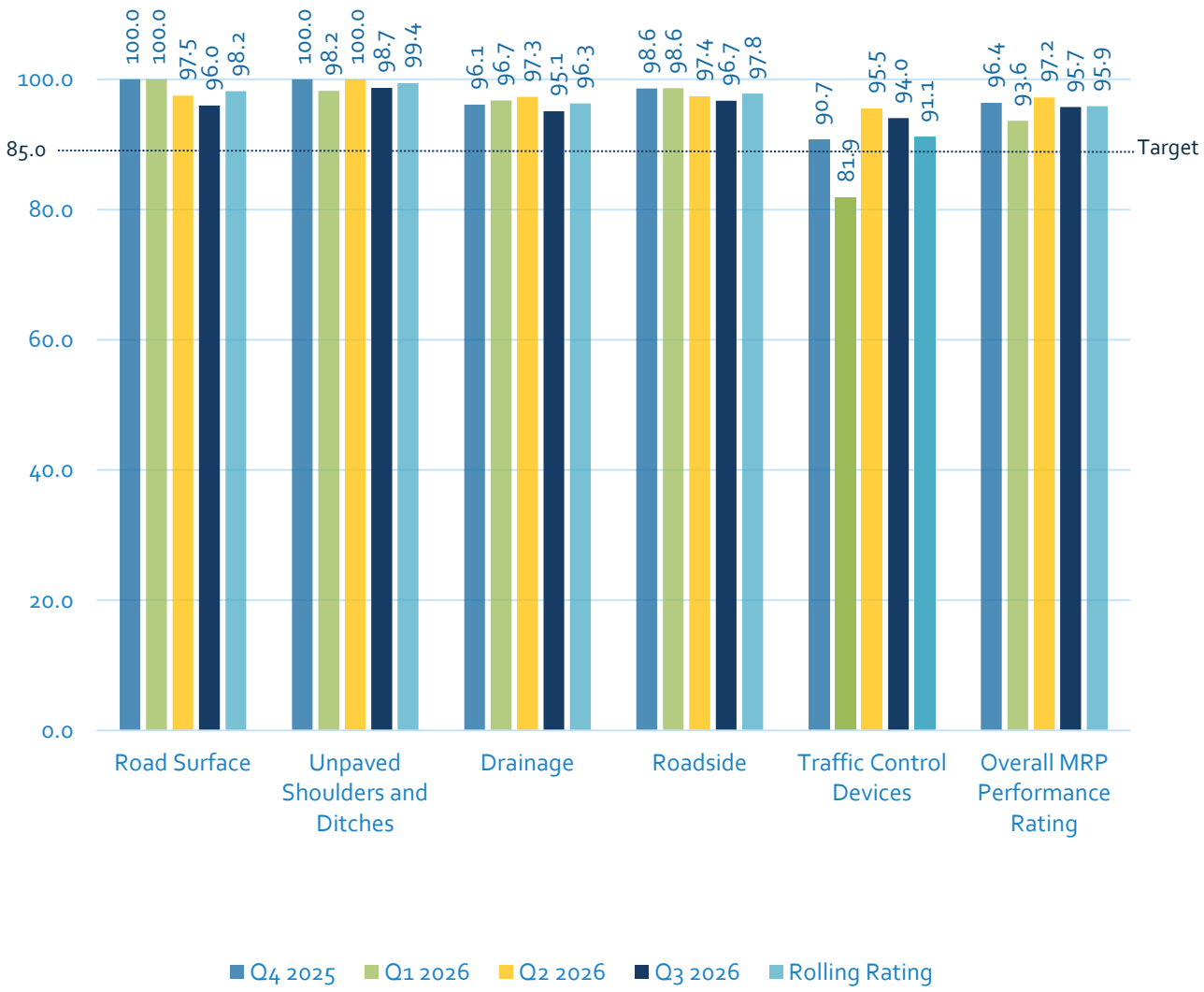


Table 6: MRP Rolling Element Results

Road Surface	Q4 2025 Rating	Q1 2026 Rating	Q2 2026 Rating	Q3 2026 Rating	Rolling Rating
Paved Lanes Asphalt	100	100	92	94	96
Paved Lanes Concrete	100	100	100	94	99
Paved Shoulder	100	100	99	100	99
Element Total	**100.0**	**100.0**	**97.5**	**96.0**	**98.2**
Unpaved Shoulders and Ditches	**Q4 2025 Rating**	**Q1 2026 Rating**	**Q2 2026 Rating**	**Q3 2026 Rating**	**Rolling Rating**
Unpaved Shoulder	100	100	100	97	99
Front/Back Slopes	100	97	100	100	99
Lateral and Outfall Ditches, Unpaved	100	97	100	100	99
Ditches, Paved	100	100	100	100	100
Element Total	**100.0**	**98.2**	**100.0**	**98.7**	**99.4**
Drainage	**Q4 2025 Rating**	**Q1 2026 Rating**	**Q2 2026 Rating**	**Q3 2026 Rating**	**Rolling Rating**
Drainage Pipes	94	97	94	97	96
Curb and Gutter	96	96	96	96	96
Inlets	97	97	100	97	98
Misc. Drainage Structure	97	96	100	82	94
Element Total	**96.1**	**96.7**	**97.3**	**95.1**	**96.3**
Roadside	**Q4 2025 Rating**	**Q1 2026 Rating**	**Q2 2026 Rating**	**Q3 2026 Rating**	**Rolling Rating**
Turf Condition	97	94	100	100	98
Landscaping	92	100	100	92	96
Trees and Brush	100	100	94	100	98
Litter	100	100	100	100	100
Roadway Sweeping	100	100	100	97	99
Guardrail, Concrete Barrier, and End Anchors	100	100	100	97	99
Impact Attenuators	89	90	89	100	92
Fence, Control Access	100	100	90	93	96
Retaining Walls and Sound Barrier Walls	100	100	93	100	98
Decorative Supports	100	100	92	85	94
Graffiti and Stain Removal	100	100	100	100	100
Element Total	**98.6**	**98.6**	**97.4**	**96.7**	**97.8**
Traffic Control Devices	**Q4 2025 Rating**	**Q1 2026 Rating**	**Q2 2026 Rating**	**Q3 2026 Rating**	**Rolling Rating**
Signs	97	97	100	97	98
Delineators	97	100	96	100	98
Pavement Striping/Marking	97	63	100	100	92
Words and Symbols	87	87	92	90	89
Pavement Markers	97	84	100	100	96
Highway Lighting	74	75	77	80	76
Element Total	**90.7**	**81.9**	**95.5**	**94.0**	**91.1**

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 third 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 third quarter 2026 overall rating was **95.7** and the rolling rating was **95.9** , both ratings met the target rating of 90.

All element ratings were above the target ratings for the quarter and rolling assessment. During the third quarter assessment, all characteristics met or exceeded the target rating of 80. 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.

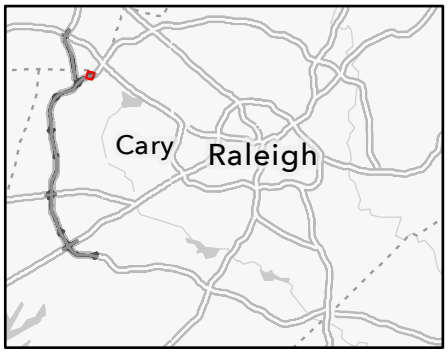
This quarter, both two Green Level Historic District signs were found to be in good condition. The landscaped area surrounding one of the signs needs attention, while the other has been well maintained.

Appendix A: Triangle Expressway 2026 Third Quarter Asset Assessment Locations



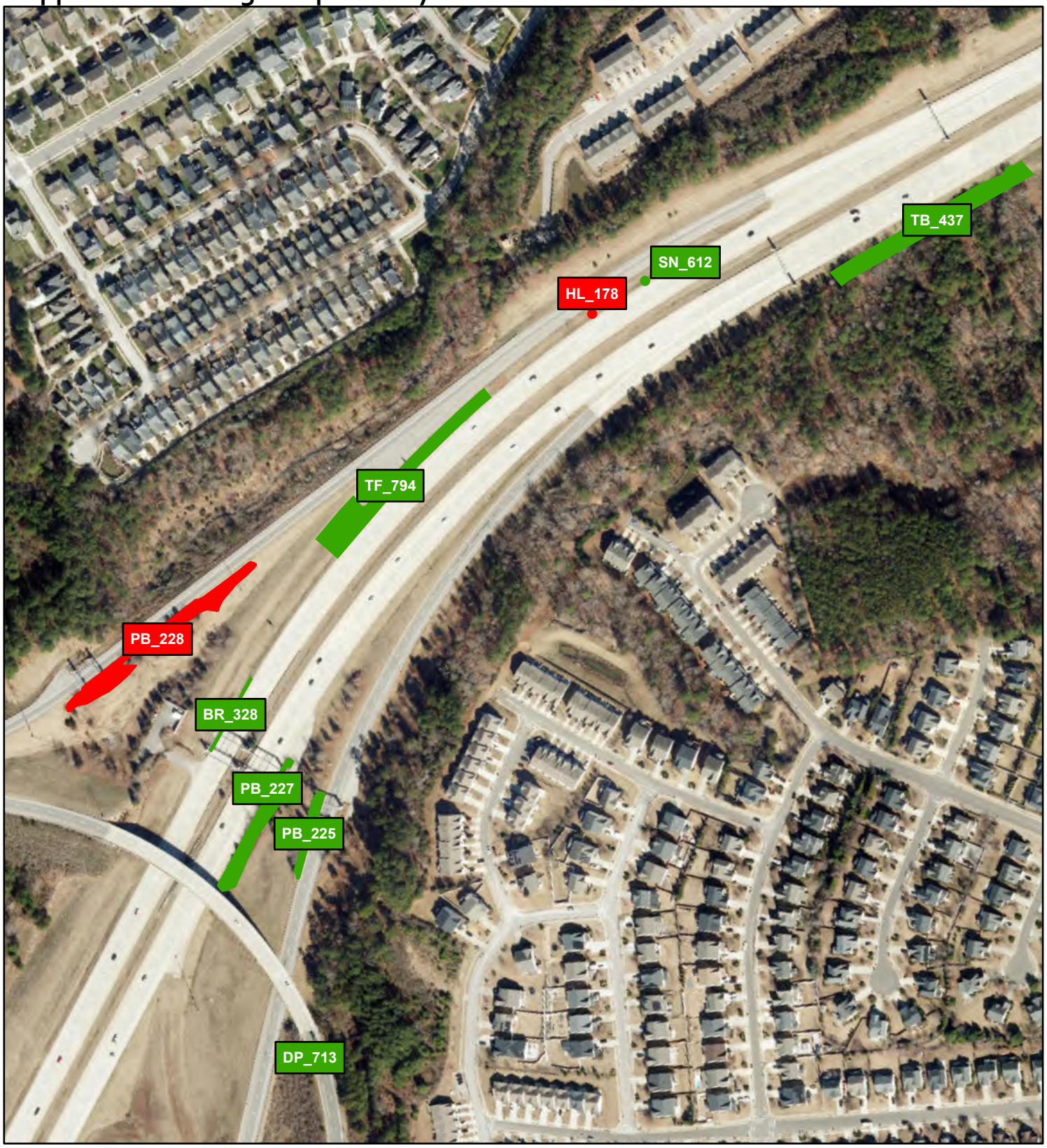
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- Failing Asset
- Passing Asset



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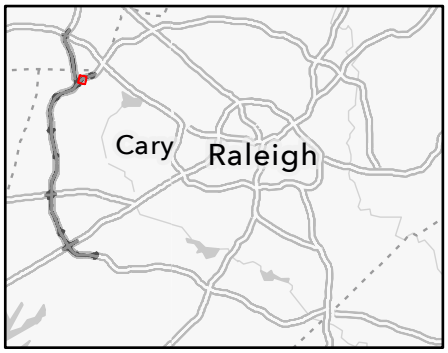
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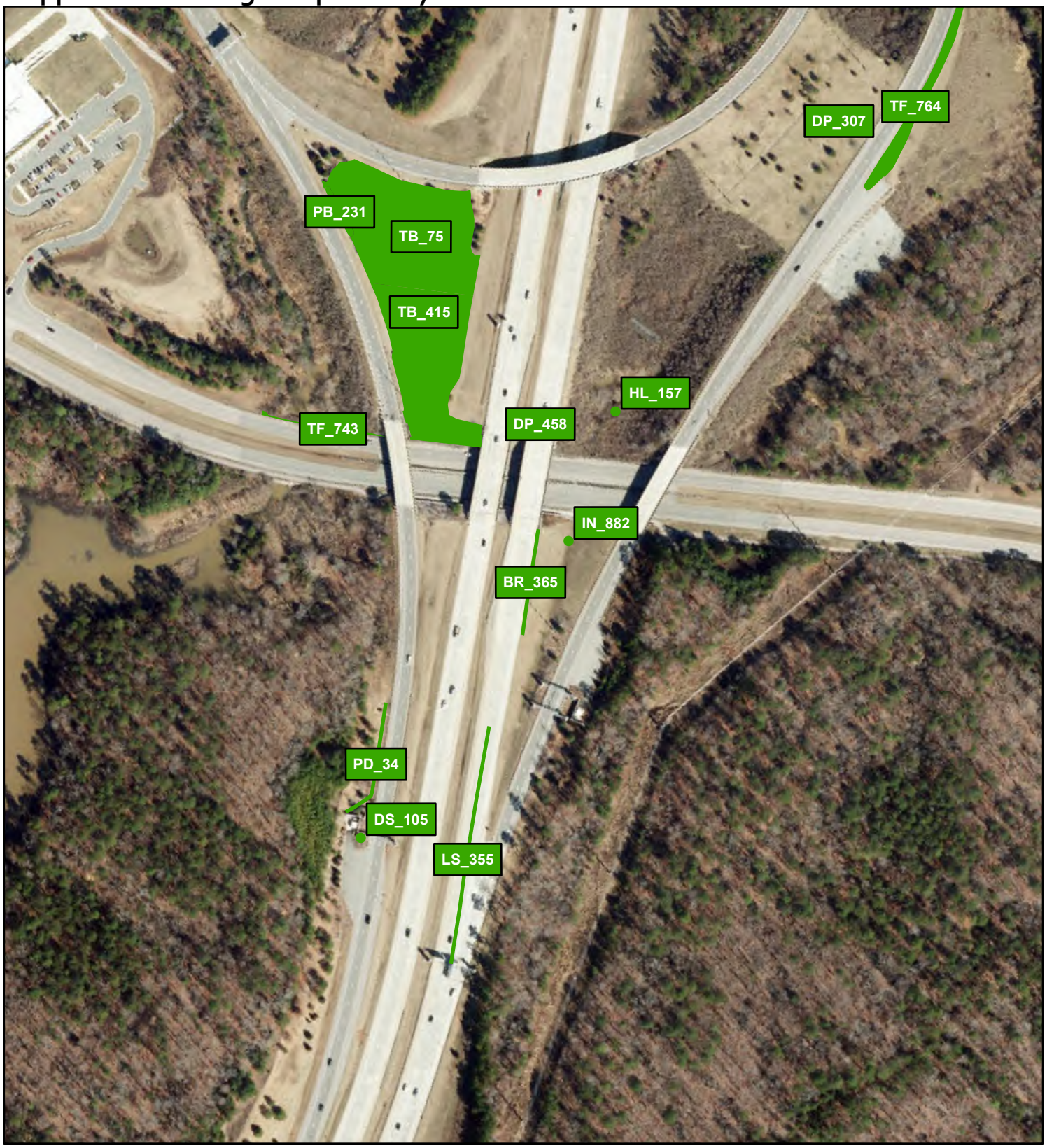
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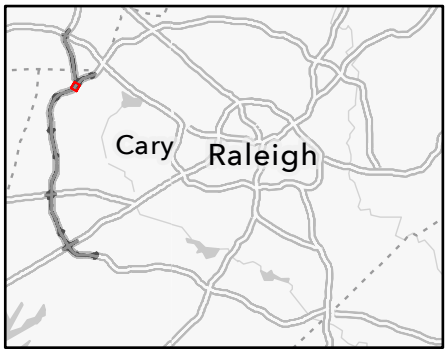
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Failing Asset

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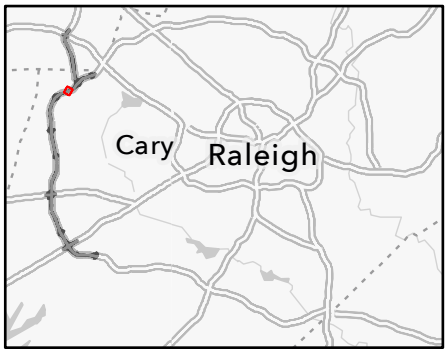
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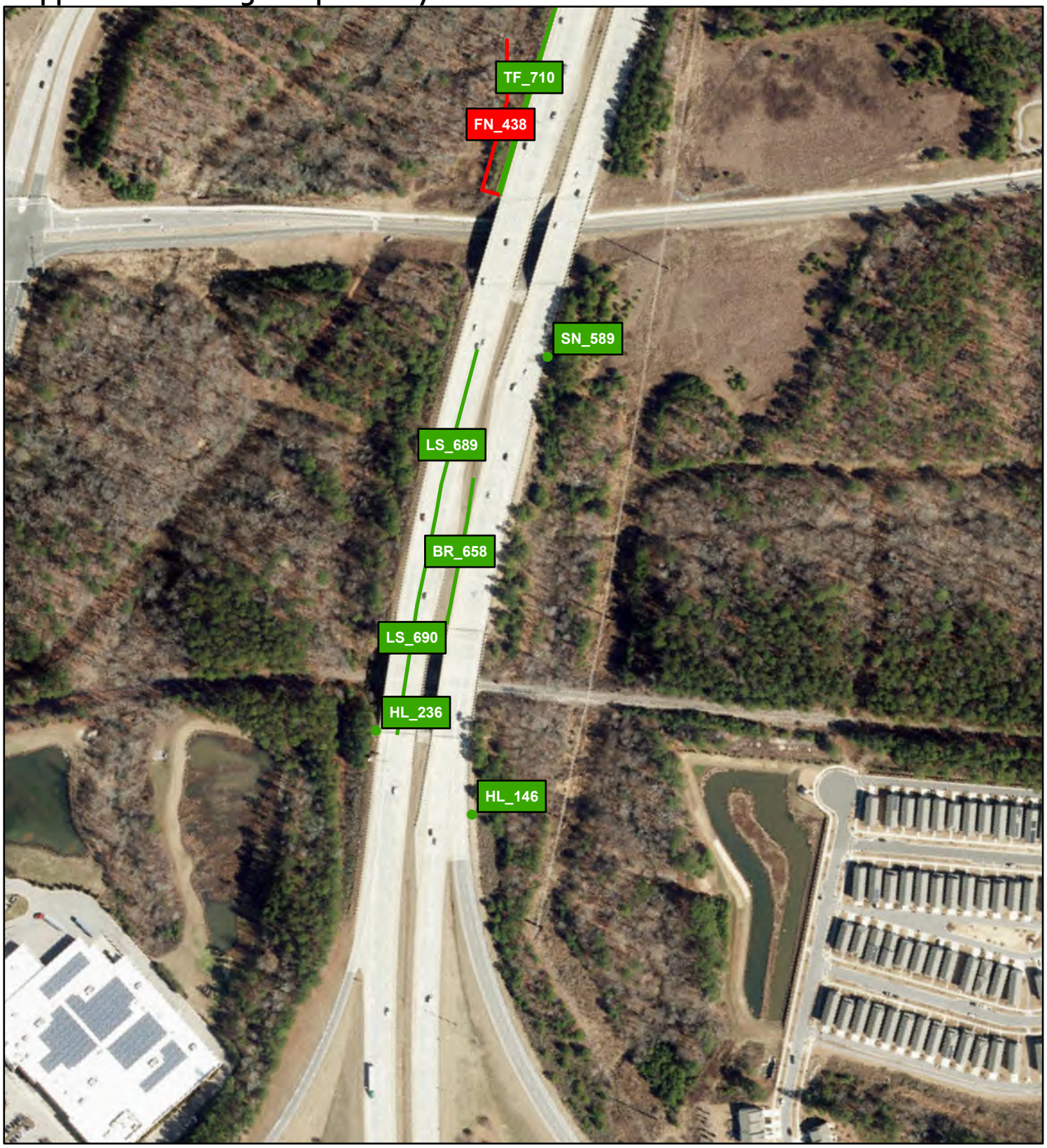
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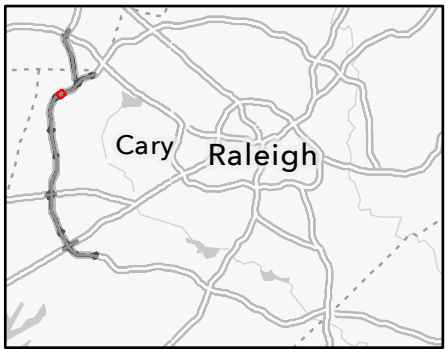
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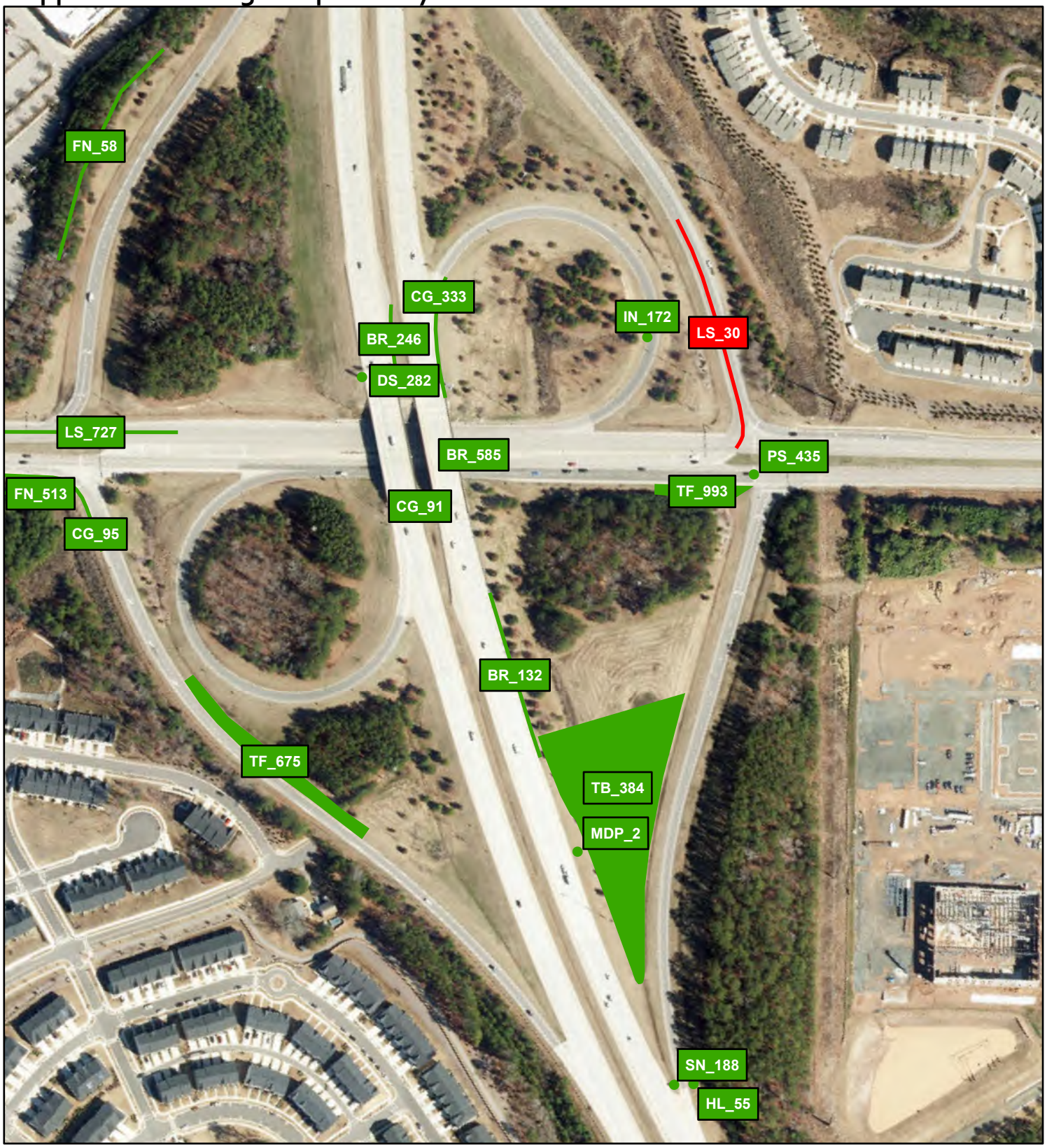
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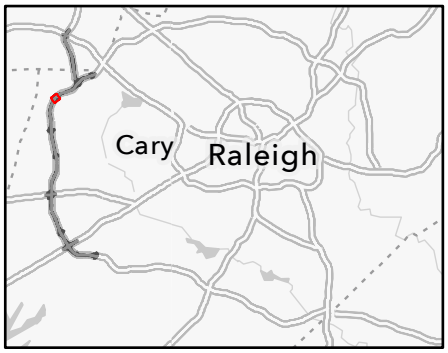
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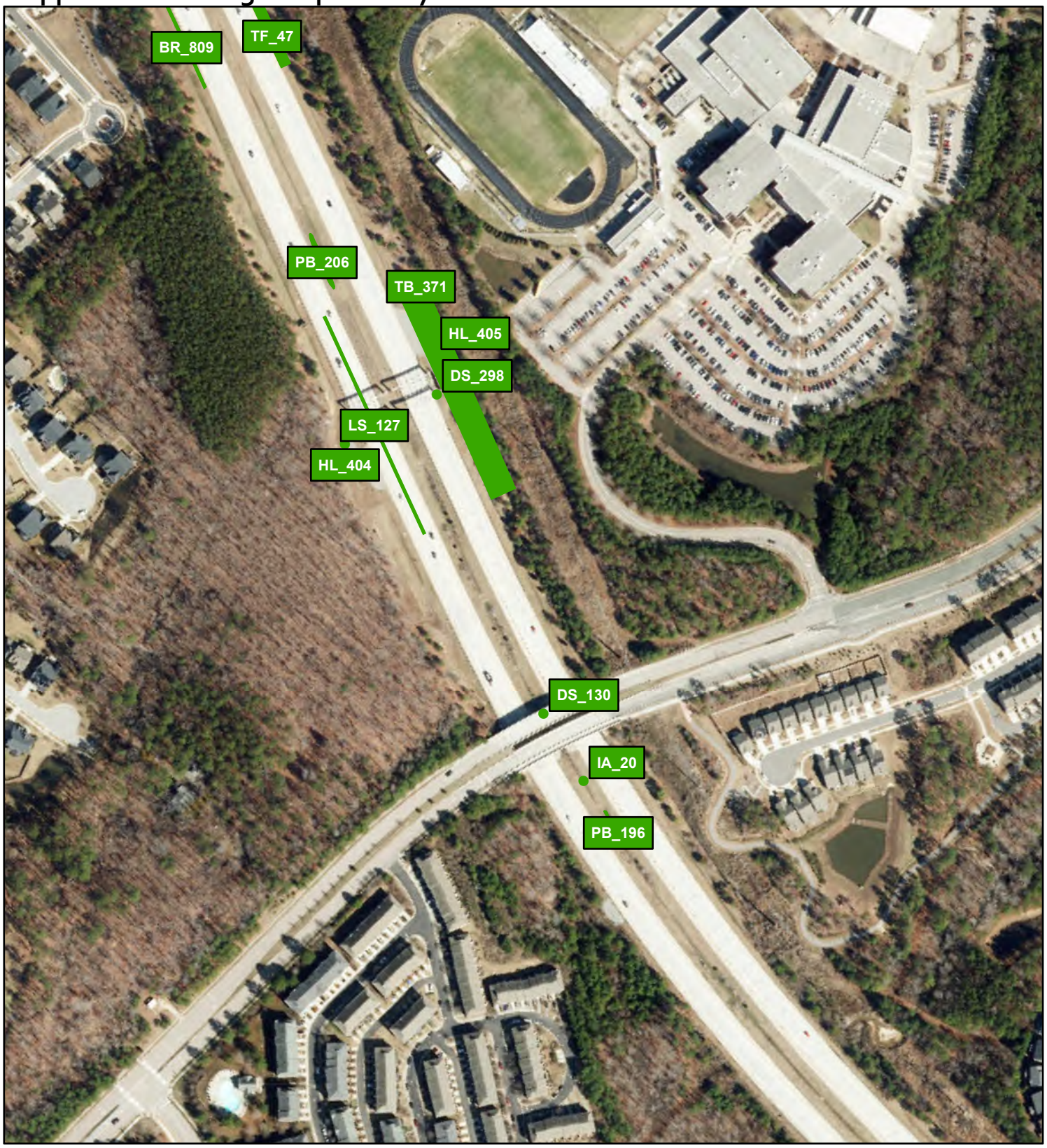
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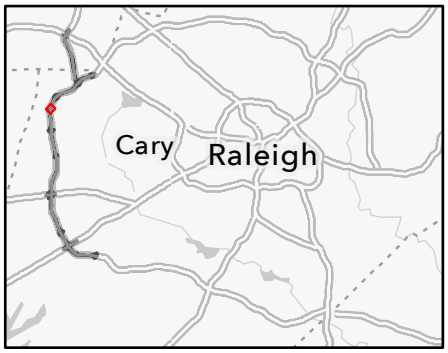
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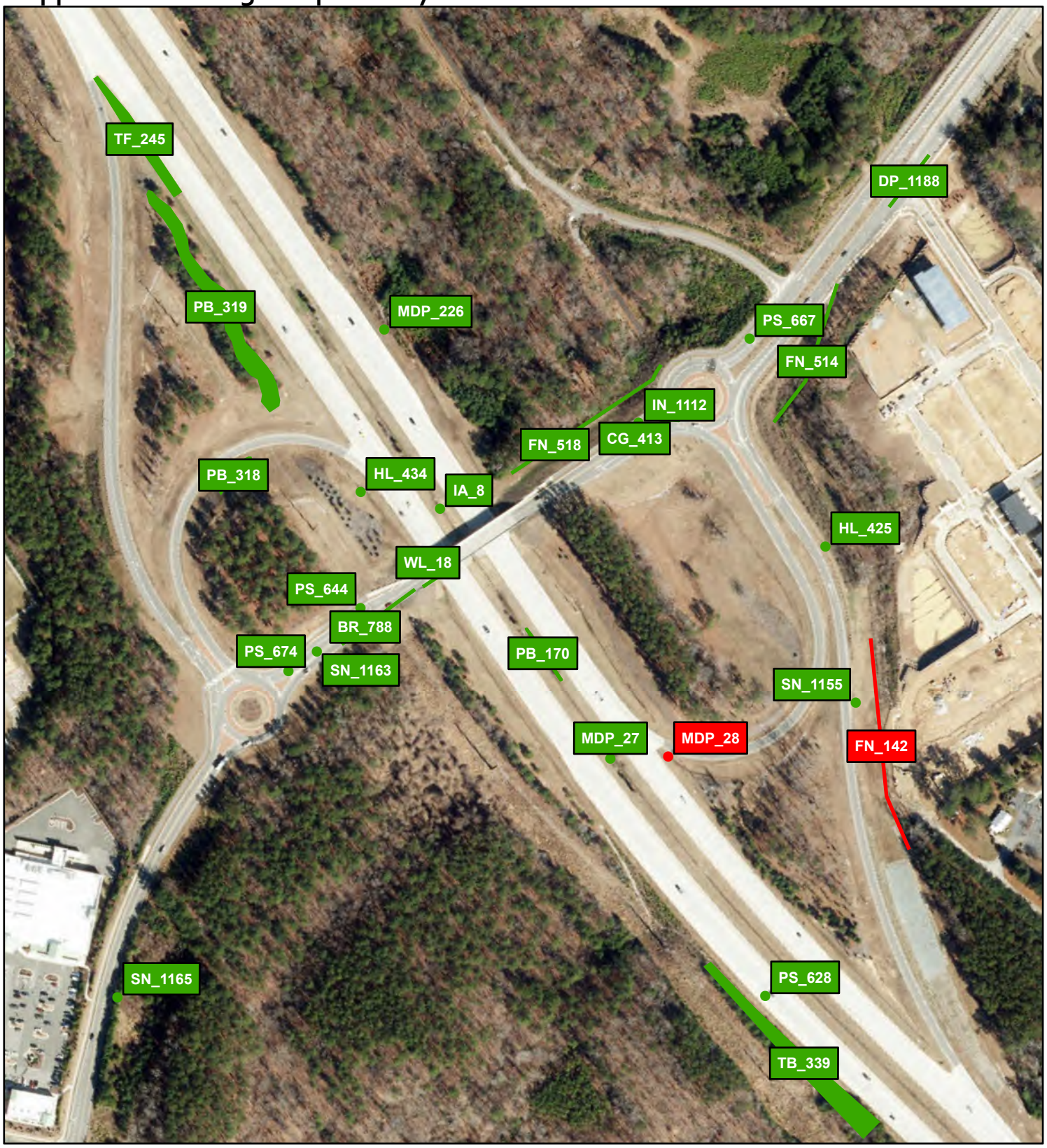
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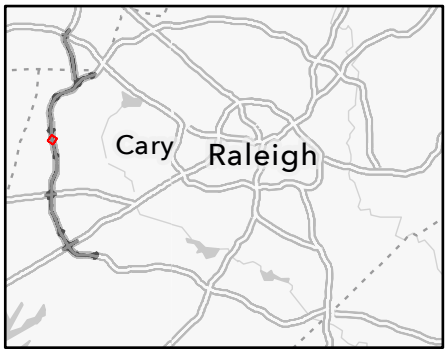
Appendix A: Triangle Expressway 2026 Third Quarter Asset Assessment Locations



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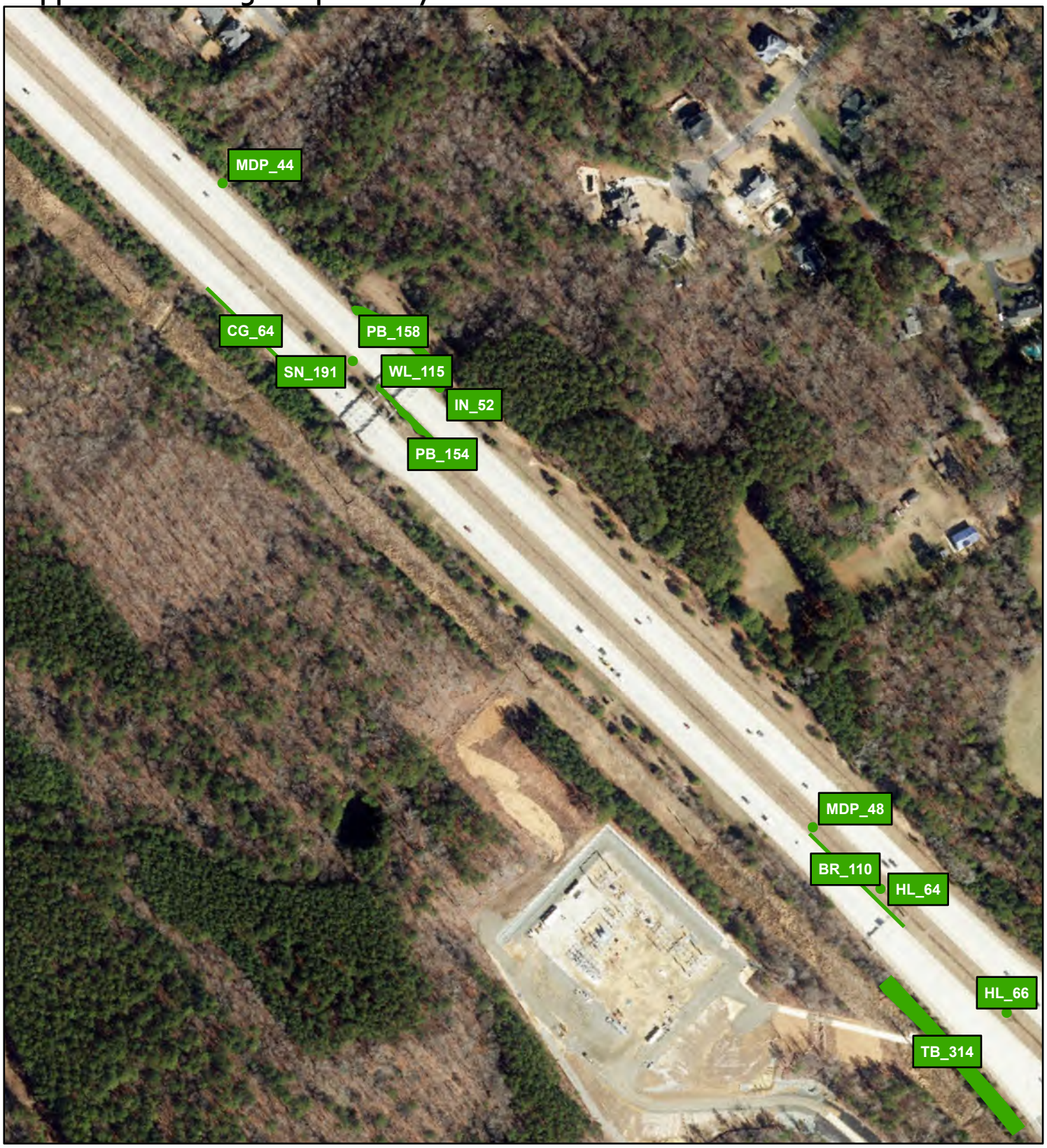
Failing Asset

Passing Asset



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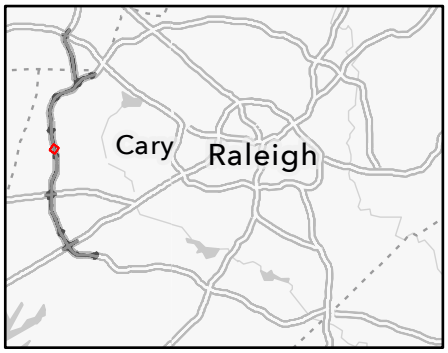
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NORTH CAROLINA Turnpike Authority

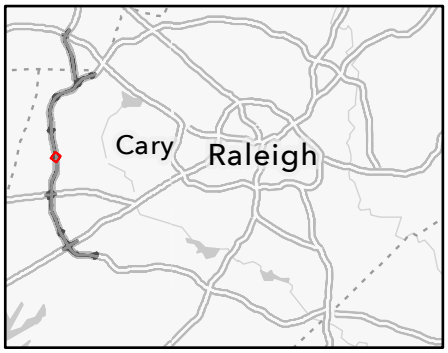
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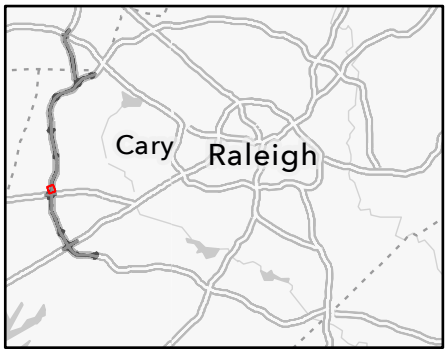
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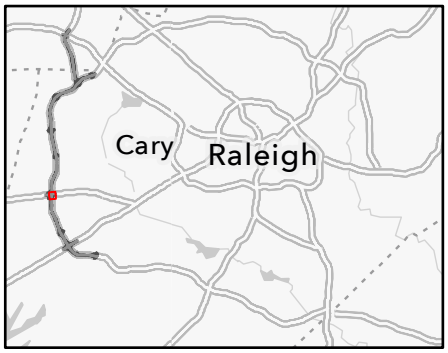
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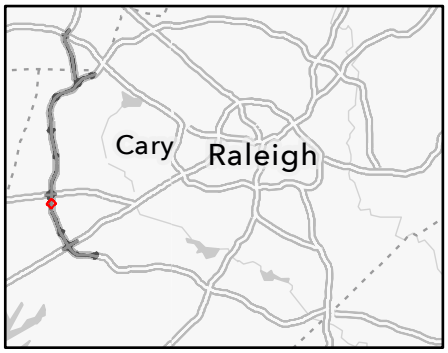
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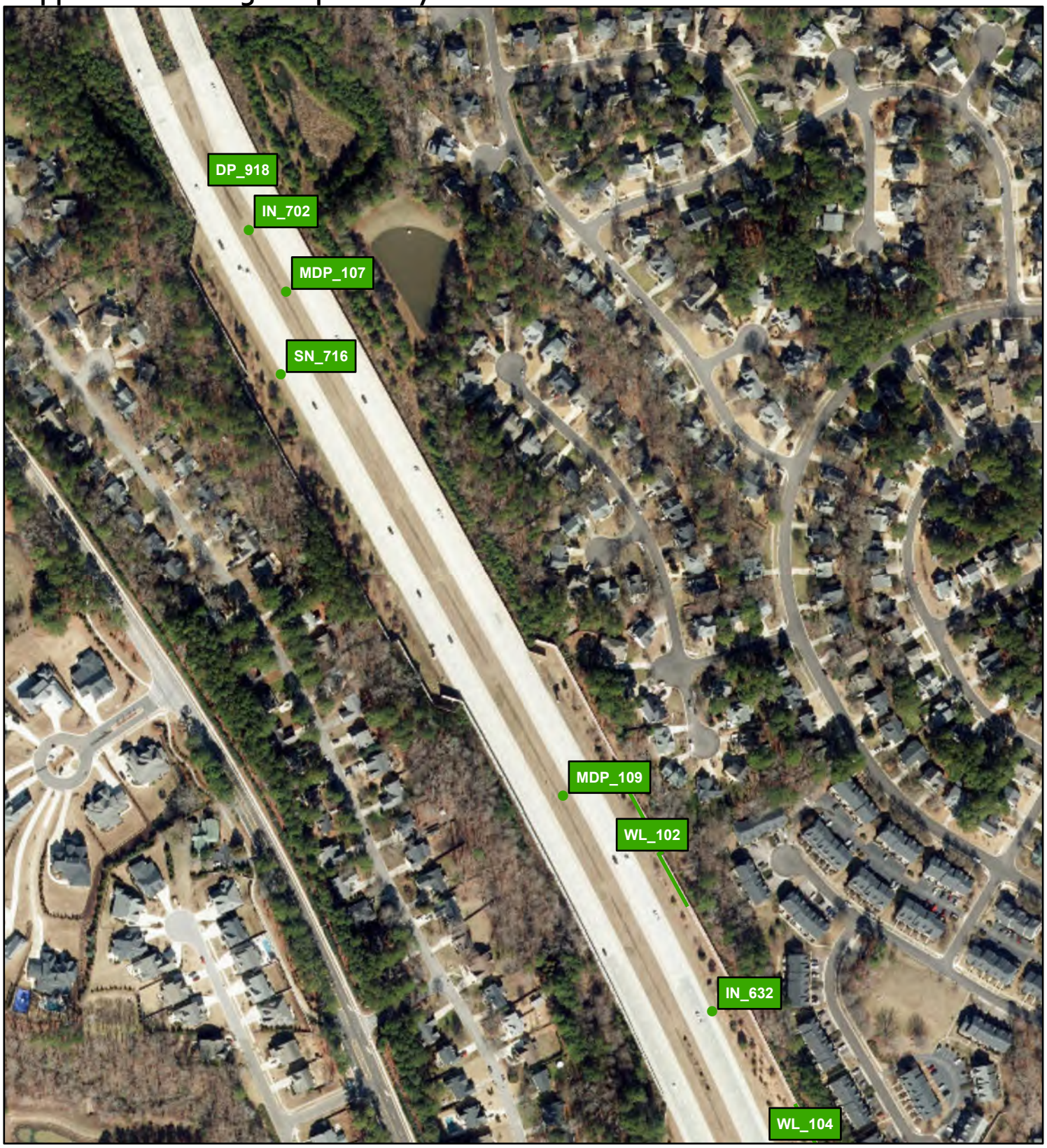
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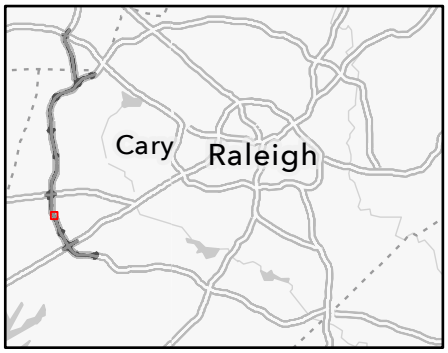
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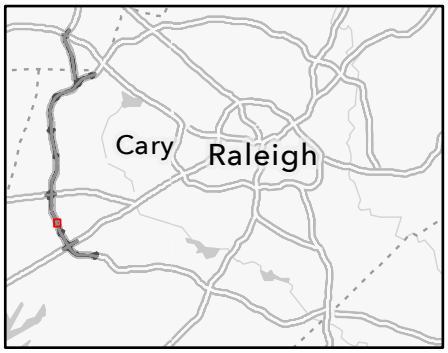
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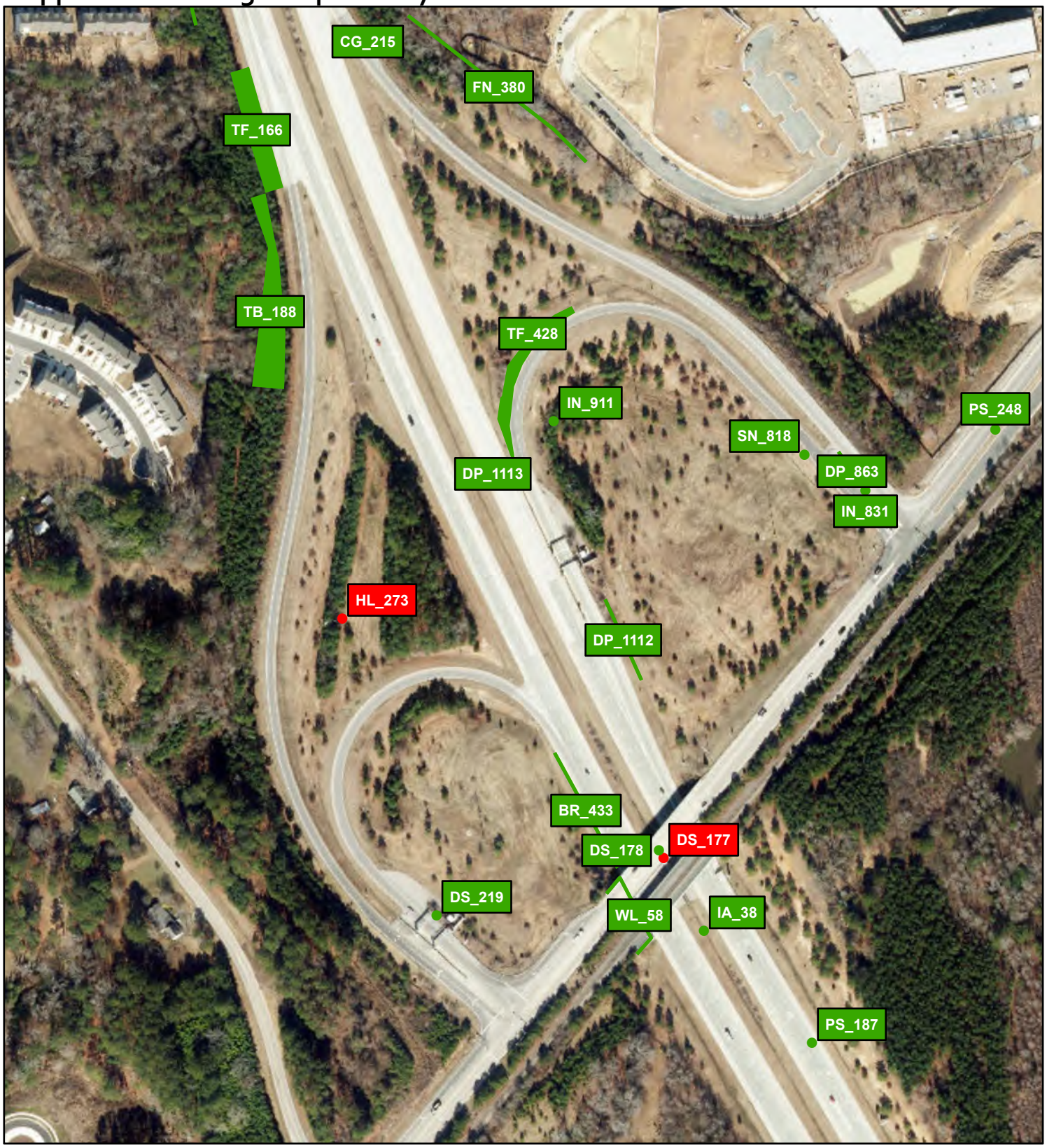
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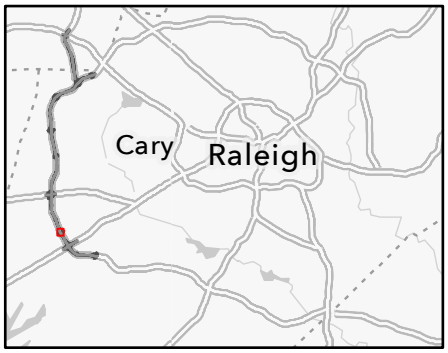
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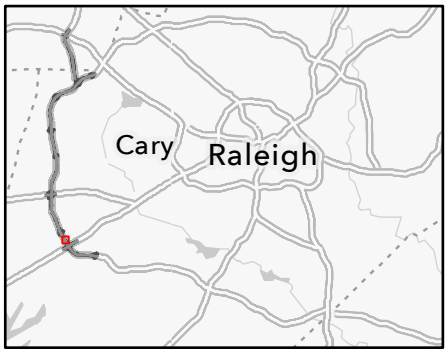
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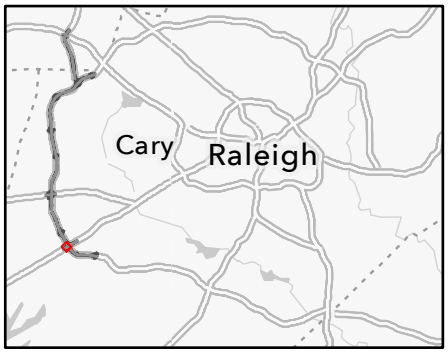
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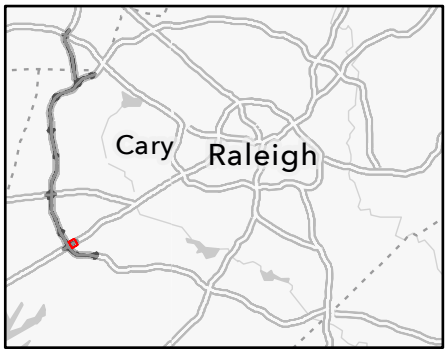
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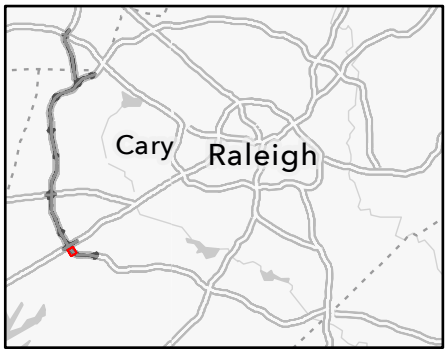
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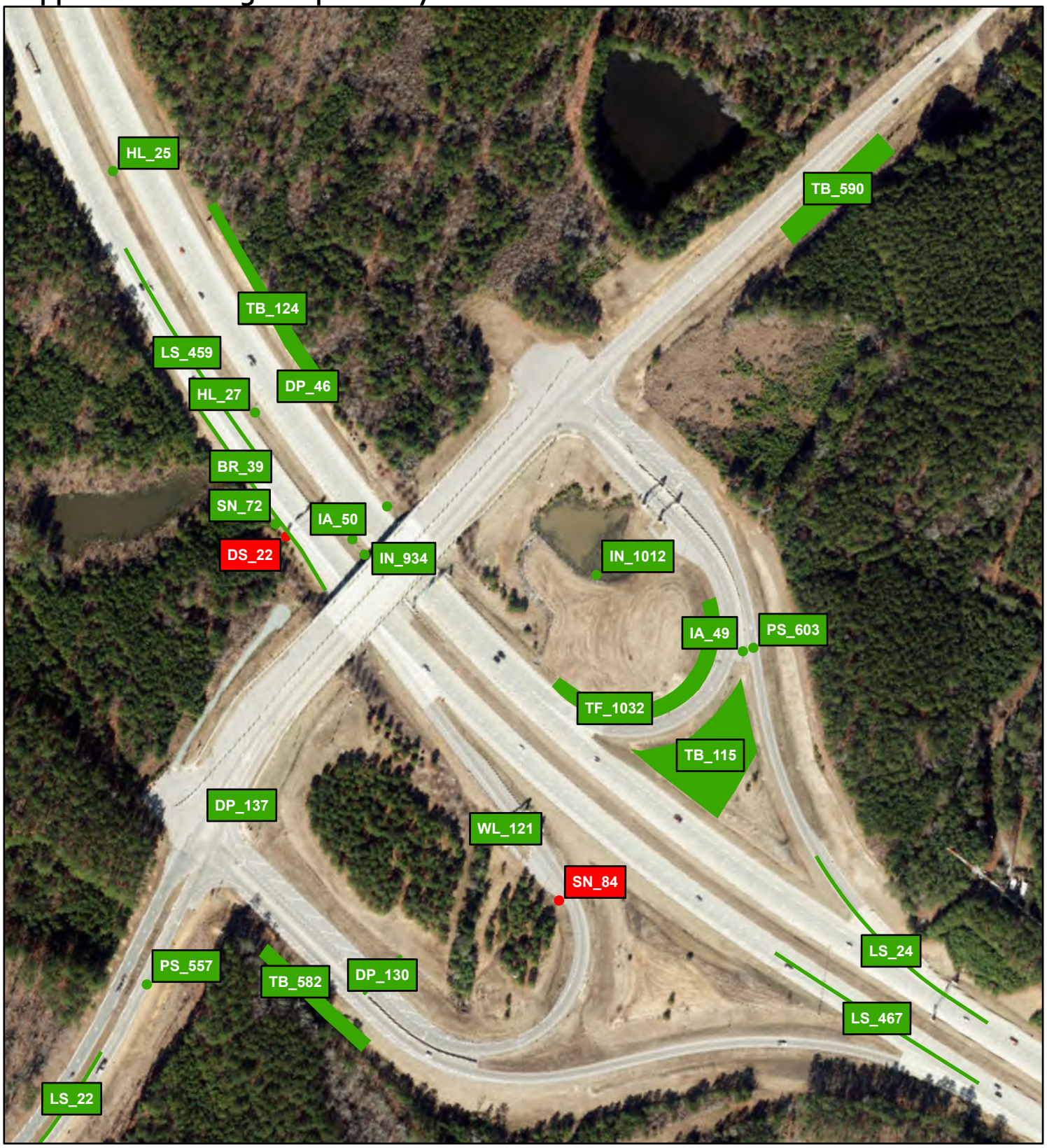
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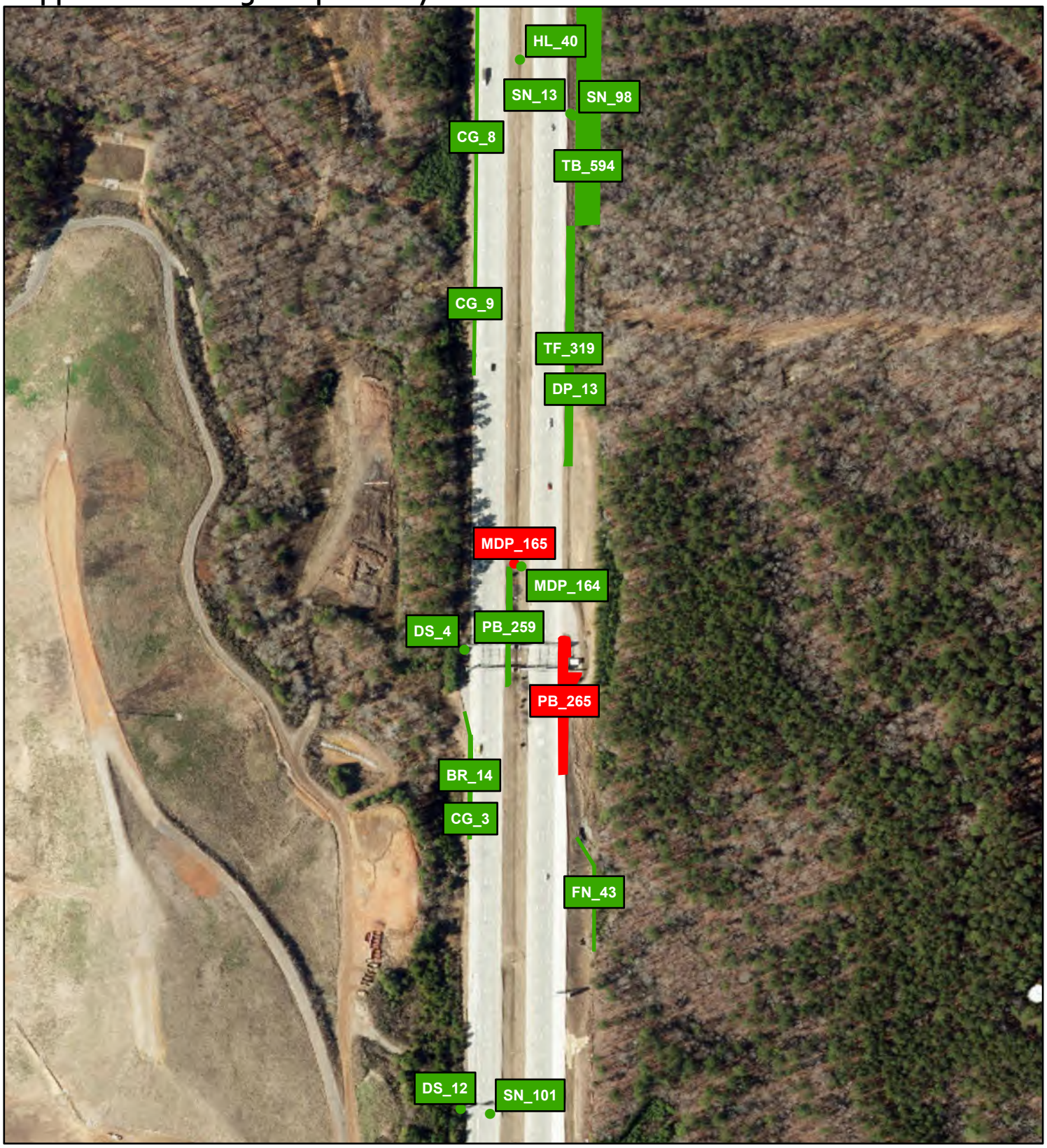
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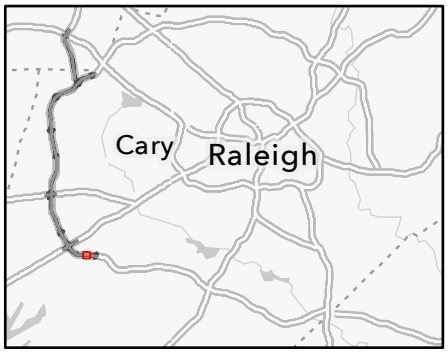
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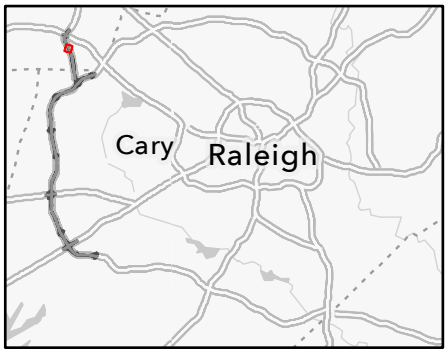
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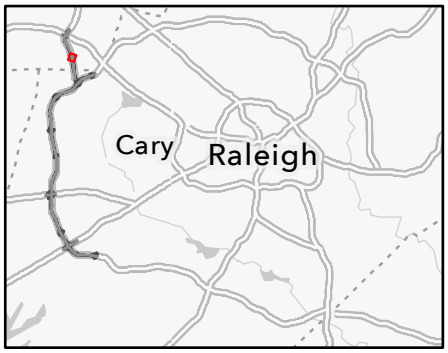
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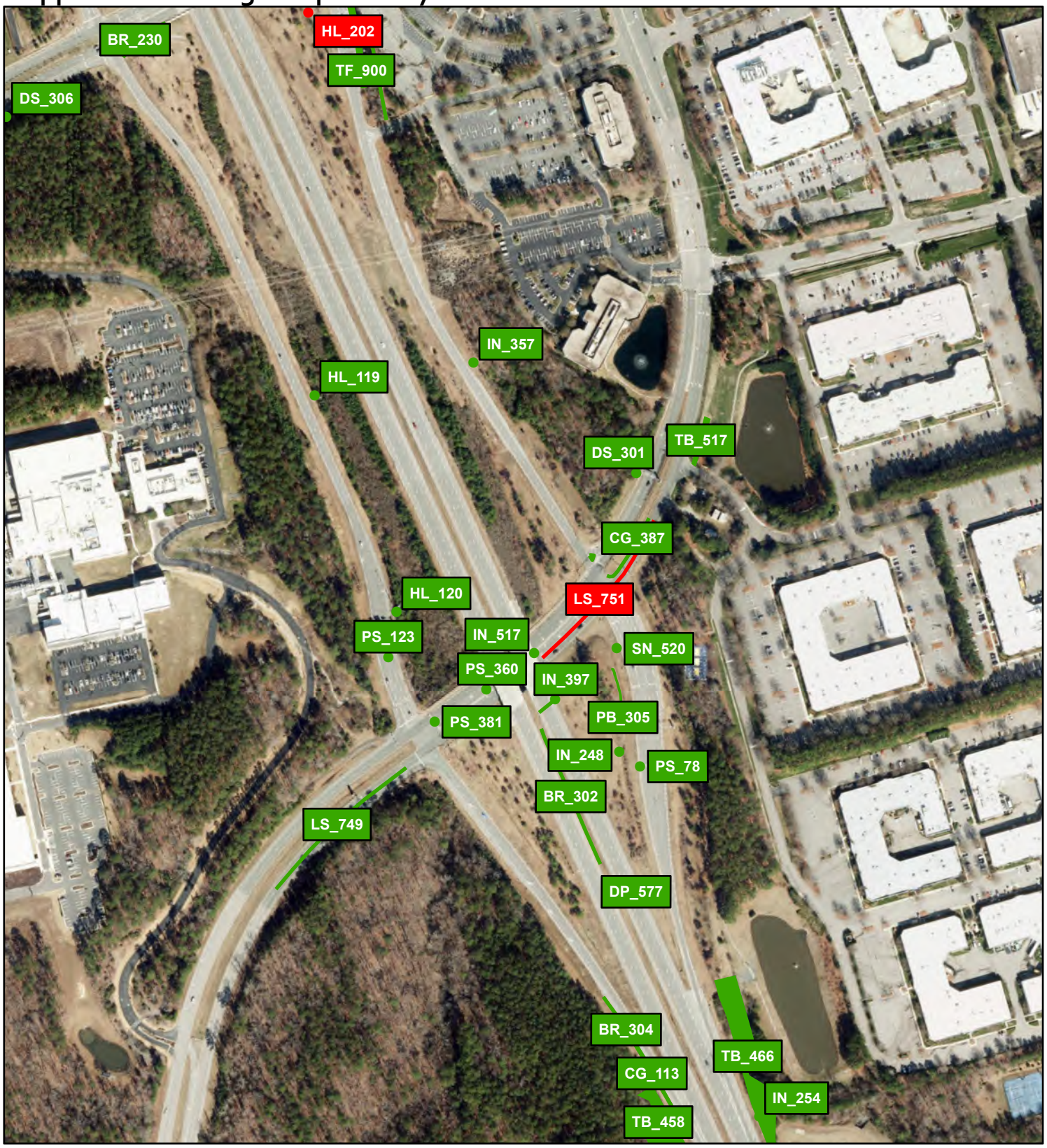
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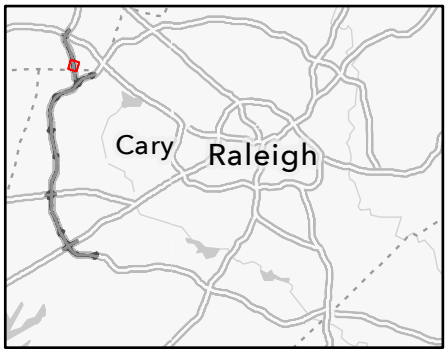
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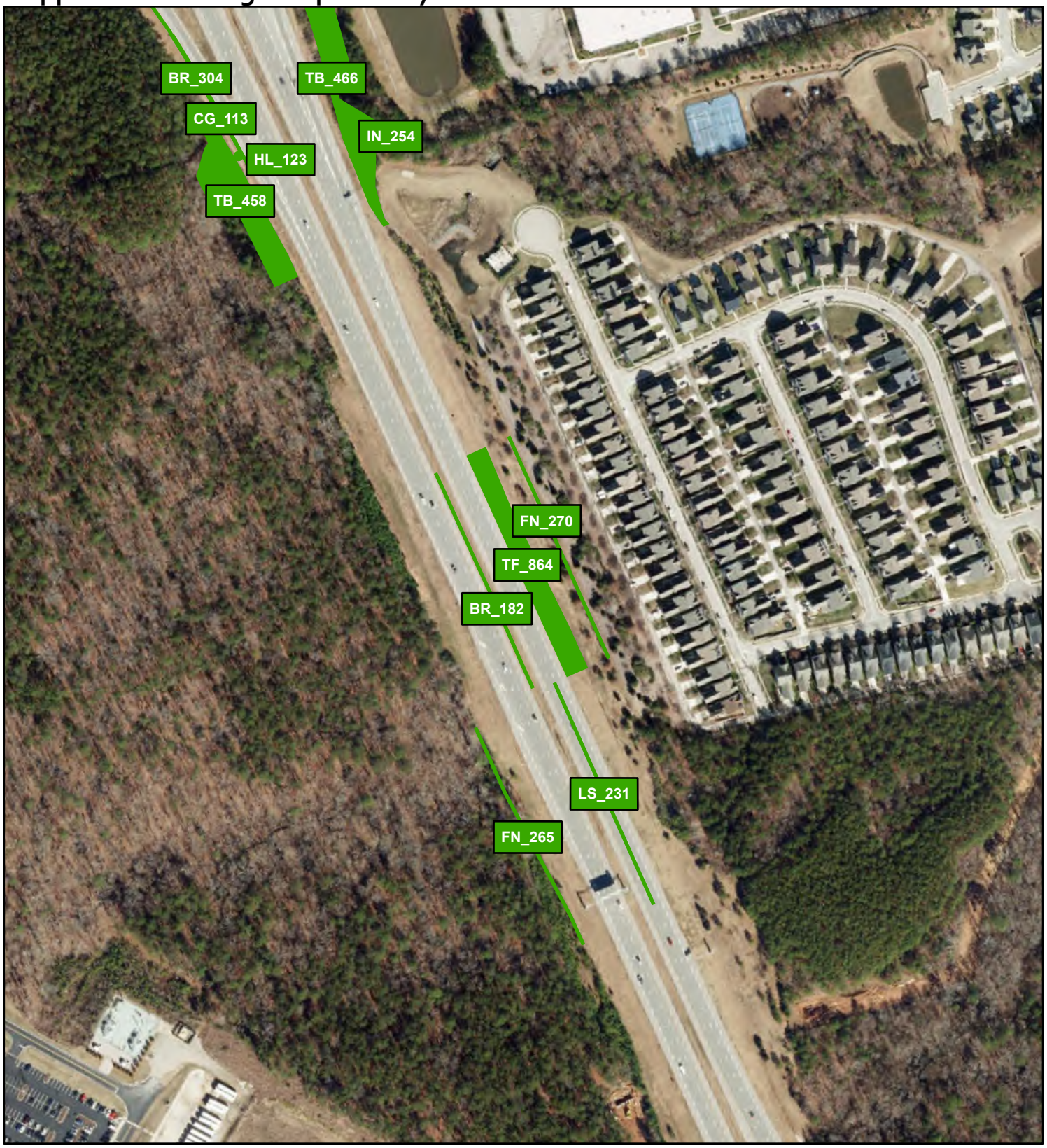
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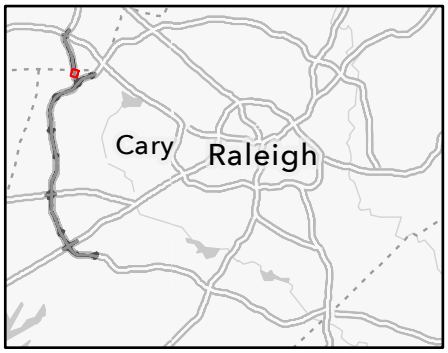
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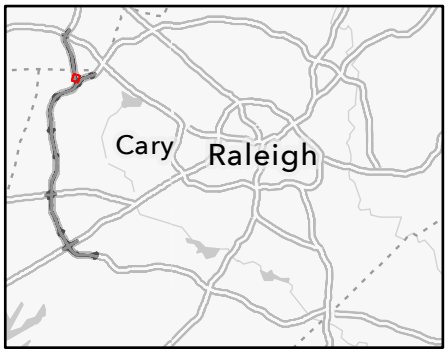
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Appendix B

Triangle Expressway 2026 Third 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
1	Guardrail	BR_101	Functional Damage		**A14**

Curb and Gutter (CG)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Shoulder Berm Gutter	CG_180	Settlement		**A17**

Decorative Supports (DS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Overhead Sign Support	DS_22	Spalling & Unsealed Crack/ Joint		**A26**
2	Overpass Support	DS_177	Unsealed Crack/ Joint		**A21**
3	Overpass Support	DS_198	Scaling		**A18**
4	Overpass Support	DS_260	Unsealed Crack/ Joint		**A30**

Drainage Pipes (DP)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Cross Pipe	DP_225	Erosion		**A13**

Misc. Drainage Structure (MDP)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Shoulder Underdrain	MDP_28	Obstruction		**A10**
2	Shoulder Underdrain	MDP_57	Obstruction		**A13**
3	Shoulder Underdrain	MDP_86	Rodent Screen		**A17**
4	Shoulder Underdrain	MDP_165	Rodent Screen		**A27**

Fence and Control of Access (FN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Woven	FN_142	Hole Height		**A10**
2	Woven	FN_438	Fence Hole		**A5**

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	Single Roadway	HL_83	Functional Damage (Out at Night)	No Photo Provided	**ORA**
2	Single Roadway	HL_171	Functional Damage (Out at Night)	No Photo Provided	**A1**
3	Double Roadway	HL_178	Functional Damage (Out at Night)	No Photo Provided	**A2**
4	High Mast	HL_202	Functional Damage (Out at Night)	No Photo Provided	**A30**
5	Single Roadway	HL_255	Functional Damage (Out at Night)	No Photo Provided	**A22**
6	High Mast	HL_273	Functional Damage (Out at Night)	No Photo Provided	**A21**
7	Single Roadway	HL_322	Functional Damage (Out at Night)	No Photo Provided	**A17**
8	Underpass Lighting	HL_350	Functional Damage (Out at Night)	No Photo Provided	**A17**
9	Single Roadway	HL_392	Part Damage		**ORA**

Impact Attenuators (IA)

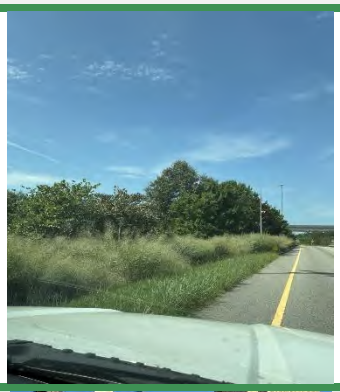
#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Inlets (IN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Drop Inlet	IN_471	Eroded Area		**A4**

Landscaping (PB)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Plant Bed	PB_228	Overgrown		**A2**
2	Plant Bed	PB_265	Overgrown		**A27**

Paved Lanes – Asphalt (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	LS_735	Pavement - Pothole		**A1**

Paved Lanes – Concrete (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	LS_622	Pavement - Pothole		**A18**

Paved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Unpaved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	LS_30	Unpaved Shoulder – Build Up		**A6**

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
1	Asphalt	LS_751	Sweeping - Travelway		**A31**

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

This asset did not produce any failures.

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	Merge Left	PS_281	Worn/Missing		**A24**
2	Right Turn	PS_383	Daytime Assessment		**A1**
3	Left Turn	PS_495	Daytime Assessment		**A1**

Signs (SN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Sign	SN_84	Surface Damage		**A26**

Tree and Brush (TB)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

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

This asset did not produce any failures.