



Annual Inspection Report

for the Fiscal Year ending June 30, 2023





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List of Acronyms and Abbreviations

AET	All-Electronic Tolling
EDR	Enterprise Data Repository
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTE	Florida's Turnpike Enterprise
FY	Fiscal Year
GASB	Governmental Accounting Standards Board
GFI	Ground Fault Interrupt
HMLT	High Mast Light Tower
LNQC	Large Non-Qualifying Culverts
MRP	Maintenance Rating Program
NBI	National Bridge Inspection
PCS	Pavement Condition Survey
RRP	Roadway Rating Procedure
SMO	State Materials Office



Executive Summary

As General Engineering Consultants to Florida's Turnpike Enterprise (FTE) and in accordance with Section 5.13 of the Turnpike Enterprise Bond Resolution, AtkinsRéalis and HNTB are pleased to submit the annual independent inspection asset condition report of the FTE System for the fiscal year (FY) ending June 30, 2023.

This year's inspection results confirm the success of FTE's ongoing, aggressive, and comprehensive maintenance efforts. The overall condition of the FTE system is good. The system's primary feature, 511 centerline miles of roadway, is comprised of 40 characteristics. Overall, no roadway characteristic was found greater than 4.3 percent unsatisfactory, as shown on Table 13. For this report, roadway characteristics reported as unsatisfactory are defined as rated four (4) or below in the Roadway Rating Procedure (RRP), based on a 10-point scale, as described in Table 4.

The FY 2023 annual inspection revealed that the majority of buildings were determined to be in overall good condition; however, there were some with unsatisfactory characteristics. Most of these unsatisfactory characteristics are cosmetic in nature and none pose structural concerns.

Structures are inspected on a biennial basis by two (2) separate independent engineering consultants contracted to the Florida Department of Transportation (FDOT). The most recent inspection was conducted in FY 2023. Bridges were reported in good condition. Other structures inspected during the biennial inspection are included in this report.

FTE programmed \$77.72 million for periodic and routine maintenance in FY 2023. These funds are used for maintenance of all highway and structure assets, routine building maintenance, roof replacement/restoration, building renovation, toll plaza tunnel sealing, drainage improvements and safety related upgrades. As a part of its Renewal and Replacement Program, FTE programmed \$90.29 million in FY 2023 for roadway resurfacing; roadway, bridge, and facility construction; toll equipment enhancement; and bridge repair work.

This report presents an analysis of inspection findings, the status of the FTE system with respect to the RRP and the programmed maintenance funding level commitments through FY 2027. Based on prioritization of specific unsatisfactory characteristics identified by FTE's Maintenance Office and coordination of funding-related issues with FTE's Finance Office, recommendations are made for the initiation of conceptual studies and funding for several improvement projects. FTE's commitment to system improvement and preservation is apparent based on the emphasis placed on its Maintenance and Renewal and Replacement programs. By continually monitoring system conditions and ensuring that its facilities are maintained in good condition, FTE is better able to provide for the safety and convenience of its customers while also maintaining a secure investment for bondholders.



1. Introduction

1.1. Purpose

FTE is required by Section 5.13 of the Turnpike Enterprise Bond Resolution and Statement 34 of the Governmental Accounting Standards Board (GASB) to perform an independent review of the overall condition of all bonded assets. FTE's General Engineering Consultants, AtkinsRéalis and HNTB, perform a comprehensive annual inspection of all roadways (not including mainline pavement) and facilities. Updates of the inspection findings are provided to FTE's Facilities and Roadway Maintenance departments every 30-business days during the inspection cycle.

1.2. General Description and Inspection Procedure

The FTE system is comprised of multi-lane, limited-access toll facilities. Components of the system included in the FY 2023 inspection cycle are 511 centerline miles, 300 buildings at 286 facility locations, and 765 bridges. Bridge inspection reports are not disclosed in this report based on FDOT policy regarding disclosure of structure details. The system's mainline roadway segments are summarized in Table 1.

Table 1: FTE System Segments

Segment	Length (centerline miles)
Florida's Turnpike – SR 91 & SR 408 to SR 91 Ramps	265
Florida's Turnpike - SR 821	48
Sawgrass Expressway - SR 869	23
Beachline West Expressway - SR 528	9
Beachline East Expressway - SR 528 & SR 407	22
Seminole Expressway – SR 417	18
Veterans Expressway – SR 589	15
I-4 Connector (ramps)	1
Southern Connector Extension – SR 417	6
Polk Parkway – SR 570	25
Suncoast Parkway – SR 589 (includes Veterans Expressway Spur SR 568)	53
Western Beltway – SR 429 (1 mi ramp not included)	11
First Coast Expressway – SR 23	15
Total	511



1.2.1. FTE Inspection Zones

Geographic zones were established by the Consultant team to describe the primary FTE system components relative to all regions of the state. The roadway and structure inspections are based on five zones and the building inspections are based on 10 zones. The system components, or portions thereof, included in each of the inspection zones are described in Table 2 and illustrated in Appendix A: Maps of System Components and Inspection Zones.

Table 2: Maintenance Inspection Zones

Roadways and Structures	
Zone I	Florida's Turnpike – Milepost 0X through 100 - SR 91
	Florida's Turnpike - SR 821
	Sawgrass Expressway - SR 869
Zone II	Florida's Turnpike - Milepost 100 through 200 - SR 91
Zone III	Florida's Turnpike - Milepost 200 through 309 - SR 91
	Beachline West Expressway - SR 528
	Beachline East Expressway - SR 528
	Challenger Memorial Parkway - SR 407
	Florida's Turnpike Connection to East-West Expressway - SR 408
	Southern Connector Extension - SR 417
	Seminole Expressway - SR 417
Western Beltway - SR 429	
Zone IV	Veterans Expressway - SR 589 Spur SR 569
	Polk Parkway - SR 570
	Suncoast Parkway - SR 589
Zone V	First Coast Expressway – SR 23
Building - Facilities and Communications	
Florida's Turnpike - SR 821	Florida's Turnpike - SR 821
Florida's Turnpike - South	Florida's Turnpike - Milepost 0X - MP 88
	Sawgrass Expressway – SR 869
Florida's Turnpike - Central	Florida's Turnpike - Milepost 88 through 236 - SR 91
Florida's Turnpike - North	Florida's Turnpike - Milepost 236 through 309 - SR 91
	Beachline West Expressway - SR 528
	Beachline East Expressway – SR 528
	Southern Connector Extension – SR 417
	Western Beltway – SR 429
Seminole	Seminole Expressway – SR 417
I-4 Crosstown Conn.	I-4 Connector. NB/SB Gantry Structure
Veterans	Veterans Expressway - SR 568
Polk	Polk Parkway - SR 570
Suncoast	Suncoast Parkway - SR 589
First Coast	First Coast Expressway – SR 23



1.2.2. Inspection Categories

To efficiently inspect the FTE system, all assets have been placed into three major categories: roadways, buildings, and structures. The AtkinsRéalis - HNTB team inspects roadways and buildings on an annual basis while structures are inspected on a biennial basis by a separate group of consultants (see Section 1.2.4.3).

Table 3 summarizes the three inspection categories by listing the five general elements for roadways, the 14 general elements for buildings and the four general elements for structures.

Table 3: Inspection Categories and Elements

Category	Element
Roadway	Roadway
	Roadside
	Traffic Services
	Drainage
	Vegetation - Aesthetics
Building	Architecture
	Building HVAC
	Domestic Plumbing
	Building Electrical
	Communications, Fire Alarm, Monitoring Devices
	Concrete Pavement & Sidewalks
	Sewer / Septic Tanks, Lift Stations & Wells
	Islands
	Booths
	Canopy
	Plaza Concrete Aprons
	Site Grounds
	Stand-By Power
	Structural
Structure	Bridges
	Large Non-Qualifying Culverts
	High Mast Light Towers
	Overhead Sign Structures



1.2.3. Roadway Rating Procedure (RRP)

FTE and AtkinsRéalis developed a Roadway Rating Procedure (RRP) to assess FTE's assets. The RRP was developed based on the principles of the Maintenance Rating Program (MRP) Handbook, State Materials Office and FDOT Standard Index criteria as the baseline criteria for the roadway inspections. The RRP is not intended to mimic or compare itself to the MRP process. The RRP is an independent assessment. The RRP employs a 10-point rating scale with characteristics scoring 4 or lower being expressed as percentages. A score of 4, which is the threshold for declaring a characteristic as deficient, is deemed unsatisfactory in appearance, functionality, or operability. The percentages are shown on Tables 8 - 13.

The RRP expands on the 35 MRP characteristics to include concrete barrier, riprap, and rutting, stripping, cracking in asphalt ramp pavement locations. Based on the RRP procedure, mainline roadway elements are visually inspected and documented in one-mile increments. On and off ramps are visually inspected and documented for their entire length. The FTE facilities as documented in this annual inspection report, and ramps, are all assigned a rating based on the RRP 10-point scale.

RRP mainline inspections include all characteristics outside of the travel way such as paved and unpaved shoulders, fencing, guardrail, etc. RRP ramp inspections include all paved portions of ramps in addition to the same elements included with the mainline inspections.

Mainline travel way pavement is inspected by the State Materials Office (SMO) and these results are published annually in the Pavement Condition Survey (PCS). Beginning and ending mileposts of active construction zones are recorded during inspections and the roadway characteristics for these areas are not inspected or used in developing ratings in this report.

For efficiency, GPS-enabled tablets are utilized to enter ratings and recommendations into an AtkinsRéalis-developed database as the field inspections are performed. The database is maintained throughout the duration of the inspection process and utilized to generate each roadway report. Inspection results are identified in the worksheets by roadway/ramp segment and lane direction.

RRP ratings may be used by FTE in formulating general recommendations for system repair and improvement.



The following tables provide a description of ratings used by the RRP.

Table 4: Roadway Inspection Rating Scale

Grade	Rating	Description
10	Excellent	Characteristic appearance and functionality/operability are in like-new condition.
9-8	Good	Characteristic appearance and functionality/operability are in acceptable condition or above average condition.
7-5	Degraded	Characteristic appearance and functionality/operability are below average.
4-2	Unsatisfactory	Characteristic appearance and functionality/operability are unsatisfactory.
1	Emergency	Characteristic appearance and functionality/operability are far below average, and immediate attention appears necessary to protect public or system asset.

Table 5: Building Inspection Rating Scale

Grade	Rating	Description
10	Excellent	No action necessary
9	Very Good	No unsatisfactory characteristics noted
8	Good	Some minor unsatisfactory characteristics noted; minor maintenance may be required
7	Satisfactory	Characteristic shows some minor deterioration; maintenance may be required
6	Fair	Characteristic is sound but may have minor loss of function; minor rehabilitation may be required
5	Degraded	Characteristic shows partial function loss; rehabilitation may be required
4	Serious	Loss of function has seriously affected this Characteristic; repair or rehabilitation is required soon to maintain functionality
3	Critical	Advanced loss of function is present, and it may be necessary to stop the function until corrective action can be taken
2	Imminent Failure	Characteristic is not functioning; immediate corrective action may forestall the complete failure
1	Failed	The Characteristic is out of service and beyond corrective action



Structures, unlike roadways and buildings, are rated using modified federal and state standards as reflected in Appendix B - Inspection Rating Procedures for Roadways, Structures, and Buildings, Section B - Structures Rating Procedure.

1.2.4. Inspection Procedure

All inspections are conducted according to standard procedures developed by the Federal Highway Administration (FHWA) and/or FDOT and involve an extensive visual examination of all elements relative to the category of inspection. A detailed tabulation of the conditions observed on the date of the field inspection is prepared in the form of inspection worksheets developed from the inspection database.

Due to the time duration between field inspection activities and publication of this report, certain characteristics identified in this report as requiring remedial action may have already been corrected through ongoing maintenance and construction activities. Repairs and improvements are typically funded through FTE's Maintenance Program, periodic or routine maintenance contracts or through FTE's Renewal and Replacement Program. Serious conditions that demand immediate attention (characteristics rated as a "1") are reported by the inspection team via email and phone call to the appropriate FTE office immediately upon their discovery in the field.

1.2.4.1. Roadway Inspection

The inspection team performs a visual inspection of 40 characteristics within the right of way limits. Mainline pavement is not included as part of the inspection of roadway characteristics as that inspection data is secured from the SMO. However, the ramp pavement is inspected, and all other 40 characteristics are inspected along each of the ramps throughout the system. A sample of the characteristics included are illustrated below in Figure 1.

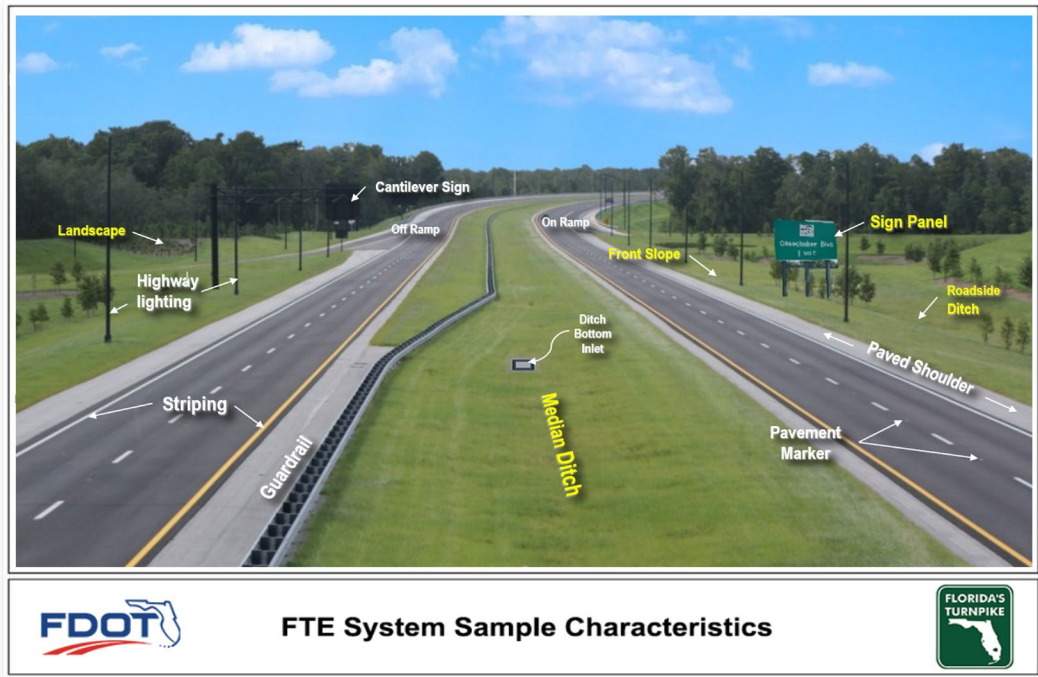


Figure 1: FTE System Sample Characteristics

1.2.4.2. Building Inspection

The annual maintenance inspection of FTE’s building facilities is based on a condition assessment and inventory of 99 facility characteristics in 14 general elements. As part of the inspection process, all relevant characteristics are visually inspected, and ratings are assigned based on the conditions observed. A complete list of all building elements and characteristics is included in Appendix B - Inspection Rating Procedures for Roadways, Structures, and Buildings.

The building facilities inspection is based on four building types:

1. Mainline Toll Plaza buildings
2. Ramp Plazas buildings (All-Electronic Tolling (AET) and Combo)
3. Communication Tower buildings
4. Miscellaneous buildings

A total of 313 buildings located within ten maintenance inspection zones were inspected during the FY 2023 inspection. Table 6 shows the number of each building type by inspection zone.



Table 6: Building Quantities

Building	Inspection Zones										
Type	Florida's Turnpike -SR 821	Florida's Turnpike - South	Florida's Turnpike - Central	Florida's Turnpike - North	Seminole Expressway	I-4 Crosstown Conn.	Veterans	Polk	Suncoast	First Coast Expressway	Totals
Mainline Toll Plaza Buildings	19	12	15	16	2	0	1	4	4	0	73
Ramp Plaza Buildings - AET / Combo Buildings	32	39	10	30	14	1	12	16	15	7	176
Communication Buildings	2	3	7	3	0	0	0	0	0	0	15
Miscellaneous Use Buildings	7	9	14	10	2	0	1	4	2	0	49
Totals	60	63	46	59	18	1	14	24	21	7	313

1.2.4.3. Structures Inspection

The biennial structures inspection is based on four elements of major structures:

1. Bridges (including owned but not maintained)
2. Large non-qualifying culverts (LNQC)
3. High mast light towers (HMLT)
4. Overhead sign structures

The FTE system includes 2,430 individual structures. Table 7 shows the total quantities of all structures with respect to each of the five maintenance zones.

Table 7: Major Structure Quantities

Category	Zone I	Zone II	Zone III	Zone IV	Zone V	Totals
Bridges	241	102	232	173	17	765
Large Non-Qualifying Culverts	27	97	73	28	11	236
High Mast Light Towers	129	18	69	102	0	318
Overhead Sign Structures	518	51	283	221	38	1,111
Totals	915	268	657	524	66	2,430



The structures inspection for FY 2023 was divided into two contracts. Zones 1 and 2 are performed by Marlin Engineering, Inc Zones 3, 4 and 5 are performed by Kisinger, Campo, & Associates Corp. Both inspection contracts have 4-year terms which began in August 2023 and will end in August of 2027.



2. Rating Procedure Findings

The findings included in this report are based on an extensive evaluation of the roadway, building and structures inspection worksheets prepared by a team of independent engineering consultants. This report summarizes the data included in the inspection worksheets, bridge inspection reports and PCS, which reflect the condition of the characteristics at the time of inspection. Complete listings of characteristics typically inspected in each of the three major categories of facilities are included in Appendix B - Inspection Rating Procedures for Roadways, Structures, and Buildings.

2.1. Roadways

Each unsatisfactory characteristic is discussed in Section 3 Inspection Results. Each table contains only characteristics listed in Appendix B - Inspection Rating Procedures for Roadways, Structures, and Buildings. A rating of four or below on the field inspection worksheets indicates that the portion of the characteristic is in less than fair (unsatisfactory) condition. Roadway characteristic conditions found during the RRP inspection for each of the maintenance zones are summarized in Tables 8 - 13.



**Table 8: Condition of Roadway Characteristics - Zone I
(Turnpike Mainline (SR 91) - MP 0X-100, SR 821, SR 869)**

Element	Characteristic	Quantity Inspected	Units	Quantity Rated Four or Below	Percent Rated Four or Below
Roadway	Pothole	81	Ramp Miles	0	0.00%
	Joint	1,037	Each	1	0.10%
	Pavement Void	81	Ramp Miles	0	0.00%
	Edge Ravel	295	Miles	0	0.00%
	Rutting	81	Ramp Miles	0	0.00%
	Cracking	81	Ramp Miles	0	0.13%
	Depression	295	Miles	0	0.00%
	Stripping	81	Ramp Miles	0	0.00%
	Shoving	81	Ramp Miles	0	0.00%
	Paved Shoulder	2,203	Miles	1	0.05%
Roadside	Soil Shoulder	295	Miles	0	0.00%
	Front Slope	295	Miles	0	0.00%
	Sidewalk	0	SF	0	0.00%
	Slope Protection	124,315	SY	0	0.00%
	Fence	203	Miles	0	0.00%
Traffic Services	Pavement Marker	157,190	Each	0	0.00%
	Striping	1,340	Miles	0	0.00%
	Pavement Symbol	360,549	SF	0	0.00%
	Guardrail	229	Miles	0	0.04%
	Attenuator	2,320	Each	1	0.04%
	Barrier Wall	147	Miles	0	0.00%
	Signs Less Than 30 SF	3,768	Each	0	0.00%
	Signs Greater Than 30 SF	568	Each	0	0.00%
	Object Marker	9,889	Each	130	1.31%
	Sign Light	8,278	Each	0	0.00%
Highway Light	7,495	Each	11	0.15%	
Drainage	Cross Drain	139,431	Each	0	0.00%
	Roadside Ditch	11	Miles	0	0.00%
	Median Ditch	1	Miles	0	0.00%
	Outfall Ditch	14,860	Feet	0	0.00%
	Curb Inlet	3,740	Each	3	0.08%
	Rip Rap	54,329	SY	0	0.00%
	Misc. Inlet	195	Each	0	0.00%
	Roadway Sweep	295	Miles	2	0.68%
Vegetation/ Aesthetics	Roadway Mowing	2,535	Acres	0	0.00%
	Slope Mowing	442	Acres	0	0.00%
	Landscape	26	Acres	0	0.00%
	Tree Trim	295	Miles	0	0.00%
	Litter Removal	295	Miles	0	0.00%
	Turf Condition	295	Miles	0	0.00%



**Table 9: Condition of Roadway Characteristics - Zone II
(Turnpike Mainline (SR 91) - MP 100-200)**

Element	Characteristic	Quantity Inspected	Units	Quantity Rated Four or Below	Percent Rated Four or Below
Roadway	Pothole	15	Ramp Miles	0	0.00%
	Joint	526	Each	0	0.00%
	Pavement Void	15	Ramp Miles	0	0.00%
	Edge Ravel	218	Miles	0	0.00%
	Rutting	15	Ramp Miles	0	0.00%
	Cracking	15	Ramp Miles	0	0.00%
	Depression	218	Miles	0	0.00%
	Stripping	15	Ramp Miles	0	0.00%
	Shoving	15	Ramp Miles	0	0.00%
	Paved Shoulder	1,357	Miles	0	0.00%
Roadside	Soil Shoulder	218	Miles	0	0.00%
	Front Slope	218	Miles	0	0.00%
	Sidewalk	0	SF	0	0.00%
	Slope Protection	12,041	SY	0	0.00%
	Fence	188	Miles	0	0.00%
Traffic Services	Pavement Marker	43,592	Each	0	0.00%
	Striping	657	Miles	0	0.00%
	Pavement Symbol	105,257	SF	0	0.00%
	Guardrail	189	Miles	0	0.00%
	Attenuator	640	Each	0	0.00%
	Barrier Wall	55	Miles	0	0.00%
	Signs Less Than 30 SF	1,549	Each	0	0.00%
	Signs Greater Than 30 SF	234	Each	0	0.00%
	Object Marker	5,397	Each	94	1.74%
	Sign Light	1,013	Each	0	0.00%
Highway Light	886	Each	10	1.13%	
Drainage	Cross Drain	28,565	Each	0	0.00%
	Roadside Ditch	1	Miles	0	0.00%
	Median Ditch	0	Miles	0	0.00%
	Outfall Ditch	9,893	Feet	0	0.00%
	Curb Inlet	788	Each	1	0.13%
	Rip Rap	10,127	SY	0	0.00%
	Misc. Inlet	47	Each	0	0.00%
	Roadway Sweep	218	Miles	1	0.46%
Vegetation/ Aesthetics	Roadway Mowing	1,714	Acres	0	0.00%
	Slope Mowing	165	Acres	0	0.00%
	Landscape	18	Acres	0	0.00%
	Tree Trim	218	Miles	0	0.00%
	Litter Removal	218	Miles	0	0.00%
	Turf Condition	218	Miles	0	0.00%



**Table 10: Condition of Roadway Characteristics - Zone III
(Turnpike Mainline - MP 200-309, Beachline E&W, SR 407, SR 408, SR 417, SR 429)**

Element	Characteristic	Quantity Inspected	Units	Quantity Rated Four or Below	Percent Rated Four or Below
Roadway	Pothole	65	Ramp Miles	0	0.00%
	Joint	943	Each	0	0.00%
	Pavement Void	65	Ramp Miles	0	0.00%
	Edge Ravel	408	Miles	0	0.00%
	Rutting	65	Ramp Miles	0	0.00%
	Cracking	65	Ramp Miles	0	0.00%
	Depression	408	Miles	0	0.00%
	Stripping	65	Ramp Miles	0	0.00%
	Shoving	65	Ramp Miles	0	0.00%
Roadside	Paved Shoulder	2,849	Miles	0	0.00%
	Soil Shoulder	408	Miles	0	0.00%
	Front Slope	408	Miles	0	0.00%
	Sidewalk	0	SF	0	0.00%
	Slope Protection	52,243	SY	0	0.00%
Traffic Services	Fence	338	Miles	1	0.30%
	Pavement Marker	112,355	Each	0	0.00%
	Striping	1,334	Miles	0	0.00%
	Pavement Symbol	331,263	SF	3	0.00%
	Guardrail	374	Miles	0	0.00%
	Attenuator	2,083	Each	0	0.00%
	Barrier Wall	66	Miles	0	0.00%
	Signs Less Than 30 SF	3,411	Each	3	0.09%
	Signs Greater Than 30SF	626	Each	8	1.28%
	Object Marker	9,523	Each	67	0.70%
Drainage	Sign Light	5,677	Each	0	0.00%
	Highway Light	5,227	Each	12	0.23%
	Cross Drain	162,462	Each	3	0.00%
	Roadside Ditch	18	Miles	0	0.00%
	Median Ditch	3	Miles	0	0.00%
	Outfall Ditch	25,387	Feet	0	0.00%
	Curb Inlet	3,303	Each	0	0.00%
	Rip Rap	21,598	SY	0	0.00%
Vegetation/ Aesthetics	Misc. Inlet	228	Each	17	7.46%
	Roadway Sweep	408	Miles	0	0.00%
	Roadway Mowing	2,958	Acres	1	0.03%
	Slope Mowing	503	Acres	2	0.40%
	Landscape	97	Acres	0	0.00%
	Tree Trim	408	Miles	0	0.00%
Vegetation/ Aesthetics	Litter Removal	408	Miles	0	0.00%
	Turf Condition	408	Miles	0	0.00%



**Table 11: Condition of Roadway Characteristics - Zone IV
(Veterans, Polk & Suncoast)**

Element	Characteristic	Quantity Inspected	Units	Quantity Rated Four or Below	Percent Rated Four or Below
Roadway	Pothole	42	Ramp Miles	0	0.00%
	Joint	642	Each	0	0.00%
	Pavement Void	42	Ramp Miles	0	0.00%
	Edge Ravel	235	Miles	1	0.43%
	Rutting	42	Ramp Miles	0	0.00%
	Cracking	42	Ramp Miles	0	0.00%
	Depression	235	Miles	0	0.00%
	Stripping	42	Ramp Miles	0	0.00%
	Shoving	42	Ramp Miles	0	0.00%
Roadside	Paved Shoulder	1,809	Miles	0	0.00%
	Soil Shoulder	235	Miles	0	0.00%
	Front Slope	235	Miles	0	0.00%
	Sidewalk	30,260	SF	0	0.00%
	Slope Protection	23,590	SY	0	0.00%
Traffic Services	Fence	230	Miles	0	0.00%
	Pavement Marker	80,937	Each	0	0.00%
	Striping	702	Miles	0	0.00%
	Pavement Symbol	374,296	SF	200	0.05%
	Guardrail	107	Miles	0	0.00%
	Attenuator	1,301	Each	0	0.00%
	Barrier Wall	44	Miles	0	0.00%
	Signs Less Than 30 SF	2,437	Each	1	0.04%
	Signs Greater Than 30 SF	388	Each	2	0.52%
	Object Marker	22,089	Each	16	0.07%
Drainage	Sign Light	5,180	Each	0	0.00%
	Highway Light	4,540	Each	128	2.82%
	Cross Drain	178,958	Each	5	0.00%
	Roadside Ditch	7	Miles	0	0.00%
	Median Ditch	4	Miles	0	0.00%
	Outfall Ditch	11,948	Feet	0	0.00%
	Curb Inlet	1,942	Each	0	0.00%
	Rip Rap	3,521	SY	0	0.00%
Vegetation/ Aesthetics	Misc. Inlet	88	Each	8	9.09%
	Roadway Sweep	235	Miles	0	0.00%
	Roadway Mowing	2,356	Acres	2	0.08%
	Slope Mowing	410	Acres	0	0.00%
	Landscaping	29	Acres	0	0.00%
	Tree Trim	235	Miles	0	0.00%
Vegetation/ Aesthetics	Litter Removal	235	Miles	1	0.43%
	Turf Condition	235	Miles	0	0.00%



**Table 12: Condition of Roadway Characteristics - Zone V
(First Coast Expressway)**

Element	Characteristic	Quantity Inspected	Units	Quantity Rated Four or Below	Percent Rated Four or Below
Roadway	Pothole	8	Ramp Miles	0	0.00%
	Joint	52	Each	0	0.00%
	Pavement Void	8	Ramp Miles	0	0.00%
	Edge Ravel	37	Miles	0	0.00%
	Rutting	8	Ramp Miles	0	0.00%
	Cracking	8	Ramp Miles	0	0.00%
	Depression	37	Miles	0	0.00%
	Stripping	8	Ramp Miles	0	0.00%
	Shoving	8	Ramp Miles	0	0.00%
	Paved Shoulder	269	Miles	0	0.00%
Roadside	Soil Shoulder	37	Miles	0	0.00%
	Front Slope	37	Miles	0	0.00%
	Sidewalk	0	SF	0	0.00%
	Slope Protection	0	SY	0	0.00%
	Fence	31	Miles	0	0.00%
Traffic Services	Pavement Marker	10,011	Each	0	0.00%
	Striping	110	Miles	0	0.00%
	Pavement Symbol	35,781	SF	0	0.00%
	Guardrail	7	Miles	0	0.00%
	Attenuator	0	Each	0	0.00%
	Barrier Wall	1	Miles	0	0.00%
	Signs Less Than 30 SF	316	Each	0	0.00%
	Signs Greater Than 30 SF	65	Each	0	0.00%
	Object Marker	1,016	Each	0	0.00%
	Sign Light	830	Each	0	0.00%
	Highway Light	893	Each	9	1.01%
Drainage	Cross Drain	24,641	Each	0	0.00%
	Roadside Ditch	0	Miles	0	0.00%
	Median Ditch	0	Miles	0	0.00%
	Outfall Ditch	3,643	Feet	0	0.00%
	Curb Inlet	129	Each	0	0.00%
	Rip Rap	0	SY	0	0.00%
	Misc. Inlet	18	Each	0	0.00%
	Roadway Sweep	37	Miles	0	0.00%
Vegetation/ Aesthetics	Roadway Mowing	439	Acres	0	0.00%
	Slope Mowing	62	Acres	0	0.00%
	Landscaping	0	Acres	0	0.00%
	Tree Trim	37	Miles	0	0.00%
	Litter Removal	37	Miles	0	0.00%
	Turf Condition	37	Miles	0	0.00%



Table 13: Condition of Roadway Characteristics - Summary of All Zones

Element	Characteristic	Quantity Inspected	Units	Quantity Rated Four or Below	Percent Rated Four or below
Roadway	Pothole	211	Ramp Miles	0	0.00%
	Joint	3,200	Each	1	0.03%
	Pavement Void	211	Ramp Miles	0	0.00%
	Edge Ravel	1,193	Miles	1	0.08%
	Rutting	211	Ramp Miles	0	0.00%
	Cracking	211	Ramp Miles	0	0.05%
	Depression	1,193	Miles	0	0.00%
	Stripping	211	Ramp Miles	0	0.00%
	Shoving	211	Ramp Miles	0	0.00%
Roadside	Paved Shoulder	8,487	Miles	1	0.01%
	Soil Shoulder	1,193	Miles	0	0.00%
	Front Slope	1,193	Miles	0	0.00%
	Sidewalk	30,260	SF	0	0.00%
	Slope Protection	212,189	SY	0	0.00%
Traffic Services	Fence	990	Miles	1	0.10%
	Pavement Marker	404,085	Each	0	0.00%
	Striping	4,143	Miles	0	0.00%
	Pavement Symbol	1,207,146	SF	203	0.02%
	Guardrail	906	Miles	0	0.01%
	Attenuator	6,344	Each	1	0.02%
	Barrier Wall	313	Miles	0	0.00%
	Signs Less Than 30 SF	11,481	Each	4	0.03%
	Signs Greater Than 30 SF	1,881	Each	10	0.53%
	Object Marker	47,914	Each	307	0.64%
	Sign Light	20,978	Each	0	0.00%
Highway Light	19,041	Each	170	0.89%	
Drainage	Cross Drain	534,057	Each	8	0.00%
	Roadside Ditch	37	Miles	0	0.00%
	Median Ditch	8	Miles	0	0.00%
	Outfall Ditch	65,731	Feet	0	0.00%
	Curb Inlet	9,902	Each	4	0.04%
	Rip Rap	89,575	SY	0	0.00%
	Misc. Inlet	576	Each	25	4.34%
	Roadway Sweep	1,193	Miles	3	0.25%
Vegetation/ Aesthetics	Roadway Mowing	10,002	Acres	3	0.03%
	Slope Mowing	1,582	Acres	2	0.13%
	Landscape	170	Acres	0	0.00%
	Tree Trim	1,193	Miles	0	0.00%
	Litter Removal	1,193	Miles	1	0.08%
	Turf Condition	1,193	Miles	0	0.00%

2.2. Buildings

2.2.1. Mainline Toll Plaza Buildings

The Turnpike's commitment to Periodic Maintenance and Replacement with evolving technology is evident in its shift from traditional Mainline plazas with islands and canopies to Automated Electronic Tolling (AET). A transformation that started over 8 years ago.

This transition begins with the removal of canopies and islands, lane reconfiguration, and is completed with the installation of toll equipment gantries. It's common for island-type toll sites to be replaced with new AET tolling sites as part of broader projects. The final island-type Mainline toll plaza (Lantana Mainline) on the Turnpike is currently in the process of being replaced. Typical Mainline Plaza pre-AET replacement is depicted in Figure 2 below.



Figure 2: Major Toll Plaza Elements (Non-AET)

2.2.2. Ramp Toll Plaza Buildings

A considerable number of ramp plazas have undergone conversion using the “AET Lite” equipment conversion. AET Lite conversions include changes to the equipment and lanes of existing facilities to allow for AET tolling. These conversions have been executed as both independent projects and as components of larger full conversion projects. AET Lite sites will either be phased out or replaced with all-new AET toll sites in future construction projects. All new AET Ramp plazas have been established as part of various extensive AET and/or widening projects. An example of typical new Unstaffed AET is shown in Figure 3.

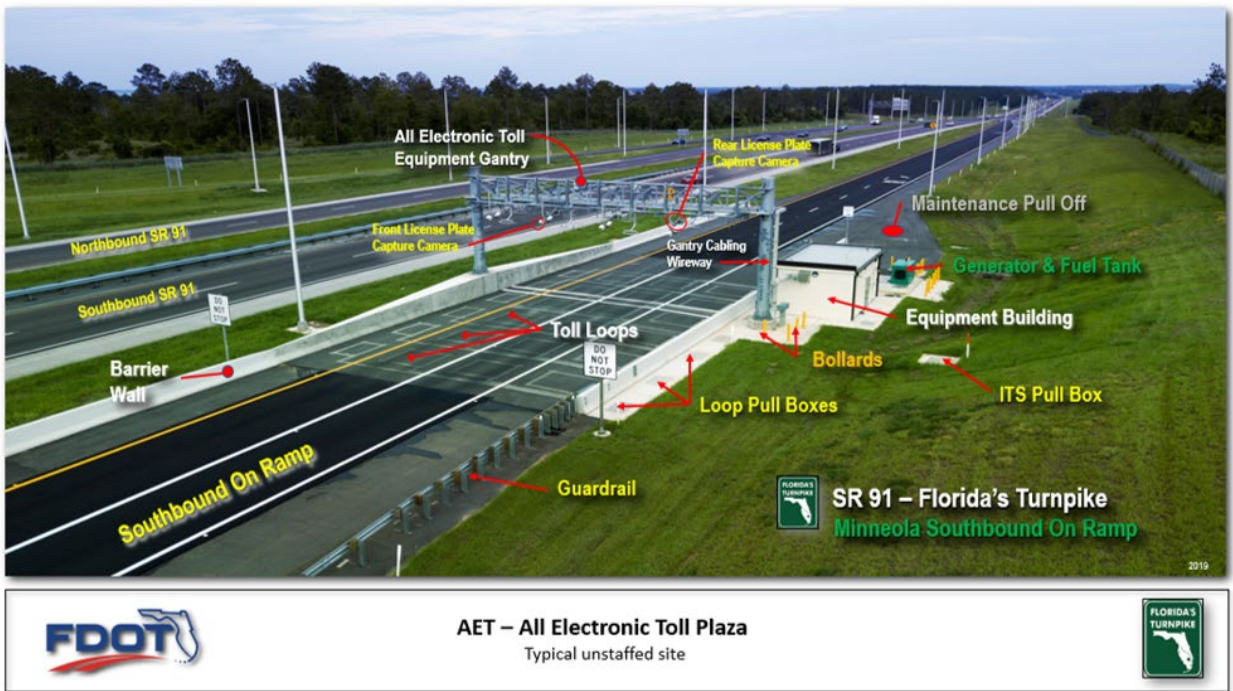


Figure 3: Typical Unstaffed AET

All Mainline and Ramp Plazas on the Turnpike Mainline have now transitioned to AET, and a significant number have been replaced. The primary large-scale AET projects for existing toll roads have been introduced in phases. Currently, there are 18 AET conversions and eight replacement sites under construction. This year, three replacement AET Plazas have been completed, bringing the number of AET facilities on the system to over 90 percent. The remaining non-AET sites within the system will be replaced as part of future larger projects.

2.2.3. Communication Tower Buildings

FTE communication tower buildings are typically small structures constructed of concrete and block. These structures house the electronic circuitry and equipment that supports the microwave radio communications system, which is relied upon by the FTE Operations Offices. Figure 4 provides an exterior example; Figure 5 is an interior example.



Figure 4: Ft. Pierce Communications Building Exterior

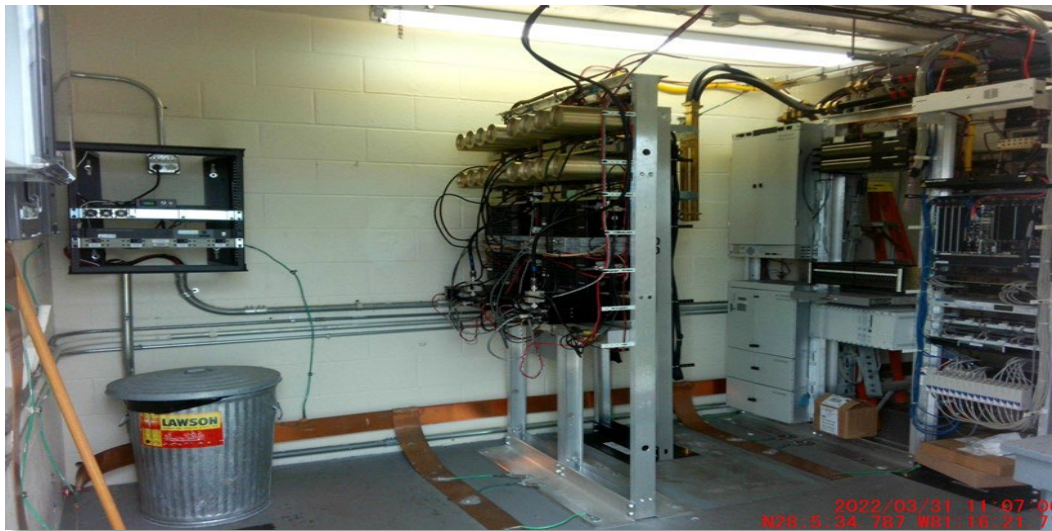


Figure 5: Canoe Creek Communications Building Interior



2.2.4. Miscellaneous Buildings

FTE's administrative buildings are used by a variety of FDOT functional areas and other Florida agencies, including: the Florida Highway Patrol Troops K and L, Motor Carrier Compliance Office, FDOT Districts 4 and 6, FTE's Office of Toll Operations and FTE's Operations and Concession Management and Marketing Offices. See Figures 6 and 7 for examples.

The Snapper Creek Service Plaza has two separate facilities that are maintained by FTE and are currently being used for FDOT and FTE administrative construction / maintenance office spaces, FHP Troop K offices / operations, and for the SunPass Customer Service Center.



Figure 6: Snapper Creek FHP Building - SR 821



Figure 7: Pompano Operations Annex Building – SR 91

2.2.4.1. Water/Wastewater Treatment Plants

The water/wastewater treatment plant provides water to and receives wastewater from the service plaza restaurant, common areas, and service station. The only water/wastewater plant on the FTE system is at the Fort Drum Service Plaza. In 2010, it was updated with a new treatment plant and effluent pond under the Areas USA, Inc. contract and is operational.

2.2.4.2. Service Plaza Restaurants and Service Stations

There are eight service plazas located throughout the Turnpike system. Each plaza location is accompanied by a service station (Convenience C-Store). The plazas are operated and maintained by Areas USA, Inc. through a concessions contract with FTE. Fig. 8 below shows a typical service plaza restaurant building.



Figure 8: Port St Lucie Service Plaza

The initial inspection of service plazas began in late 2021 and reoccurs biennially. The results of the inspection are disclosed in the Service Plaza Inspections Report to be submitted to FTE in early 2024.

Table 14 summarizes findings of the FTE on-system inspections performed at all 10 facility zones combined for the 14 facility elements, broken down by their respective characteristics.



Table 14: Condition of Buildings - All Zones

Element	Characteristics	Number Inspected	Number Rated Four or Below	Percent Rated Four or Below
Architecture	Caulking	46	0	0.00%
	Ceiling	521	0	0.00%
	Ceilings and Ceiling Grids	570	0	0.00%
	Counters/Cabinets and Drawers	249	0	0.00%
	Doors / Frames (Interior and Exterior)	1653	3	0.18%
	Elevator	12	0	0.00%
	Elevator Certification	23	0	0.00%
	Flooring (Interior and Accessories)	1007	2	0.20%
	Handrail	81	2	2.47%
	Joint Sealants	530	1	0.19%
	Lockers	47	0	0.00%
	Paint - Interior and Exterior	1424	2	0.14%
	Restroom Appurtenances	139	0	0.00%
	Roof Drain	39	0	0.00%
	Shelves	104	1	0.96%
	Site Signs	218	1	0.46%
	Walls (Concrete Block, Brick, Stucco or EIFS)	545	0	0.00%
	Walls (Exterior)	292	0	0.00%
	Walls (Interior)	1092	1	0.09%
	Windows and Storefronts	408	1	0.25%
Domestic Plumbing Fixtures	Faucets / Sinks	281	0	0.00%
	Piping / Valves	238	0	0.00%
	Toilets / Urinals	149	0	0.00%
	Water Heater	77	1	1.30%



Element	Characteristics	Number Inspected	Number Rated Four or Below	Percent Rated Four or Below
Building Electrical	Canopy lighting	73	0	0.00%
	Conduits / Junction Box	315	0	0.00%
	Grounding	402	0	0.00%
	Light Switches	131	0	0.00%
	Lighting (Exterior)	340	0	0.00%
	Lighting (Interior)	1,248	3	0.24%
	Lightning Protection	244	0	0.00%
	Motor Control Center	12	0	0.00%
	Nose Flasher	234	0	0.00%
	Panelboards	478	0	0.00%
	Receptacle	1,528	30	1.96%
	Sign Lighting	65	0	0.00%
	Site Lighting	29	0	0.00%
	Switchboards and Breakers	452	4	0.88%
	Toll Indicator	152	0	0.00%
	Traffic Red / Green Lighting	70	0	0.00%
	Transformers	41	0	0.00%
	TVSS (Transient Voltage Surge Suppressor)	415	0	0.00%
	Wiring	1,334	7	0.52%
Building HVAC	Air Cooled Chiller and Piping	13	0	0.00%
	Air Handlers	632	2	0.32%
	Condensing Units	478	1	0.21%
	Ductwork and Insulation	489	0	0.00%
	Exhaust Fans	290	1	0.34%
	HVAC Control Systems	346	0	0.00%
	Package Unit	366	0	0.00%
	Supply and Outside Air FANS	47	0	0.00%
	Ventilation Outlets	935	0	0.00%
Structural	Concrete (Precast/Cast-in Place)	173	0	0.00%
	Masonry	74	0	0.00%
	Steel Framing	59	0	0.00%
Sewer/Septic Tanks, Lift stations & Wells	Lift stations and Wells	29	0	0.00%
	Sewer/Septic Tanks	15	0	0.00%
Site Grounds	Landscape	25	0	0.00%
	Parking Area	15	0	0.00%
	Site Grounds	173	1	0.58%
	Turf Condition	31	0	0.00%



Element	Characteristics	Number Inspected	Number Rated Four or Below	Percent Rated Four or Below
Canopy	Canopy Columns	90	0	0.00%
	Canopy Fascia	74	0	0.00%
	Canopy Signs	144	0	0.00%
	Canopy Structure	3	0	0.00%
	Canopy Underside	71	0	0.00%
	Sign Structure	77	0	0.00%
	Traffic Red / Green Lighting	6	0	0.00%
	Variable Message Signs	20	0	0.00%
Communications, Fire Alarm and Monitoring Devices	CCTV (Close Circuit TV)	169	0	0.00%
	Fire Alarm	24	0	0.00%
	Fire Extinguisher	849	5	0.59%
	Fire Pump System	3	0	0.00%
	Intercom System	2	0	0.00%
	Security	299	0	0.00%
	Telephone System	363	0	0.00%
Concrete Pavement & Sidewalks	Concrete Pavement	400	1	0.25%
	Sidewalk and Curb	128	1	0.78%
Booth	Booth Ceiling	74	0	0.00%
	Counters/Cabinets and Drawers (Booth)	140	0	0.00%
	Doors / Splash Door (Booth)	94	0	0.00%
	Flooring (Booth)	109	1	0.92%
	Toll Booth Windows/Glazing	100	0	0.00%
Island	ACM	57	0	0.00%
	Attenuator	180	0	0.00%
	Bollards	335	3	0.90%
	Island Concrete	185	0	0.00%
	Island Signs	145	0	0.00%
Plaza Concrete Apron	Apron Sweep	149	0	0.00%
	Cracking	176	0	0.00%
	Joints	209	0	0.00%
	Pavement Voids	178	0	0.00%
	Striping	260	1	0.38%
Stand-By Power	Fuel Line	244	0	0.00%
	Fuel Tank	254	11	4.33%
	Gauges	135	0	0.00%
	LP Tank	17	0	0.00%
	Stand-By Generator	351	0	0.00%
	UPS (Uninterrupted Power Supply)	476	0	0.00%
Gantry	Column Supports	84	0	0.00%
	Steel Framing	84	0	0.00%



2.3. Structures

2.3.1. Bridges

The Federal National Bridge Inspection (NBI) is performed in accordance with the National Bridge Inspection Standards. Security concerns prohibit publishing details related to the bridge inspection. Bondholders may contact individual FDOT Maintenance Districts to request the latest reports detailing any concerns. It should be noted that the 2023 Comprehensive Annual Financial Report shows a total of 765 bridges, which is the total number of bridges owned but not necessarily inspected by FTE. FTE structures maintenance data query from July 1, 2023, indicates a total of 765 bridges maintained and inspected by FTE and noted that 3 bridges are rated as five or in "Fair Condition". No bridges were rated below a five.

2.3.2. Large Non-Qualifying Culverts (LNQC)

An independent structures consultant inspects all LNQCs once every six years (1/3 of the total per cycle) throughout the FTE system and noted that of 236 existing culvert structures, 8 are rated as five or in "Fair Condition". No LNQC's were rated below a five. The majority of LNCQs (170) are in roadway and structure inspection Zones II and III.

2.3.3. High Mast Light Towers (HMLT)

The Federal NBI guidelines do not address HMLTs; however, at the direction of FDOT, an independent structures consultant uses the same ten-point scale of the NBI to rate the condition of HMLTs in the biennial inspection report.

The most current report indicates that of the 318 HMLTs currently in operation within the FTE system, 51 are rated as five, or in "Fair Condition". No HMTL's were rated below a five The HMLT rating and corresponding rating scale are summarized in Appendix B - Inspection Rating Procedures for Roadways, Structures, and Buildings.

2.3.4. Overhead Sign Structures

The independent structures consultant noted that of 1,111 existing overhead sign structures, 74 are rated as five or in "Fair Condition". No Overhead sign structures were rated below a five. Table 15 summarizes the overhead sign structures inspected and those rated in fair condition by inspection zone for this reporting period. An Overhead Sign Structure is shown in Figure 9.

Table 15: Condition of Overhead Sign Structures

Zone	Number Inspected	Number Rated Five or Below	Percent Rated Five or Below
I	518	22	4.25%
II	51	4	7.84%
III	283	33	11.66%
IV	221	6	2.71%
V	38	9	23.68%
TOTALS	1,111	74	6.66%



Figure 9: Overhead Sign Structure

The biennial inspection of the FTE’s overhead sign structures is based on a visual inspection of three individual sign characteristics: horizontal and vertical members, and structure foundations. These characteristics, along with the sign rating scale, are listed in Appendix B - Inspection Rating Procedures for Roadways, Structures, and Buildings.



3. Inspection Results

Element characteristics rated four or below in each of the three categories are identified in this report. As mentioned previously, it is possible that repairs/improvements have addressed some of the items identified as below standard in this report due to the lag-time between inspections and issuance of the report. The numbers of construction and maintenance contracts for each category that were either in effect or advertised during the FY 2023 are summarized in Tables 16 - 18 to give some indication of the work effort already in-place. Many of the contracts listed on Tables 16 - 18 will likely extend over several fiscal years.



NONE OF THE DEFICIENCIES OBSERVED BY THE INSPECTION TEAMS, POSE A SAFETY CONCERN TO FTE CUSTOMERS.

The determinations provided in this report do not consider the criticality of characteristics in relationship to each other. When reviewing below standard characteristics, several considerations influence the desired level of service. These include safety, protection of private and public investment, comfort, economics, environmental impact, and aesthetics. A pavement void, for example, would receive priority over litter removal because it may have an immediate impact on the driving experience of the customer. Standard procedures for rating system facilities are explained in Appendix B - Inspection Rating Procedures for Roadways, Structures, and Buildings.

3.1. Roadways

No roadway characteristics were identified by FTE's annual inspection team as being unsatisfactory overall. However, according to the 2023 PCS Pavement Cracking rating, there are currently 35.95 lane miles reported deficient, of which 29.74 lane miles are located on SR 91 in Broward and Miami-Dade Counties. During the 2023 inspection pavement rehabilitation was observed in Lake County.

Roadway improvement projects are scheduled for FY 2024 to address the 29.74 Broward County section.

The overall RRP rating was 96.49 for all elements combined across the system. The RRP results indicate that FTE's aggressive and comprehensive Maintenance and Renewal and Replacement programs continue to be effective.



3.1.1. Roadway

The roadway element, which is comprised of all characteristics of the pavement, has achieved an RRP overall rating of 95.38 on all ramp sections. No Unsatisfactory characteristics were identified greater than 0.43 percent (edge ravel) in any of the maintenance zones reported by the annual inspection. These positive ratings are indicative of FTE's ongoing pavement resurfacing efforts along several portions of the system and an active preventive maintenance program. Table 16 represents construction and maintenance contracts in effect or let during FY 2023.

Table 16: Roadway Contracts in Effect or Advertised During FY 2023

Type	Zone	Construction		Maintenance		Total Roadway & Maintenance Dollars
		Total per Zone	No. of Contracts	Total per Zone	No. of Contracts	
Contracts in Effect or Advertised in Single Zones	Zone I	\$908,721,860	11	\$25,907,927	54	\$934,629,787
	Zone II	\$89,041,815	7	\$24,645,450	8	\$113,687,265
	Zone III	\$752,571,617	14	\$67,431,163	12	\$820,002,780
	Zone IV	\$764,351,076	13	\$34,165,960	11	\$798,517,036
	Zone V	\$0	0	\$20,389,116	5	\$20,389,116
Contracts in Effect or Advertised Across Multiple Zones	Zones I & II	\$21,849,074	1	\$994,396	10	\$22,843,470
	Zones I & III	\$3,179,902	1	\$0	0	\$3,179,902
	Zones II & III	\$7,559,000	1	\$0	3	\$7,559,000
	Zones I, II & III	\$125,851,295	3	\$754,783	2	\$126,606,078
	Zones I, III & IV	\$5,565,378	1	\$0	0	\$5,565,378
	Zones III & IV	\$0	0	\$4,841,095	2	\$4,841,095
Totals	All Zones	\$2,678,691,017	52	\$179,129,890	107	\$2,857,820,907

3.1.2. Roadside

The calculation of the RRP rating for roadside features considers all aspects such as fencing, shoulders, slopes, and other characteristics situated beyond the paved travel path (Refer to Figure 1). For the current fiscal year, the comprehensive RRP rating for the roadside element stands at 95.06. None of the five characteristics of this element were noted greater than 0.3 percent deficient. A standard section of a paved and soil shoulder within FTE's system is depicted in Figure 10.



Figure 10: Typical Paved and Soil Shoulder Section

3.1.3. Traffic Services

The rating for the traffic services element is determined by the condition of all features that facilitate, safeguard, and support the customer during their journey on FTE's roads, interchanges, and service areas. For the Fiscal Year 2023, the aggregate RRP rating for traffic services stands at 94.63, with none of the 11 characteristics of this element exceeding 1.01 percent overall. Notably, highway lighting was determined to be at 2.82 percent deficient in zone 4. Figure 11 illustrates highway lighting utilized on the system.

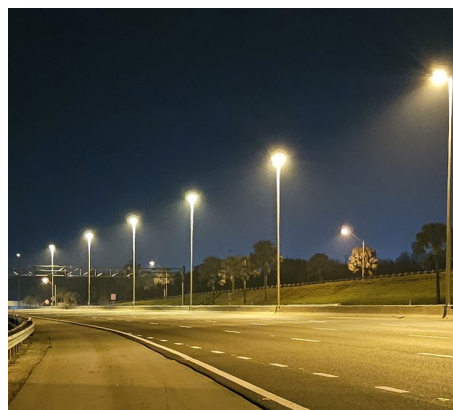


Figure 11: Highway Lighting

3.1.4. Drainage

The evaluation of this element is based on the comprehensive state of all infrastructures responsible for the conveyance, collection, and treatment of stormwater runoff. The RRP score for drainage was determined to be 99.02 for the FY 2023. Shoulder gutter, one of the eight characteristics included in the drainage element, was rated at 4.34 percent unsatisfactory. No other characteristic was rated unsatisfactory for greater than 0.25 percent. for FY 2023. Typical shoulder gutter within the FTE system is depicted in Figure 12.



Figure 12: Shoulder Gutter

3.1.5. Vegetation - Aesthetics

FTE consistently oversees the state of vegetation, identifying the requirements for mowing, trimming, re-landscaping, and litter removal. The cumulative RRP score for the vegetation and aesthetics element is 98.37 for FY 2023. Overall, no unsatisfactory ratings exceeding 0.13 percent among the six characteristics of this component were noted in FY 2023. Figure 13 illustrates well maintained roadside. Additional photos of roadway characteristics are illustrated in Appendix C: Selected Photographs of Desired/Undesired Conditions.



Figure 13: Maintained Roadside



3.2. Buildings

In total, references to inspected buildings were made in 28,463 recorded comments of which, 84 were rated as being in condition four or below, resulting in less than one percent of the building elements being unsatisfactory. The majority of reported four or below ratings were not structural or safety related concerns.

FTE toll plaza administration buildings, canopies, and adjacent areas, which include parking and drainage areas, are generally in good condition. The following bullet points lists several building characteristics reported with ratings at the high end of the scale and a brief description about the rating.

- **Fuel Tank** (4.43 percent) – This characteristic refers to tanks supplying fuel to the stand-by generators. Most of the unsatisfactory ratings reported for this characteristic are missing tie-down straps and ID tags; more focus is needed on completion of the program to assure all tanks are tied down.
- **Receptacle** (1.96 percent) – The majority of unsatisfactory ratings reported for this characteristic were ground fault interrupt (GFI) receptacles that were not functioning as intended; more focus is needed on maintenance of this characteristic.
- **Water Heater** (1.30 percent) – Unsatisfactory ratings reported for this characteristic were related to missing electrical access panels, electrical panels not secured, and or exposed wires.
- **Switchboards and Breakers** (1.14 percent) - The majority of unsatisfactory ratings reported for this characteristic are labeling/incorrect directory, incomplete or missing in panels, and the clip-forced switches.
- **Flooring – Booth** (1.61 percent) – Unsatisfactory ratings for this characteristic included corroded supports and water intrusion.

During FY 2023, 26 facility construction projects included the continued implementation of open road tolling, gantries and AET buildings. In addition, 58 facility routine maintenance contracts are in effect or advertised as indicated in Table 17.



Table 17: Facilities & Communication Contracts in Effect or Advertised During FY 2023

Region	No of Contracts	Activity	Cost
Maintenance			
North	2	Chiller Services at Suntrax Test Facility (Service Agreement)	\$36,217
South	1	Communication Tower Ice Bridge (Cable Tray) Support Repairs - South	\$32,000
North	2	Comprehensive Janitorial Services at SunTrax Test Facility	\$195,225
North	2	Concrete, Wtrproofing, Sealing, Paint & General Facilities Svc	\$682,000
North	2	Elevator Maintenance Services	\$103,438
North	2	General Office Cleaning Services - Suntrax Test	\$32,737
North	2	Generator Maintenance Services - North Region (YEAR 2)	\$646,860
North	1	Generator Maintenance Services - North Region (YEAR 3)	\$229,700
North	2	Heating, Ventilation and Air Conditioning Equipment Maintenance, Repair	\$272,280
North	2	HVAC Preventative Maintenance - Suntrax	\$224,450
North	4	Janitorial Cleaning Services at Yeehaw Junction	\$87,600
North	1	Life Safety Monitoring, Inspection and Repair at Suntrax Test Facility	\$18,829
North	1	Light Emitting Diode (LED) Type "C" Retrofit Services	\$93,326
Telecommunications	2	Maintenance of Statewide Telecommunications Network	\$565,568
North	3	Maintenance of Water Treatment Systems	\$72,074
North	1	Maintenance, Repair, Testing and Verification of Electrical Services	\$427,625
North	3	Maintenance, Repair, Testing and Verification of Electrical Services	\$94,240
North	3	Mowing and Landscaping	\$661,668
North	5	Mowing and Landscaping at Suntrax Test Facility	\$659,287
North	2	Performance Based Facilities Maintenance (YEAR 5)	\$3,655,264
South	3	Performance-Based Facilities Asset Maintenance Contract (Year 1)	\$9,132,600
South	1	Periodic Maintenance and Repair of Detroit Diesel Mega Generators/ATS	\$172,700
North	1	Pressure Cleaning Services (YEAR 3)	\$147,011
North	1	Pressure Cleaning, and Other Related Cleaning Services at SunTrax Test Facility	\$135,431
South	1	Proposed Selective Interior Painting at Boca Tolls Data Center	\$13,000
South	1	Re-Lamination of Reception Desk at FHP - Snapper Creek	\$13,500
Turnpike Wide	1	Repair/Fix Transformer at SunTrax Test Facility	\$15,147
South	1	Restriping of Parking Lot at Pompano Operations Center	\$10,450
South	1	Roof Coating at Snapper Creek Sunpass Center	\$32,000
Turnpike Wide	2	UPS Maintenance Services - Turnpike wide	\$1,213,120
North	2	Water Treatment Services at Suntrax Test Facility	\$12,789
58 - Maintenance Contracts			\$19,688,136



Region	No of Contracts	Activity	Cost
Construction			
North	3	Roof Repair Services & Roof Replacement at HQ Building No. 5315	\$1,649,740
North	1	Beachline Tunnel HVAC Replacement In-Kind - Martin Andersen Beachline Expressway	\$65,700
North	1	Heating, Ventilation and Air Conditioning Replacement - North Region	\$126,000
South	1	Replacement In-Kind One Sixty (60) Ton Chiller	\$126,450
South	1	Replacement In-Kind Two (2) Rooftop Condenser Units	\$55,877
South	1	Coral Reef Ultra-High Frequency Communications and CCTV Installation	\$187,853
North	1	HQ Operations TMC Rack Load and 80 KVA Upgrade	\$454,000
Turnpike Wide	1	Signature Gantries Fall Protection Systems- North Region (YEAR 1)	\$20,575
Turnpike Wide	2	Signature Gantries Fall Protection Systems- North Region (YEAR 1)	\$41,150
North	1	Roof Replacement at Clermont-Leesburg & Yeehaw Junction Maintenance Yard	\$378,233
South	2	Upgrade of Fire Alarm System at Boca Tolls Data Center	\$215,220
South	1	Building Management System & VAV Replacement, MP 75.0	\$222,041
South	1	Pompano Second Floor Server Room Electrical Upgrade	\$30,052
South	1	Carpet Flooring for Snapper Creek Law Enforcement	\$83,534
North	3	Plumbing and Lift Stations	\$541,020
South	1	20 HP Sewage Pump Replacement at Milepost 65.0	\$30,598
South	1	FCO Replacement of Lift Station Pump at Pompano Operations Center	\$32,200
South	1	Carpet Flooring for Pompano Services Center	\$223,836
North	2	Replacement of Generator and ATS	\$438,214
26 - Construction Contracts			\$ 4,922,293
84 - Maintenance & Construction Contracts			\$24,610,428

3.3. Structures

3.3.1. Bridges

During FY 2023, several bridge construction contracts were in effect or advertised. Bridge improvement contracts are included within the total cost of several roadway construction projects either in effect, advertised or completed during the fiscal year. A summary of bridge construction costs was provided by the FTE Plans, Specifications & Estimates group and is shown in Table 18.

Table 18: Bridge Contracts in Effect or Advertised During FY 2023.

Location	Construction Cost
Zone I	\$99,930,881
Zone II	\$6,706,561
Zone III	\$82,942,512
Zone IV	\$203,837,557
Zone I & II	\$1,493,396
Zone I, II & III	\$486,142
Totals	\$395,397,049

The State Maintenance Office Bridge Inventory 2023 - Annual Report, which uses the NBI Standards, reported. FTE Maintenance directed a portion of its Periodic and Routine Maintenance funding in FY 2023 to rehabilitation and repair projects. Figure 14 shows an example of a bridge on the FTE system.

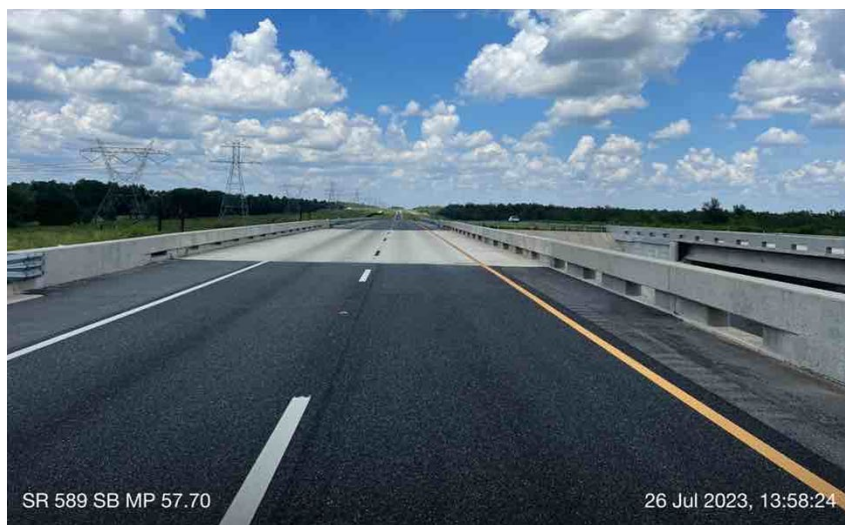


Figure 14: SR 589 Suncoast Bridge

3.3.2. Large Non-Qualifying Culverts

An LNQC is a structure that does not meet the statutory definition of a bridge. LNQCs are defined as a circular, elliptical arch or box type of culvert with a height greater than four feet, or clear span of ten feet or greater, but less than 20 feet.

LNQCs are inspected once every six years. Each cycle is a two-year period with 1/3 of the total LNQCs inspected during the cycle. It takes three cycles for the entire LNQC inventory to be inspected. The LNQCs are in good condition with minor repairs ongoing as part of the routine maintenance contracts. Figure 15 shows an example of a culvert in the FTE system.



Figure 15: Typical Culvert

3.3.3. High Mast Light Towers

Similar to overhead sign structures, HMLTs are included in the structure's inspection. These structures provide illumination for improved nighttime visibility at various locations along the FTE system, such as at interchanges, service plazas and toll facilities.

3.3.4. Overhead Sign Structures

Overhead sign structures are inspected separately from those signs in the traffic services element due to being suspended above the travel way by large support structures, but the sign panel condition (retro-reflectivity, peeling, etc.) is documented in the RRP inspection. These signs provide critical directional information, guiding the customer throughout the FTE system. Figure 16 shows an example of a cantilever overhead sign structure on the FTE system.



Figure 16: Typical Overhead Sign Structure



4. Commitments and Recommendations

4.1. Commitments

Analysis of data collected during the 2023 asset evaluation cycle indicates that FTE's Renewal and Replacement, Periodic, and Routine Maintenance programs are effective in maintaining the system at an optimal level. Programmed funding for physical improvements committed to these programs is indicated in Table 19.

Table 19: FY 2023 through 2027 Program Commitments (\$M)

Fiscal Year	Renewal & Replacement Contracts ^[1]	Periodic Maintenance ^[2]	Routine Maintenance ^[3]	Total	Gross Revenue ^[4]	Percentage of Gross Revenue
2023	\$90.29	\$11.31	\$66.41	\$168.01	\$1,120.92	14.99%
2024	\$158.95	\$23.84	\$87.74	\$270.53	\$1,269.34	21.31%
2025	\$139.50	\$7.07	\$75.45	\$222.02	\$1,298.05	17.10%
2026	\$105.94	\$7.07	\$74.16	\$187.16	\$1,323.57	14.14%
2027	\$100.69	\$7.06	\$76.56	\$184.31	\$1,352.90	13.62%

¹ Renewal and Replacement data captures all projects/phases using PKYR funding, excluding those PKYR projects that are in the Periodic Maintenance category.

² Periodic Maintenance data captures all projects/phases using Item Group PEMT.

³ Routine Maintenance data captures all phase 72 projects.

⁴ Gross Revenue data was taken from the Traffic Engineer's Annual Report, Traffic Engineer's Annual Letter Report, Table 6 (Summary of Florida's Turnpike Enterprise System Toll and Concession Revenue Forecast FY 2023 through FY 2033).

The 16.23 percent 5-year average of gross revenue allocated to maintaining the system is evidence of FTE's commitment to protect the system's assets and bondholder's investments. Programmed commitments between FY 2023 and FY 2027 range from 13.62 to 21.31 percent of gross revenue with the upper limit of this range occurring in FY 2024.

New construction and improvement projects are valued at \$90.29 million for renewal and replacement work (PKYR) in FY 2023, and include roadway resurfacing; bridge, roadway, and facility construction; toll equipment enhancement; and bridge repair.

The amount of \$77.72 million programmed for periodic (PEMT) and routine maintenance (Phase 72) work in FY 2023 includes maintenance of all highway assets, building maintenance, building renovation, building demolition, roof replacement, toll plaza tunnel sealing, drainage improvements and safety upgrades.



4.2. Recommendations

The 2023 annual inspection and asset analysis clearly indicates that the system is in an overall - GOOD condition. To maintain the excellent level of service provided to the system's customers well into the future, the AtkinsRéalis - HNTB team recommends:

- Unsatisfactory ratings noted in the FY 2023 report should be addressed as resources allow.
- Critical or emergency items identified during all annual inspections should continue to be addressed at the time they are discovered.
- Continued review of consultant-recommended below-standard characteristics correction options on a 30-business day schedule to determine possible inclusion into maintenance or future construction projects with FTE's Maintenance, Finance and Production Offices.
- Characteristics that continue to be reported with higher-than-average unsatisfactory ratings should be evaluated to determine if creation of a new projects may resolve the issues. Being proactive will ensure that unsatisfactory characteristics are addressed promptly and that items that are approaching this condition are resolved before they become unsatisfactory.
- Table 20 below provides a description of current projects with funding source, priority, and current funding status.

Table 20: Improvements, Current Funding Status, and Recommendations – Highway Operations


Description	Funding Source	OPS ID #	Current Funding Status and Recommendations
SR 407 Safety Enhancements	PKYI	OPS2022-4	FPID - 452109-1 (Design funded 2024, Construction funded 2027)
First Coast Expressway Safety Enhancements	PKYI	OPS2019-2	FPID - 449711-1 (Design funded 2023, Construction funded 2025)
Improve Bridge Approaches 930215	PKYI	OPS2021-9	FPID - 452111-1 (Design funded 2024, Construction funded 2025)
SR 407 ITS Improvements	PKYI	OPS2022-5	FPID - 452109-1 (Design funded 2024, Construction funded 2027)
CCTV Ramp Deployments	PKYI	OPS2022-14	FPID - 452086-1,-2 (Design funded 2025, Construction funded 2027)
CCTV Gap Project		OPS2021-6	FPID - 452086-1,-2 (Design funded 2025, Construction funded 2027)



Description	Funding Source	OPS ID #	Current Funding Status and Recommendations
LED Lighting retrofit	PKYI	OPS2022-1	<p>FPID - 452228-1 (Design funded 2024, Construction funded 2025)</p> <p>FPID - 452228-2 (Design is not funded, Construction is funded 2026)</p> <p>FPID - 452228-3 (Design is not funded, Construction is funded 2027)</p>
Improve Access for Bridge 870930	PKYR	OPS2021-3	<p>FPID - 450975-1 (Design funded 2024, Construction funded 2025)</p>
Signing and Pavement Marking Review for Suncoast Trail - Arterial Crossings		OPS2021-10	<p>FPID - 449391-1 (Design funded 2024, Construction is not funded)</p>
Demolition of Boca Raton Toll Plaza	PKYR	OPS2022-17	<p>FPID - 452108-1 (Design is not funded, Construction funded 2024)</p>
Extend the Service Life of Box Culvert Structures	PKYI	OPS2022-7	<p>FPID - 452085-1 (Design funded 2025, Construction is not funded)</p>
Emergency Response Access Locations	PKYI	OPS2015-1	<p>FPID's - 449175-3 (ERAL) (Design funded 2023, Construction funded 2024)</p> <p>449175-4 (Veterans ESS) (Design funded 2023, Construction funded 2025)</p>
Sawgrass Expressway Directional Signage	PKYI	OPS2021-11	<p>FPID - 443612-1 (Design funded 2020, Construction funded 2023)</p>
Buried Foundation for Ancillary Structures - Sawgrass	PKYI/PKBD	OPS2017-1	<p>FPID - 437155-5 (Design funded 2023, 2024 & 2025, Construction funded 2026)</p>



While it is recommended that funds are appropriated for improvements identified in the annual inspection, the requirements for other projects funded through the Renewal and Replacement Program should be evaluated with particular emphasis on the need to resurface the system mainline and ramp facilities. In addition to pavement resurfacing, the Renewal and Replacement Program includes other FTE system assets such as bridges, buildings, and communications facilities; toll equipment; and utilities. Given the magnitude to which these assets affect overall FTE system operations, a significant level of emphasis should continue to be placed on FTE's Renewal and Replacement Program and related funding levels.



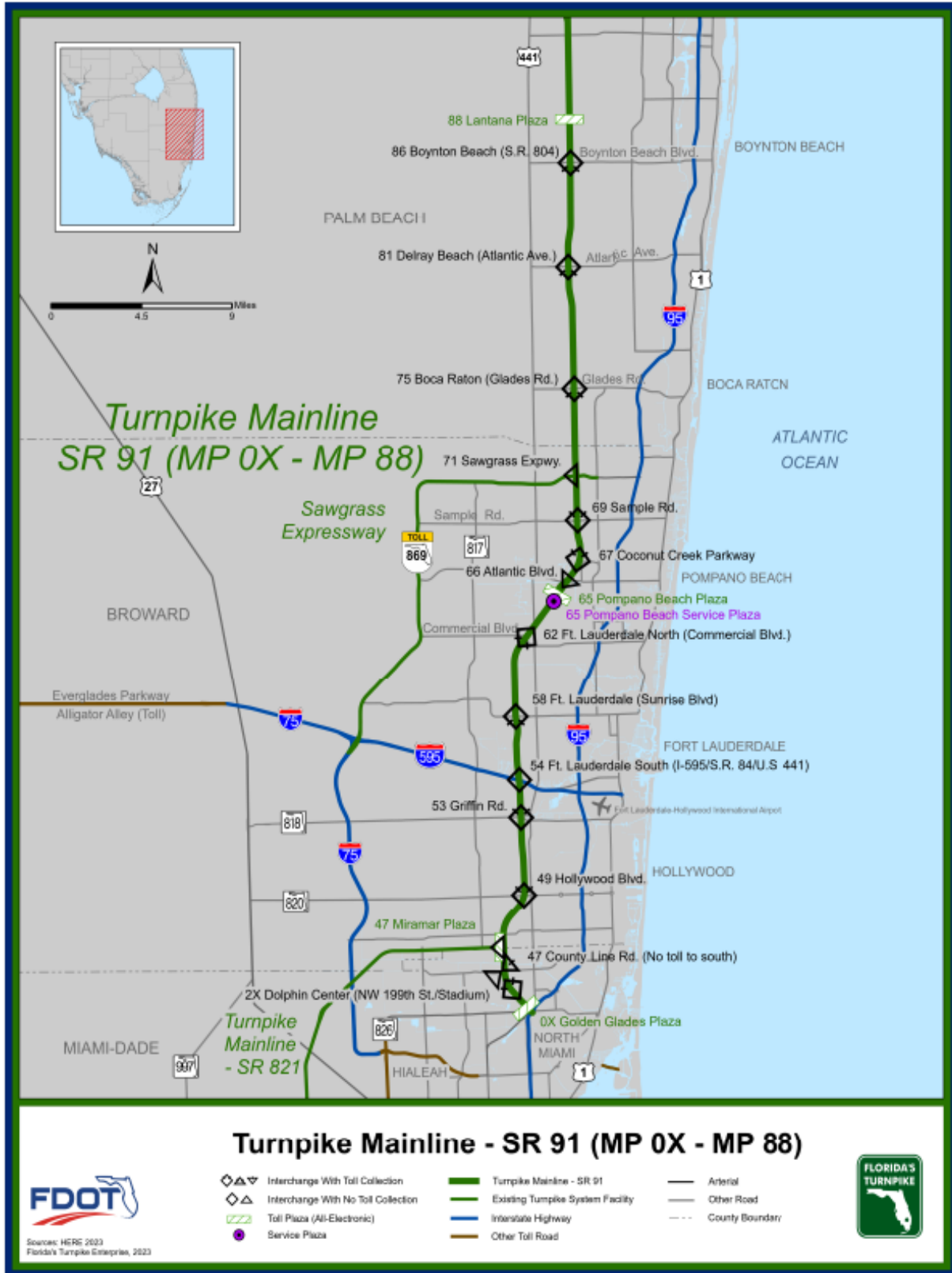
THE RESULTS OF THE 2023 ANNUAL INSPECTION CONFIRM FTE'S COMMITMENT TO MAINTAIN THE QUALITY AND SAFETY OF THE SYSTEM AND PROVIDE VALUE TO THE BONDHOLDERS' INVESTMENT.

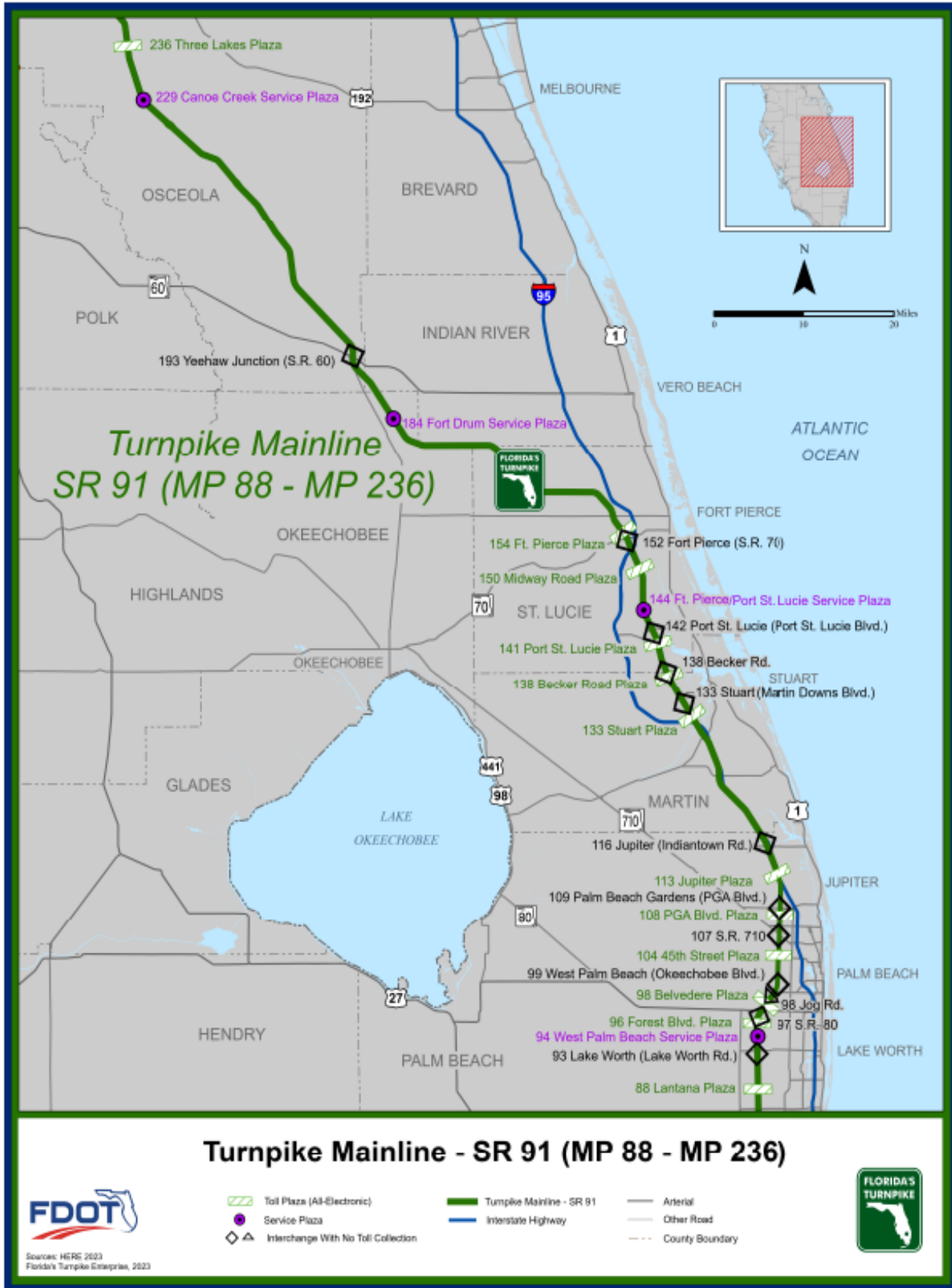


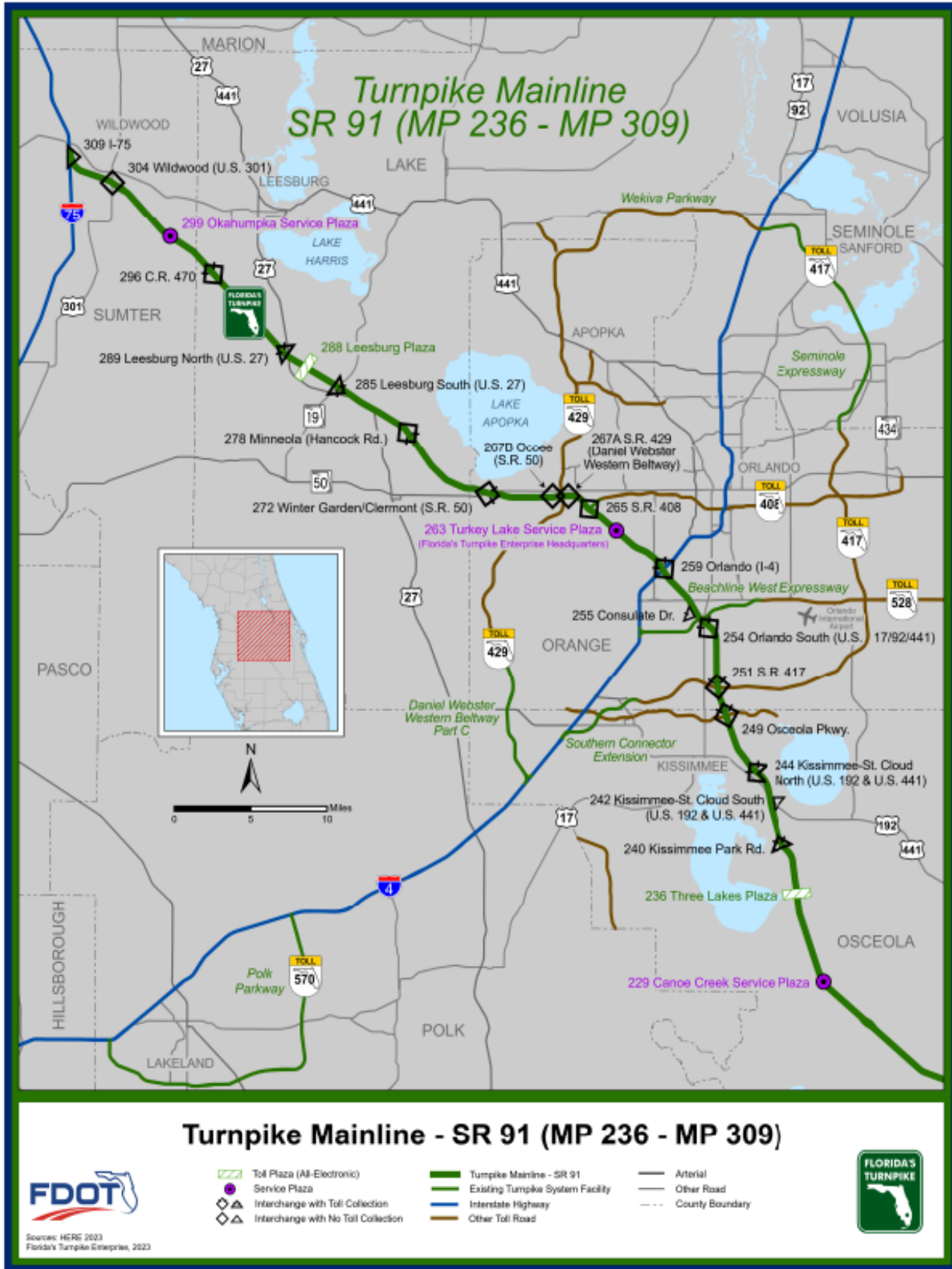
Appendices

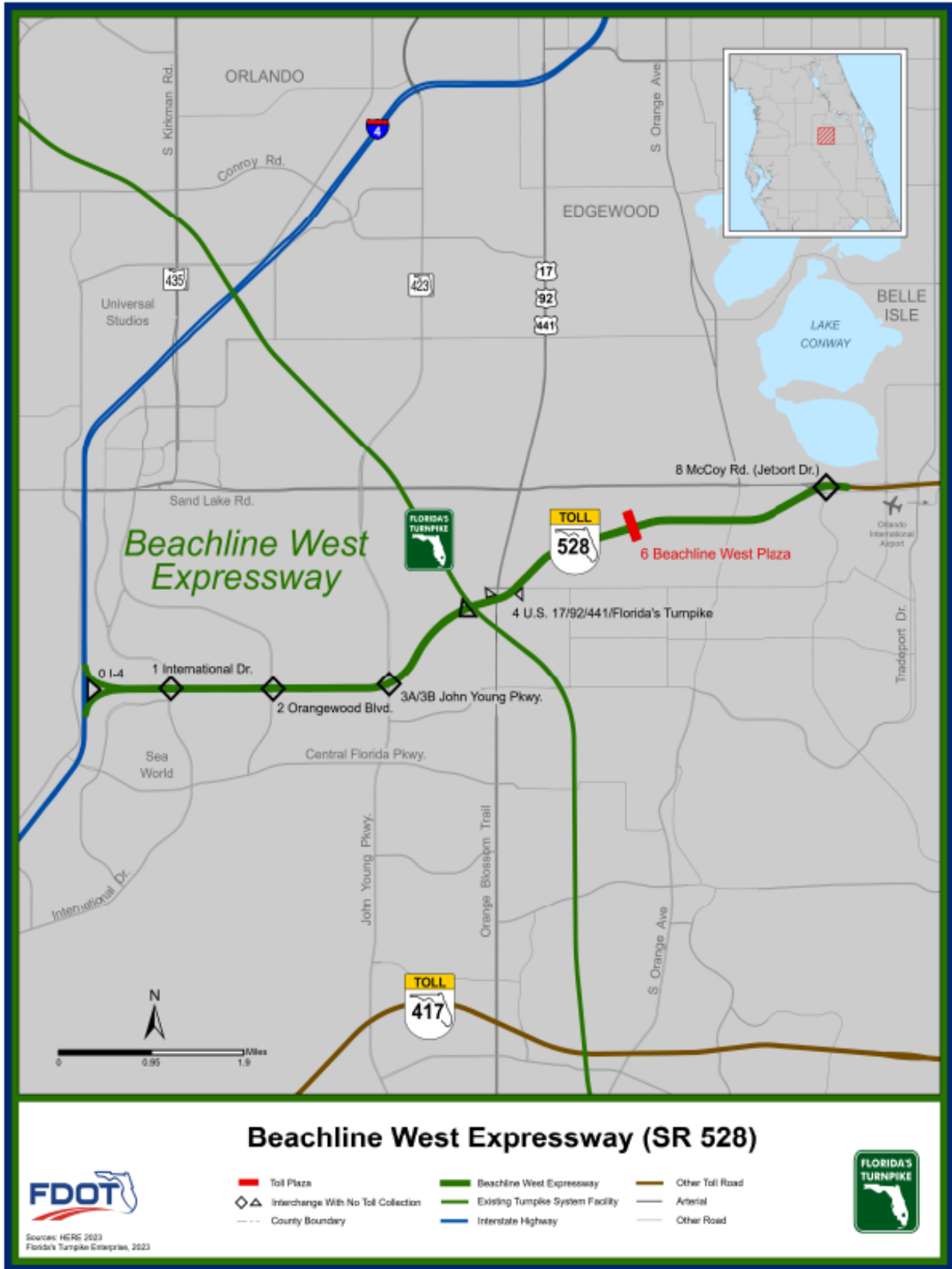


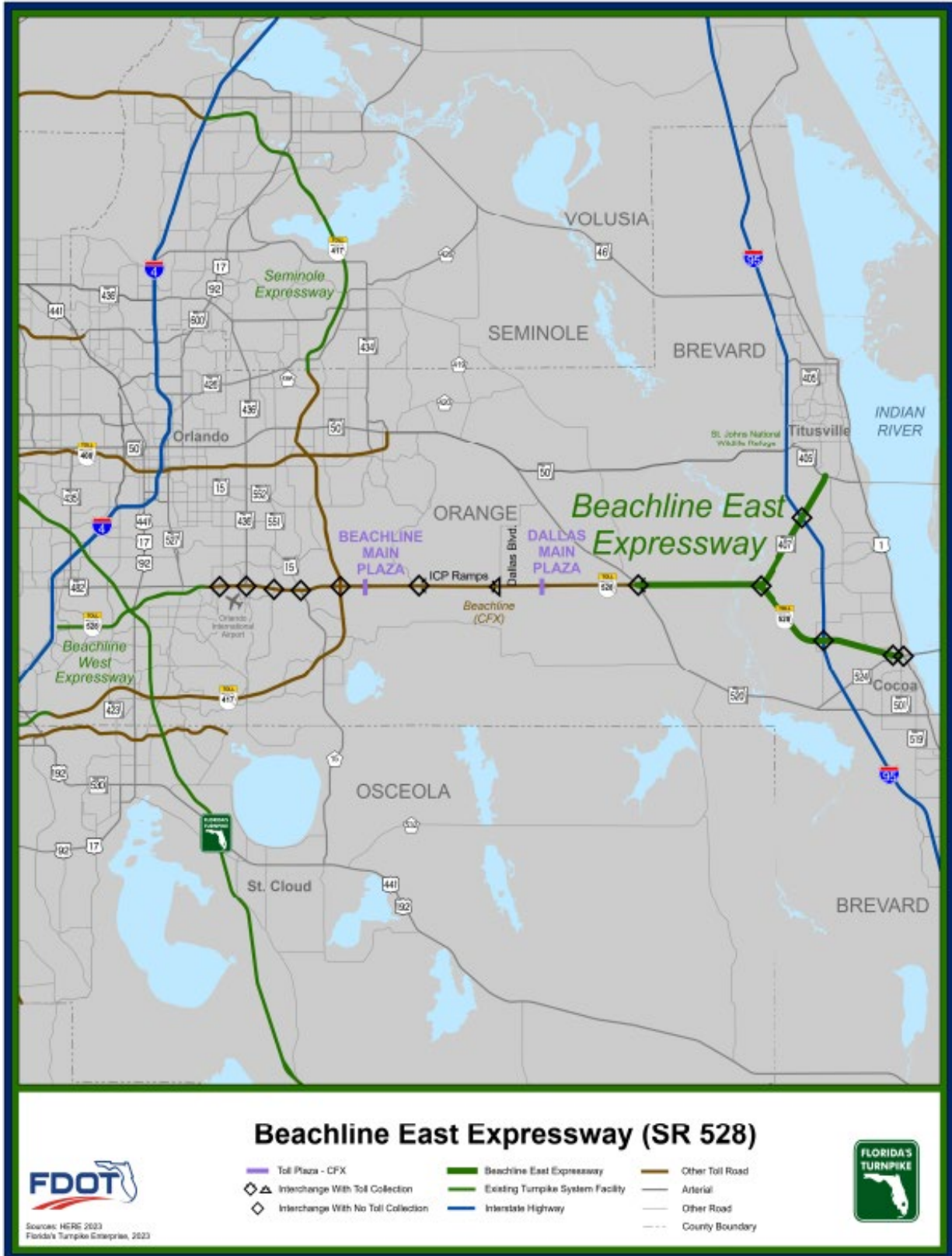
Appendix A - Maps of System Components and Inspection Zones











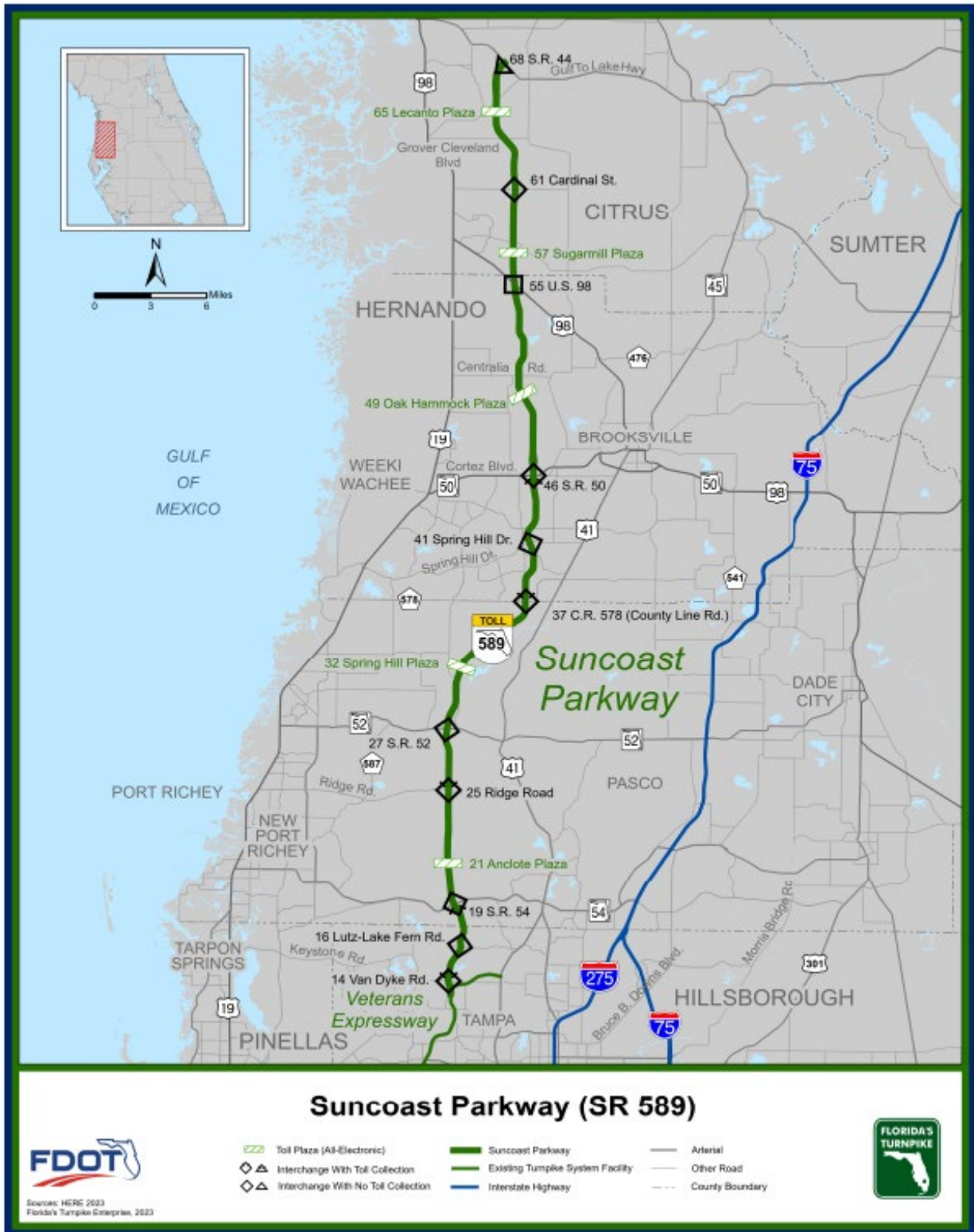


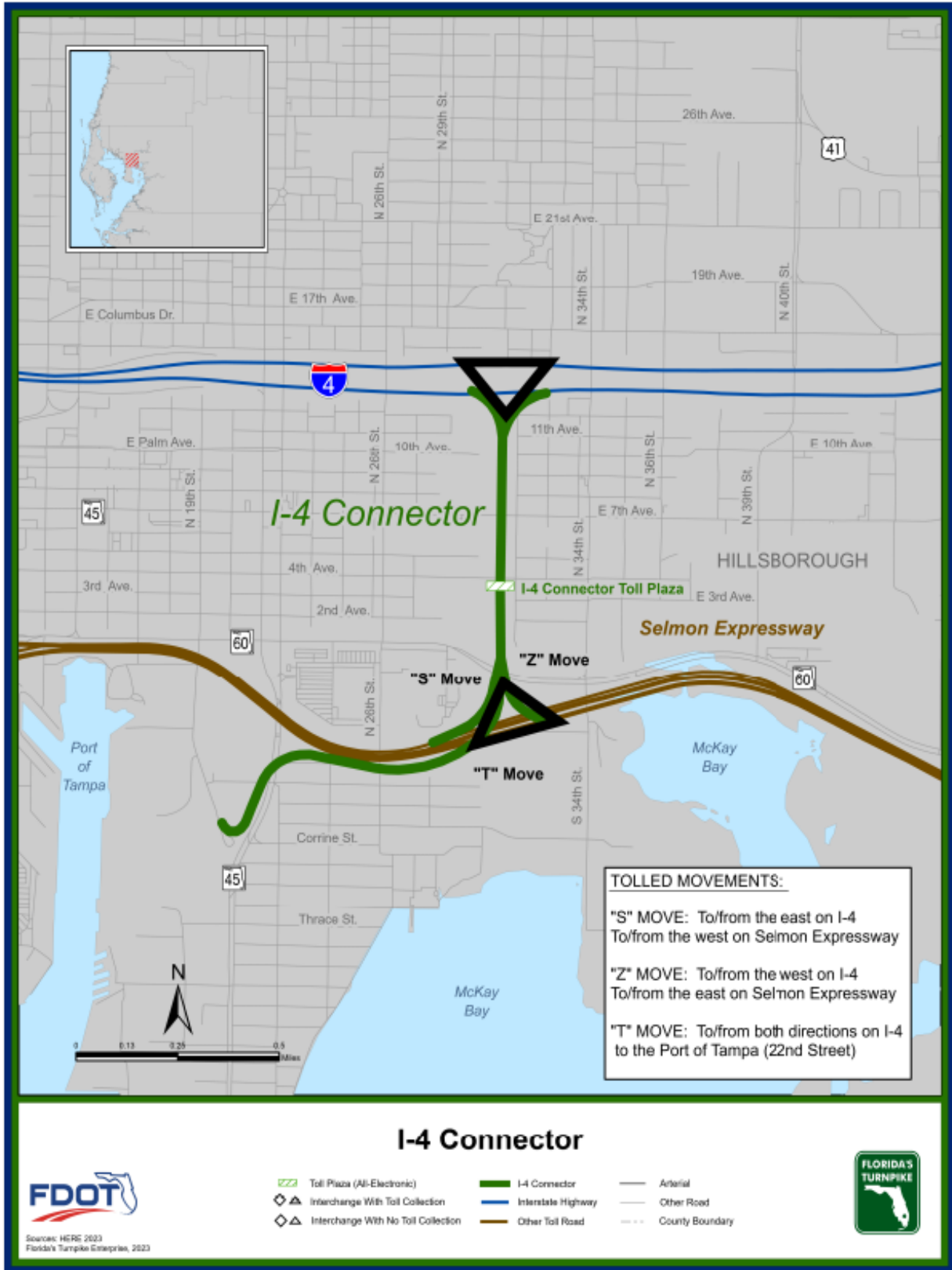


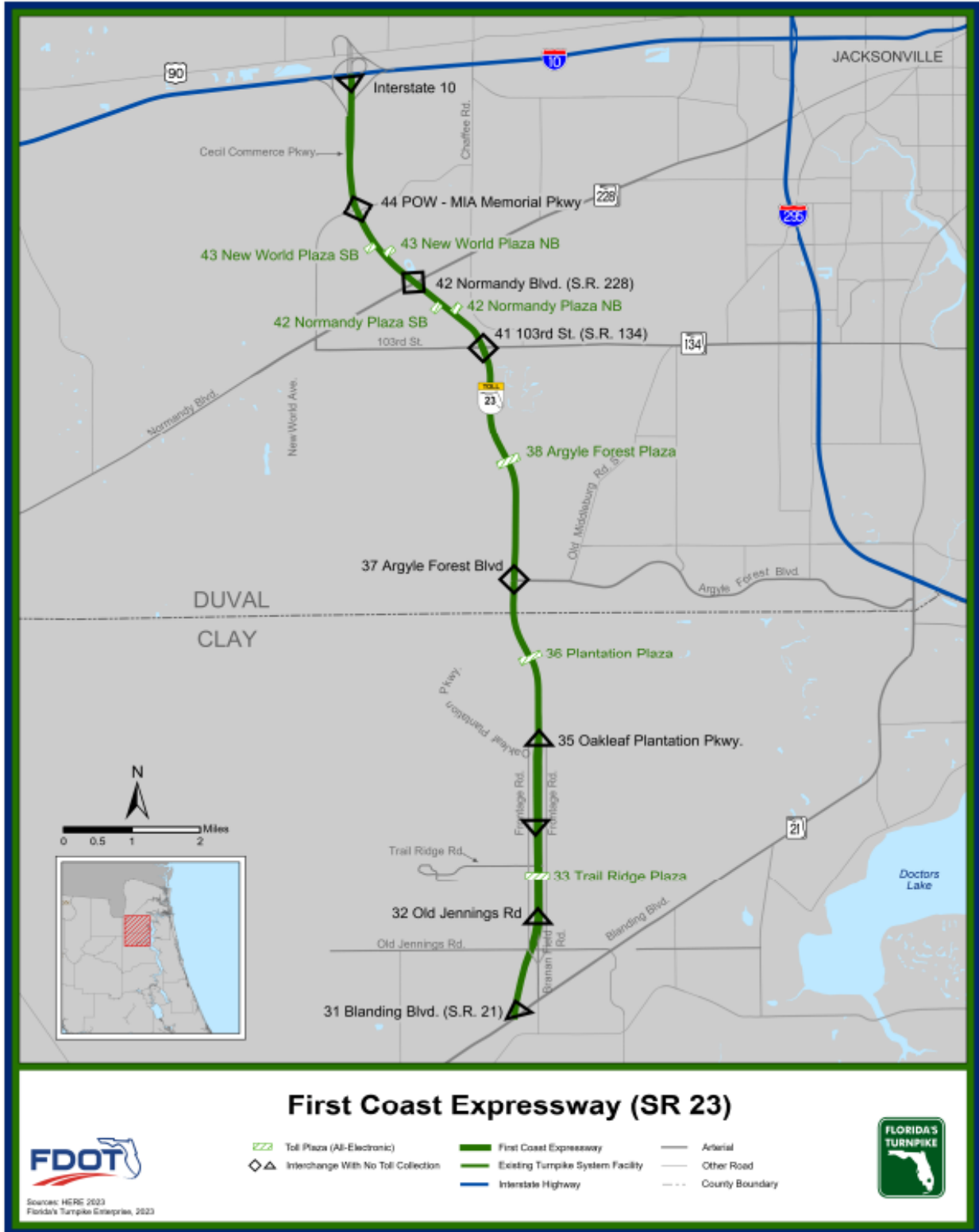














Appendix B - Inspection Rating Procedures for Roadways, Structures, and Buildings



A. Roadway Rating Procedure

The Roadway Rating Procedure developed by FTE and AtkinsRéalis is shown in Table 21. The ratings and descriptions of the numerical grading system are shown in Table 4 in Section 1.2.3. This information is entered directly into a database on a GPS enabled tablet in the field for later compilation and reporting for each roadway. Inspection results are identified by roadway/ramp segment and lane direction.

Table 21: RRP Roadway Elements and Characteristics

Roadway		Roadside	Vegetation / Aesthetics
Pothole	Cracking	Soil Shoulder	Roadway Mowing
Joint	Depression	Front Slope	Slope Mowing
Pavement Void	Stripping	Sidewalk	Landscape
Edge Ravel	Shoving	Slope Protection	Tree Trim
Rutting	Paved Shoulder	Fence	Litter Removal
			Turf Condition
Drainage		Traffic Services	
Cross Drain	Misc. Inlet	Pavement Marker	Signs Less Than 30 SF
Roadside Ditch	Roadway Sweep	Striping	Signs Greater Than 30 SF
Median Ditch		Pavement Symbol	Object Marker
Outfall Ditch		Guardrail	Sign Light
Curb Inlet		Attenuator	Highway Light
Rip Rap		Barrier Wall	

B. Structures Rating Procedures

The structures inspection is performed on a biennial basis and is subdivided into four major elements: bridges, large non-qualifying culverts, overhead sign structures, and high mast light towers.

Bridge Rating Procedure

Security concerns prohibit publishing detailed bridge reports outlining component deficiencies in this report. Bondholders may request bridge reports from the individual FDOT Maintenance Districts where the bridges are located.

The biennial inspection for fixed bridges is based on three main components comprised of a total of 93 characteristics and 117 sub-characteristics. A numerical score is generated for each characteristic based on the rating scale shown in Table 22.



Table 22: Bridge Inspection Rating Scale

Grade	Rating	Description
9	Excellent	All elements are in excellent condition.
8	Very Good	There were no problems noted.
7	Good	Element has some minor problems. Minor maintenance may be needed.
6	Satisfactory	Element shows some minor deterioration. Maintenance may be needed.
5	Fair	Element is sound but may have minor section loss. Minor rehabilitation may be needed.
4	Poor	Element exhibits advanced section loss. Major rehabilitation may be needed.
3	Serious	Element has loss of section that has seriously affected the structure. Repair or rehabilitation is required immediately.
2	Critical	Element shows advanced deterioration. It may be necessary to close the bridge until corrective action is taken.
1	Imminent Failure	Bridge is closed to traffic. Corrective action may permit light service.
0	Failed	Bridge is out of service and beyond corrective action.



Overhead Sign Structures Rating Procedure

The condition of overhead sign structures is determined based on the biennial inspection of three characteristics:

1. Overlane Sign Structure Foundation
2. Overlane Sign Structure Horizontal Member
3. Overlane Sign Structure Vertical Member

The standard rating scale is shown in Table 23.

Table 23: Overhead Sign Structures Inspection Rating Scale

Grade	Rating	Description
8-9	Excellent	Performs function with high degree or reliability and or effectiveness
6-7	Good	Performs intended function with small reduction and or effectiveness
5	Fair	Performs intended function with significant reduction in reliability and or effectiveness. Repair or replacement may be required
4-0	Poor	Does not perform intended function in an acceptable level of reliability and or effectiveness. Repair or replacement is required

High Mast Light Tower Rating Procedure

The condition of high mast light towers is determined based on the biennial inspection of two characteristics:

1. High Mast Light Pole Foundation
2. High Mast Light Poles

The standard rating scale is shown in Table 24.



Table 24: High Mast Light Tower Inspection Rating Scale

Grade	Rating	Description
8-9	Excellent	Performs function with high degree or reliability and or effectiveness
6-7	Good	Performs intended function with small reduction and or effectiveness
5	Fair	Performs intended function with significant reduction in reliability and or effectiveness. Repair or replacement may be required
4-0	Poor	Does not perform intended function in an acceptable level of reliability and or effectiveness. Repair or replacement is required



C. Building Rating Procedures

The annual building inspection is based on 14 elements and 99 characteristics. The building type dictates the specific report form that is used in field inspection. The general elements and their respective characteristics are listed in Table 25. The standard Building Inspection Rating Scale is shown in Table 5 in Section 1.2.3

Table 25: Building Elements and Characteristics - FTE System (All Zones)

Element	Characteristics	
Architecture	Caulking	Lockers
	Ceiling	Paint - Interior and Exterior
	Ceilings and Ceiling Grids	Restroom
	Counters/Cabinets and Drawers	Restroom Appurtenances
	Doors / Frames (Interior and Exterior)	Shelves
	Elevator	Site Signs
	Elevator Certification	Walls (Concrete Block, Brick, Stucco or EIFS)
	Flooring (Interior and Accessories)	Walls (Exterior)
	Handrail	Walls (Interior)
	Joint Sealants	Windows and Storefronts
Building Electrical	Canopy lighting	Panelboards
	Conduit	Receptacle
	Grounding	Sign Lighting
	Light Switches	Site Lighting
	Lighting (Exterior)	Switchboards and Breakers
	Lighting (Interior)	Toll Indicator
	Lightning Protection	Transformers
	Motor Control Center	TVSS (Transient Voltage Surge Suppressor)
	Nose Flasher	Wiring
Building HVAC	Air Cooled Chiller and Piping	HVAC Control Systems
	Air Handlers	Package Unit
	Condensing Units	Supply and Outside Air FANS
	Ductwork and Insulation	Ventilation Outlets
	Exhaust Fans	
Communications, Fire Alarm and Monitoring Devices	CCTV (Close Circuit TV)	Intercom System
	Fire Alarm	Security
	Fire Extinguisher	Telephone System
	Fire Pump System	



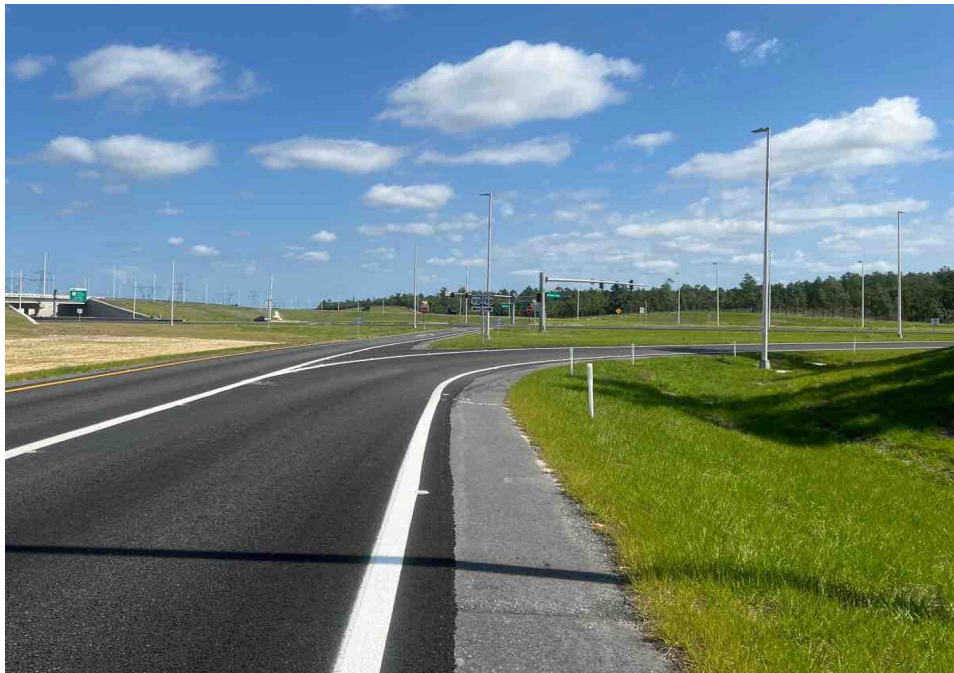
Element	Characteristics	
Domestic Plumbing Fixtures	Faucets / Sinks	Toilets / Urinals
	Piping / Valves	Water Heater
Structural	Concrete (Precast/Cast-in Place)	Steel Framing
	Masonry	
Sewer/Septic Tanks, Lift stations & Wells	Lift stations and Wells	Sewer/Septic Tanks
Concrete Pavement & Sidewalks	Concrete Pavement	Sidewalk and Curb
Island	ACM	Island Concrete
	Attenuator	Island Signs
	Bollards	
Booth	Ceiling	Flooring (Booth)
	Counters/Cabinets and Drawers	Toll Booth Windows/Glazing
	Doors / Splash Door (Booth)	
Plaza Concrete Apron	Apron Sweep	Pavement Voids
	Cracking	Striping
	Joints	
Canopy	Canopy Columns	Signs
	Canopy Fascia	Traffic Red / Green Lighting
	Canopy Underside	Variable Message Signs
	Sign Structure	
Site Grounds	Landscape	Site Grounds
	Parking Area	Turf Condition
Stand-By Power	Fuel Line	LP Tank
	Fuel Tank	Stand-By Generator
	Gauges	UPS (Uninterrupted Power Supply)



Appendix C - Selected Photographs of Desired/Undesired Conditions



Undesired Pavement Condition - Class III Cracking



Desired Pavement Condition



Undesired Fence Condition - Damaged Fence Post



Desired Fence Condition



Undesired Joint Condition – Spalled Joint



Desired Joint Condition



Undesired Pavement Symbol / Cracking



Desired Pavement Symbol



Undesired Shoulder Gutter



Desired Shoulder Gutter



Undesired Turf Condition - Front Slope



Desired Turf Condition