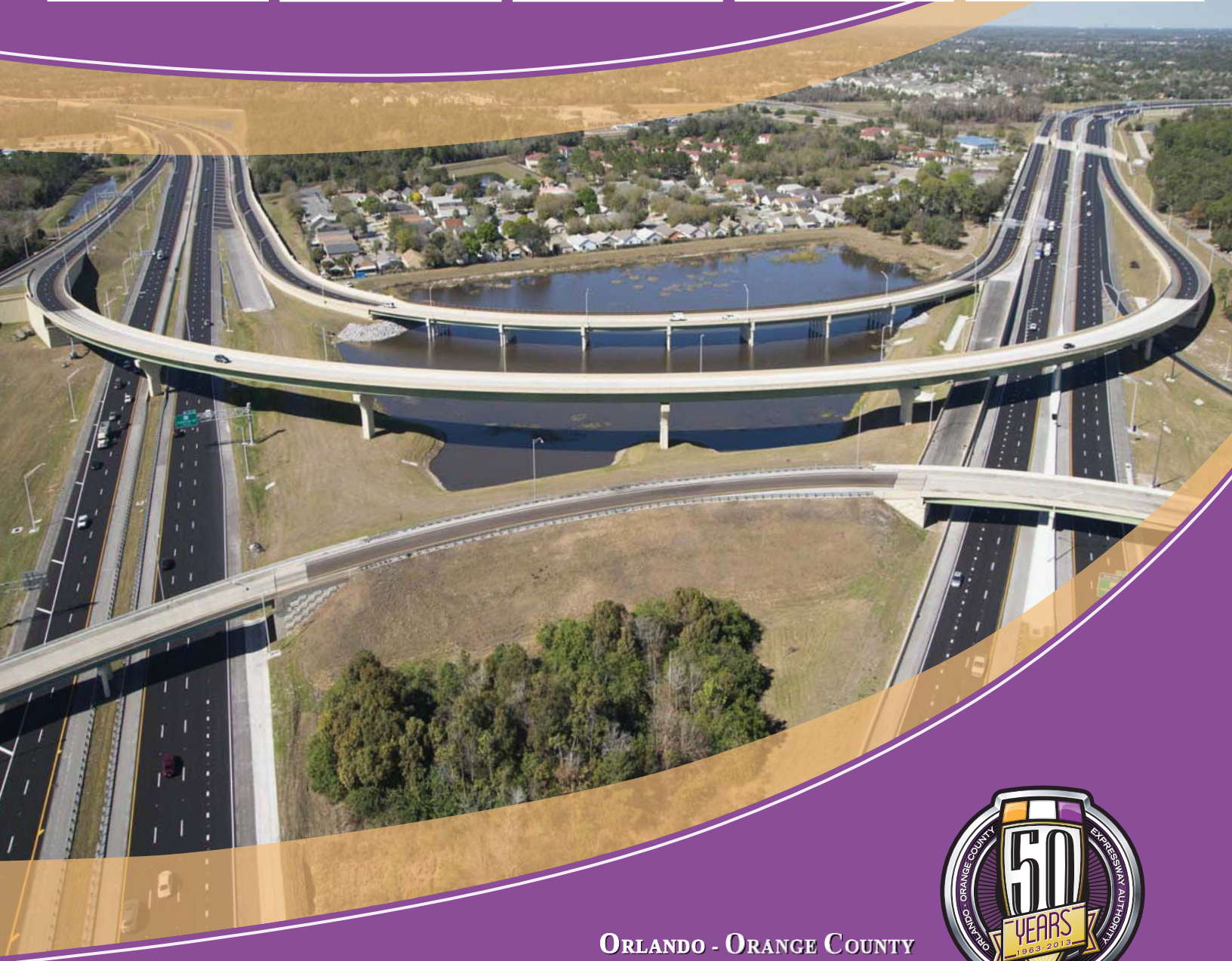
2013 Annual Inspection Report



ORLANDO - ORANGE COUNTY EXPRESSWAY AUTHORITY

50 YEARS 1963 2013

Table of Contents

List of Tables

List of Figures

Roadway and Building Inspection Worksheets are included on the compact disk (CD) attached to the back cover of this report. Instructions for viewing the disk are also included as the last page in this report.

2013 Annual Inspection Report




Executive Summary

EXPRESSWAY
AUTHORITY

Executive Summary

The 2013 inspection of the Orlando-Orange County Expressway Authority's (Authority) system, performed by Atkins, the Authority's General Engineering Consultant, included a visual inspection of the roadways, buildings and bridges under Authority jurisdiction.

The Authority's roadway system includes SR 408 (East-West Expressway), SR 414 (John Land Apopka Expressway), SR 417 (Central Florida GreeneWay) from International Drive to the Seminole County line, SR 429 (Daniel Webster Western Beltway) from Seidel Road to US 441, SR 451 from SR 414 to US 441, and SR 528 (Beachline Expressway) from McCoy/Boggy Creek Road to SR 520. The system consists of 109 centerline miles of highway with 59 interchanges, 14 mainline toll plazas, 64 ramp toll plazas, 285 bridges, and 6 box culverts. The Authority also operates a non-system, two-mile tolled expressway (Goldenrod Extension) with one mainline plaza. The inspection results for the Goldenrod Extension are included under separate cover.

The findings of the 2013 inspection concluded that the Authority's roadway system is in good condition, with an average rating of 8 out of 10. This includes Roadway/Pavement, Roadside, Traffic Services, Drainage and Vegetation/Aesthetics features.

The overall appearance of the Authority's toll facilities and buildings along SR 408, SR 414, SR 417, SR 429, SR 451 and SR 528 remains generally good, with an average rating of 8 out of 10.

As reported for the Florida Transportation Commission (FTC) performance measures, 98.9% of the bridges on the Authority's system are rated excellent or good.

The findings, summarized in the 2013 Annual Inspection Report, reflect the condition of the feature(s) on the day the inspection was performed. Many of the deficiencies noted may have been corrected subsequent to the inspection as part of the Maintenance Program currently administered by the Authority.

Rating systems were used to evaluate the condition of the roadways, buildings and bridges on the Authority's system. A ten (10) point rating system was used for the roadways and buildings, where 10 is excellent or "like new" condition and 1 is emergency or unacceptable and requires immediate maintenance. Features receiving a rating of 3 or lower are considered deficient and require action from the Authority's maintenance contractor. For features receiving a rating of 4 or 5, action is recommended before the feature becomes deficient. Bridges are rated on a four (4) point scale where 1 is excellent and 4 is poor.

Bridge inspections are conducted by Certified Bridge Inspectors under a program administered by the Florida Department of Transportation (FDOT) and funded by the Authority. Inspection results are published twice per year. No load limits or weight restrictions have been imposed that would constrain the use of any bridge on the Authority's system.

This report will serve as a tool for the Authority to identify and prioritize the areas of the system that are in need of maintenance. The deficiencies identified in this year's report can be corrected through maintenance contracts as part of the Authority's Maintenance Program.

2013 Annual Inspection Report




Section 1
Introduction

EXPRESSWAY
AUTHORITY

1. Introduction

1.1 Background

Between July and October 2013, Atkins, the Orlando-Orange County Expressway Authority's (Authority) General Engineering Consultant, conducted the annual inspection of the Authority's system as required by Article V, Section 5.12 (C) of the Amended and Restated Master Bond Resolution.

The Authority's roadway system includes SR 408 (East-West Expressway), SR 414 (John Land Apopka Expressway), SR 417 (Central Florida GreeneWay) from International Drive to the Seminole County line, SR 429 (Daniel Webster Western Beltway) from Seidel Road to US 441, SR 451 from SR 414 to US 441, and SR 528 (Beachline Expressway) from McCoy/Boggy Creek Road to SR 520. The system consists of 109 centerline miles of highway with 59 interchanges, 14 mainline toll plazas, 64 ramp toll plazas, 285 bridges, and 6 box culverts. The Authority also operates a non-system, two-mile tolled expressway (Goldenrod Extension) with one mainline toll plaza. The inspection results for the Goldenrod Extension are included under separate cover.

The Authority's system was examined by means of a visual inspection. The 2013 Annual Inspection Report summarizes the findings of these examinations by category:

- Roadways
- Buildings
- Bridges

Each category has been divided into segments corresponding to the roadway being inspected (SR 408, SR 414, SR 417, SR 429, SR 451 and SR 528). Figure 1-1 depicts the Authority's system and toll facilities. For purposes of reporting, the roadway inspection references mile post locations. The mile post locations on the Authority's system can be found in Figure 1-2.

Rating systems were used to evaluate the condition status of roadways, buildings, and bridges. The procedures for these rating systems are summarized in Section 2 of this report.

The inspection results, summarized in Section 3 of this report, reflect the condition of the feature(s) on the day the inspection was performed. Many of the deficiencies noted may have been corrected subsequent to the inspection as part of the Authority's Maintenance Program.

At the time the 2013 inspection was performed, the following construction projects were underway:

- SR 417 at Boggy Creek Road Interchange.

- Bridge deck replacements on SR 528 at Tradeport Drive, Daetwyler Drive and Via Flora Drive.
- Apopka Expressway ITS Components Phase II.

As a result, these portions of the roadway were not inspected. Section 3 of this report identifies the specific roadway sections that were not inspected due to construction activities.

1.2 Authority's Maintenance Program

Highway Maintenance Program

The Authority's fiscal year[1] (FY) 2014 Highway Maintenance Fund is budgeted at $10.1 million for maintenance administration, routine maintenance, and Florida Department of Transportation (FDOT) services.

The Authority employs two contractors to perform asset maintenance management services for roadways and bridges. One contractor maintains SR 408, SR 417 and SR 528, while the other maintains SR 414, SR 429 and SR 451.

Building Maintenance Program

The toll facilities, as well as the Authority's headquarters building are maintained by a single contractor. The Authority's building maintenance budget for FY 2014 is approximately $1.2 million.

Maintenance Program Overview

As part of the report preparation process, a representative of Atkins met with the Authority's Director of Construction and Maintenance to discuss the major achievements of the past fiscal year (FY 2013) and the goals and objectives for the coming fiscal year (FY 2014).

Staff identified the following major achievements during the past fiscal year (FY 2013):

- Continued management of the ongoing program for maintenance of the ITS infrastructure.

- Continued a modified aquatic maintenance program to make stormwater ponds an aesthetic feature and part of the roadway landscape.

- Continued replacement and upgrades of retro-reflective pavement markers (RPM) that display less than satisfactory reflectivity.

1 The Authority's 2014 fiscal year runs from July 1, 2013 to June 30, 2014.

- Implemented the next phase of the systemwide signing upgrades and rehabilitation in compliance with Federal Highway Administration (FHWA) requirements.

- Performed pavement inspections that identified areas that were raveling and/or damaged and required maintenance. These repairs are necessary to extend the pavement life in order to meet the planned and programmed milling and resurfacing schedules based on the Five Year Work Plan and the Pavement Management Program.

- Performed detailed inspections of systemwide fencing multiple times per year to help ensure that unauthorized access to the Authority right-of-way through damaged or missing fence sections is minimized.

- Implemented more stringent requirements for maintenance of grounding systems at all facilities.

- Attained a Maintenance Rating Program (MRP) score from the FDOT of 91 out of 100.

Authority staff has identified the following goals and objectives for the coming fiscal year (FY 2014). These items primarily involve the physical activities associated with construction and maintenance of roadways, bridges and toll plaza facilities:

- Maintain a Maintenance Rating Program (MRP) score from the FDOT of at least 90. Starting in FY 2013, FDOT modified how the MRP scoring is calculated. All characteristics are given an equal value and all elements are assigned a weighted percentage. The FY 2014 score will continue to use this new method.

- Continue the next phase of replacement and upgrades of retro-reflective pavement markers (RPM).

- Implement the next phase of systemwide signing upgrades and rehabilitation.

- Continue to perform periodic detailed inspections of systemwide fencing.

- Continue to identify those projects that should be funded under the Renewal and Replacement budget and those projects that are clearly routine maintenance and should be included in the maintenance budget.

- Analyze the observations from Florida Highway Patrol (FHP), Road Ranger program and fiber optic locators to enhance surveillance and maintenance of the Authority's system.

- Maintain pavement striping at a high level of reflectivity and replace unsatisfactory striping where needed.

- Keep the roadway, roadside and aesthetic features maintained at the highest possible levels. For those portions of the Authority's system under construction, identify problem areas (e.g. shoulder and barrier wall inlets blocked with debris; pot holes; washouts, etc.) and advise the appropriate construction contractors through the Authority representative.

- Identify and replace the generators and air conditioners at the toll plazas that have reached their expected useful life.

- Develop a roof replacement program based on results of the roof inspections and repair needs, to identify funding requirements to be included in the Five Year Work Plan.

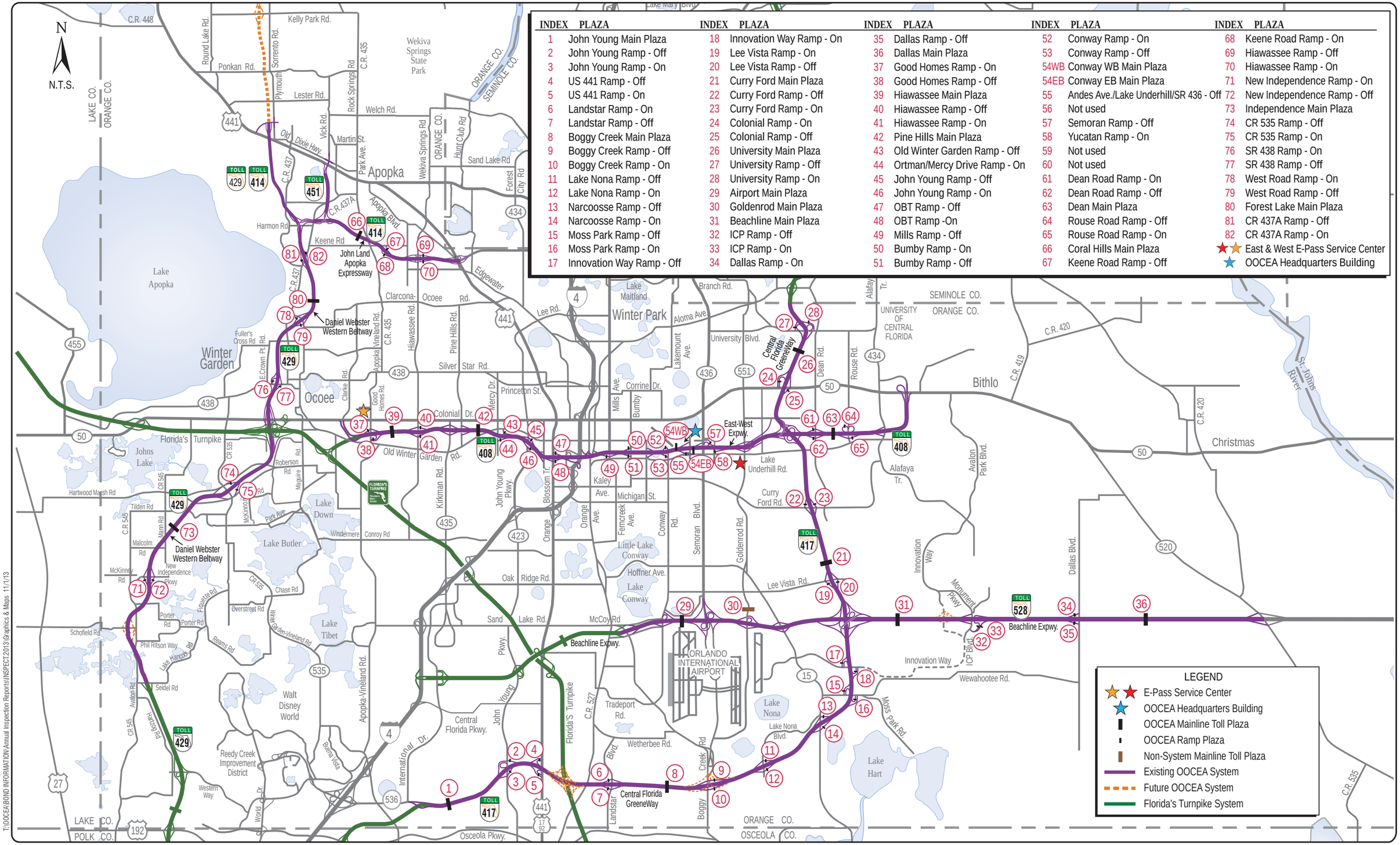
- Continue to address deficiencies identified in the FDOT bridge inspections reports in a timely manner. FDOT gives a priority of 1 through 4 to the identified deficiencies. Priority 1 requires the work be done in 90 days, priority 2 in 180 days, priority 3 in 365 days, and priority 4 in 2 years.

In addition to goals and objectives for the physical activities associated with construction and maintenance of roadways, bridges and toll plaza facilities, staff has identified goals and objectives related to program, process and procedural initiatives for the coming year. The ultimate purpose of these initiatives is to provide the Authority's customers with a smooth ride and aesthetically pleasing surroundings creating a unique driving experience that will be immediately identifiable with an Authority roadway. These initiatives are:

- Meet with FDOT District 5 and Florida Turnpike Enterprise (FTE) personnel on an as-needed basis to discuss maintenance and other issues of mutual importance to both agencies.

- Evaluate and enhance the Authority's program to manage its assets to provide maximum control over the timing and implementation of replacement programs and initiatives.

- Provide a timely response to customer feedback on maintenance issues.



INDEX	PLAZA	INDEX	PLAZA	INDEX	PLAZA	INDEX	PLAZA	INDEX	PLAZA
1	John Young Main Plaza	18	Innovation Way Ramp - On	35	Dallas Ramp - Off	52	Conway Ramp - On	68	Keene Road Ramp - On
2	John Young Ramp - Off	19	Lee Vista Ramp - On	36	Dallas Main Plaza	53	Conway Ramp - Off	69	Hiawassee Ramp - Off
3	John Young Ramp - On	20	Lee Vista Ramp - Off	37	Good Homes Ramp - On	54WB	Conway WB Main Plaza	70	Hiawassee Ramp - On
4	US 441 Ramp - Off	21	Curry Ford Main Plaza	38	Good Homes Ramp - Off	54EB	Conway EB Main Plaza	71	New Independence Ramp - On
5	US 441 Ramp - On	22	Curry Ford Ramp - Off	39	Hiawassee Main Plaza	55	Andes Ave./Lake Underhill/SR 436 - Off	72	New Independence Ramp - Off
6	Landstar Ramp - On	23	Curry Ford Ramp - On	40	Hiawassee Ramp - Off	56	Not used	73	Independence Main Plaza
7	Landstar Ramp - Off	24	Colonial Ramp - On	41	Hiawassee Ramp - On	57	Semoran Ramp - Off	74	CR 535 Ramp - Off
8	Boggy Creek Main Plaza	25	Colonial Ramp - Off	42	Pine Hills Main Plaza	58	Yucatan Ramp - On	75	CR 535 Ramp - On
9	Boggy Creek Ramp - Off	26	University Main Plaza	43	Old Winter Garden Ramp - Off	59	Not used	76	SR 438 Ramp - On
10	Boggy Creek Ramp - On	27	University Ramp - Off	44	Ortman/Mercy Drive Ramp - On	60	Not used	77	SR 438 Ramp - Off
11	Lake Nona Ramp - Off	28	University Ramp - On	45	John Young Ramp - Off	61	Dean Road Ramp - On	78	West Road Ramp - On
12	Lake Nona Ramp - On	29	Airport Main Plaza	46	John Young Ramp - On	62	Dean Road Ramp - Off	79	West Road Ramp - Off
13	Narcoosse Ramp - Off	30	Goldenrod Main Plaza	47	OBT Ramp - Off	63	Dean Main Plaza	80	Forest Lake Main Plaza
14	Narcoosse Ramp - On	31	Beachline Main Plaza	48	OBT Ramp -On	64	Rouse Road Ramp - Off	81	CR 437A Ramp - Off
15	Moss Park Ramp - Off	32	ICP Ramp - Off	49	Mills Ramp - Off	65	Rouse Road Ramp - On	82	CR 437A Ramp - On
16	Moss Park Ramp - On	33	ICP Ramp - On	50	Bumby Ramp - On	66	Coral Hills Main Plaza	★★	East & West E-Pass Service Center
17	Innovation Way Ramp - Off	34	Dallas Ramp - On	51	Bumby Ramp - Off	67	Keene Road Ramp - Off	★	OOCEA Headquarters Building

T:\OOCEA\BOND INFORMATION\Annual Inspection Reports\INSPECT 2013\Graphics & Maps 11/1/13

EXPRESSWAY AUTHORITY

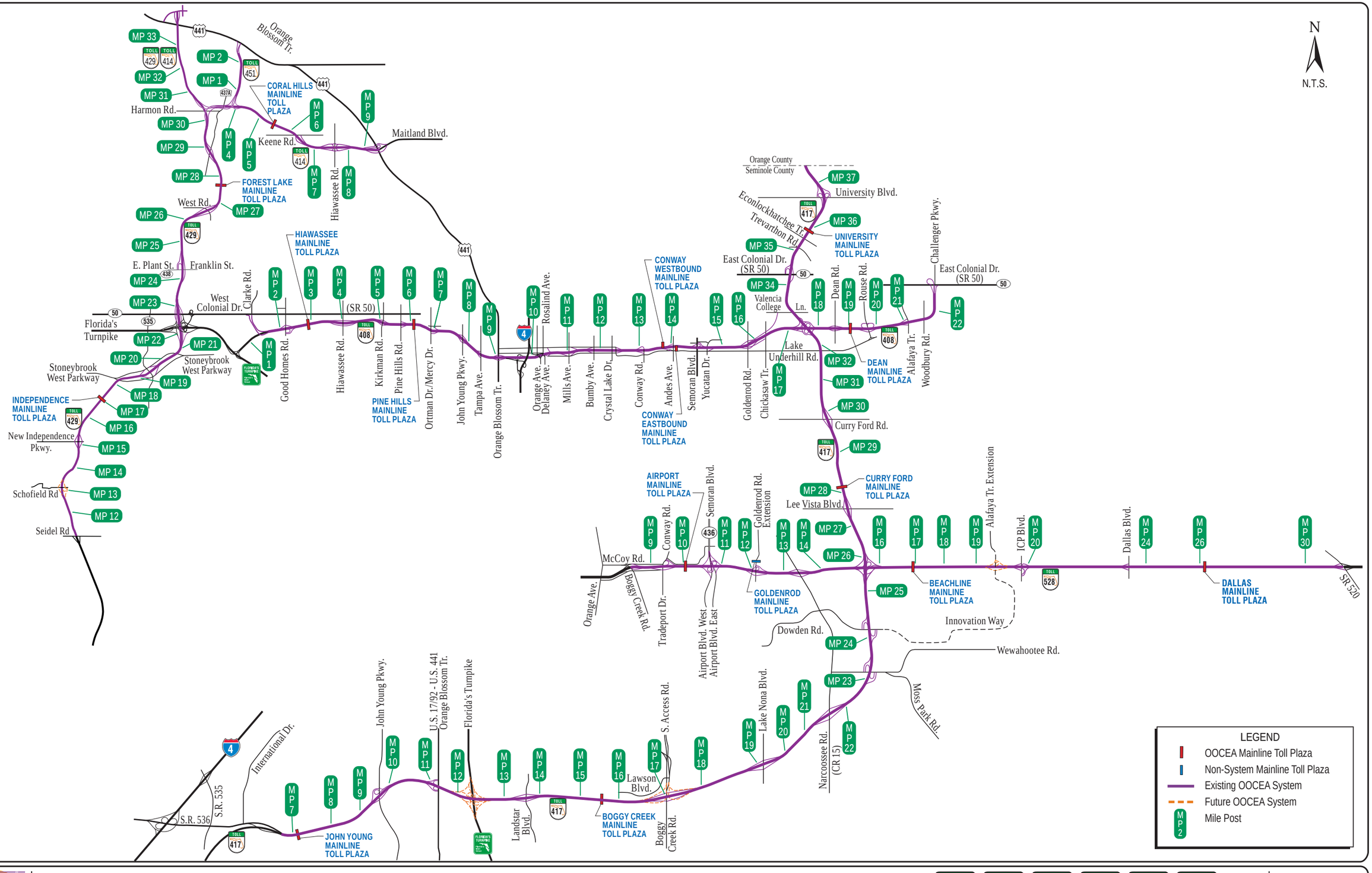
SR 408, SR 414, SR 417, SR 429, SR 451 & SR 528 TOLL FACILITIES

ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

FIGURE 1-1

N

N.T.S.



T:\OOCEABOND INFORMATION\Annual Inspection Reports\INSPECT2012\Graphics & Maps 9/16/13

EXPRESSWAY AUTHORITY

SYSTEM WIDE MILE POST LOCATIONS

ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

TOLL 408 TOLL 414 TOLL 417 TOLL 429 TOLL 451 TOLL 528

FIGURE 1-2

2013 Annual Inspection Report




Section 2
Rating Systems

EXPRESSWAY
AUTHORITY

2. Rating Systems

2.1 Roadway Rating System

The roadway rating system used for the annual inspection includes an in-depth review of 49 features divided into five groups: Roadway/Pavement, Roadside, Traffic Services, Drainage and Vegetation/Aesthetics. Table 1 shows the rating system used for the roadways.

Table 1: Rating System for Roadways

Rating	Description	Comment	Feature appearance and functionality / operability	Action required / recommended
0	Under Construction	Location not inspected.	-	-
1	Emergency	Immediate maintenance is required to protect public or system.	Unacceptable	10 days or less (Required)
2-3	Unsatisfactory	Maintenance is required to protect public or system.	Poor	90 days or less (Required)
4-5	Degraded	Improve maintenance to protect feature.	Below Average	180 days or less (Recommended)
6-7	Fair	Continue to monitor feature.	Average	-
8-9	Good	No deficiencies noted. No maintenance necessary.	Satisfactory	-
10	Excellent	No deficiencies noted.	"Like New" condition	-

Anything rated below a 3 will trigger a response from the Authority's maintenance contractor and require action to improve the feature. For features receiving a rating of 4 or 5, action is recommended before they become deficient. For reporting purposes, the deficiencies noted in Section 3 of this report are those features rated 3 or below.

By the time this report is published, some of these deficiencies may have already been corrected as part of the Authority's Maintenance Program.

The groups and features inspected include:

1. **Roadway/Pavement** – Includes all features/deficiencies found in the pavement area. It includes the visual review of pavement condition with particular attention directed towards the presence of potholes, edge ravel, and similar deficiencies.

    a. Bridge
    b. Cracking
    c. Depression
    d. Edge Ravel
    e. Joint
    f. Paved Shoulder
    g. Pavement Void
    h. Pothole
    i. Rutting
    j. Shoving
    k. Stripping

2. **Roadside** – Includes the evaluation of features found along the roadside not associated with drainage or vegetation/aesthetics.

    a. Back Slope
    b. Fence
    c. Front Slope
    d. Rip Rap
    e. Sidewalk
    f. Slope Protection
    g. Soil Shoulder
    h. Turnout

3. **Traffic Services** – Includes the evaluation of features that guide, protect and assist the drivers. Highway and sign lighting were inspected at night. Sign reflectivity was not rated as part of the visual inspection. Sign reflectivity is being assessed and will be reported separately.

    a. Attenuator
    b. Barrier Wall
    c. Guardrail
    d. Highway Lighting
    e. Information Sign
    f. Object Marker
    g. Pavement Marker
    h. Pavement Symbol
    i. Regulatory Sign

j. Sign Light
k. Striping
l. Warning Sign

4. **Drainage** – Includes the evaluation of drainage structures and associated appurtenances.

a. Cross Drain
b. Curb Inlet
c. Median Ditch
d. Miscellaneous Drain
e. Miscellaneous Inlet
f. Other Inlet
g. Outfall Ditch
h. Pond / Lake / Canal
i. Roadside Ditch
j. Side Drain
k. Storm Drain

5. **Vegetation/Aesthetics** – Includes the evaluation of features found along the roadside. These features tend to have a high visual influence on travelers.

a. Landscaping
b. Litter Removal
c. Roadway Mowing
d. Roadway Sweep
e. Slope Mowing
f. Tree Trim
g. Turf Condition

A sample of an actual roadway inspection worksheet is included at the end of this section. All reports are included on the Roadway Inspection Worksheets on the CD attached at the end of this report.

2.2 Building Rating System

The building inspection included all mainline and ramp toll plaza buildings along the Authority's system, as well as the Authority's headquarters building in ORL Tower Road. Building components such as grounds, building exterior and interior, lights, restrooms, signs and equipment were divided into a number of subcomponents and rated as shown in Table 2.

Table 2: Rating System for Buildings

Rating	Description	Comment	Feature appearance and functionality / operability	Action required / recommended
1	Emergency	Immediate maintenance is required to protect public or system.	Unacceptable	10 days or less (Required)
2-3	Unsatisfactory	Maintenance is required to protect public or system.	Poor	90 days or less (Required)
4-5	Degraded	Improve maintenance to protect feature.	Below Average	180 days or less (Recommended)
6-7	Fair	Continue to monitor feature.	Average	-
8-9	Good	No deficiencies noted. No maintenance necessary.	Satisfactory	-
10	Excellent	No deficiencies noted.	"Like New" condition	-
NI	Not Inspected	Inaccessible location	-	-
N/A	Not Applicable	Feature does not apply at this location	-	-

Anything rated below a 3 will trigger a response from the Authority's maintenance contractor and require action to improve the feature. For features receiving a rating of 4 or 5, action is recommended before they become deficient. For reporting purposes, the deficiencies noted in Section 3 of this report are those features rated 3 or below.

Many of these deficiencies will have already been corrected as part of the Authority's Maintenance Program between the time the inspection was performed and the time this report is completed.

A sample of an actual building inspection worksheet is included at the end of this section. All reports are included on the Building Inspection Worksheets on the CD attached to the back of this report.

2.3 Bridge Rating System

The Authority's bridge system on SR 408, SR 414, SR 417, SR 429, SR 451 and SR 528 consists of 285 bridges and 6 box culverts. Inspections are conducted by Certified Bridge Inspectors under a program administered by the FDOT and funded by the Authority. Detailed Bridge Inspection Reports are prepared and filed twice per year. The most current bridge ratings were received from FDOT in September 2013.

The sufficiency rating develops a means of evaluating whether a bridge is sufficient to remain in service. The rating is a percentage (zero being the worst and 100 being the best possible) based upon individual component and subcomponent values. This program develops a sufficiency rating in which structural components (bridge deck, superstructure, and substructure) and non-structural components (approach roadway and channel) are rated. The components are divided into subcomponents, each of which is given a numerical condition rating.

The components and subcomponents rated include:

1. Substructure

    a. Abutment/End Bent
    b. Bracing Struts/Web Walls
    c. Caps (Bent and Pier)
    d. Columns/Wall Pier
    e. Footings/Caissons
    f. Piling/Shafts
    g. Slope Protection

2. Superstructure

    a. Beams/Stringers/Box and Plate Girder/Flat Slabs
    b. Bearings
    c. Diagonals
    d. Diaphragms/Sway Bracing
    e. Floor Beams
    f. Lateral Bracing
    g. Lower Chords
    h. Main Girders
    i. Portals
    j. Upper Chords
    k. Verticals

3. Deck

    a. Curbs/Medians/Sidewalks

b. Deck Top/Surface
c. Deck Underside
d. Drainage System
e. Handrail/Barrier/Parapets
f. Joints - Construction
g. Joints - Expansion

4. Channel

a. Alignment
b. Degradation/Aggregation
c. Embankment/Slope/Bulkheads
d. Fender System
e. Freeboard
f. Navigation Lights and Aids
g. Obstruction

Sufficiency Rating Factors

The following are components of the Sufficiency Rating Factor:

A = Structural Adequacy and Safety
Substructure,
Superstructure and
Culvert inventory rating.
Weighted at 55% maximum of total value.

B = Serviceability and Functional Obsolescence:
Approach Roadway Alignment,
Approach Roadway Width,
Average Daily Traffic,
Bridge Roadway Width,
Deck Condition,
Deck Geometry,
Defense highway,
Lanes on the structure,
Structure condition,
Structure Type,
Under clearances and
Waterway Adequacy.
Weighted at 30% maximum of total value.

C = Essentiality for Public Use:
Average Daily Traffic,

Defense highway and
Detour length.
Weighted at 30% maximum of total value.

D = Special Reductions:
Detour length,
Main structure type and
Traffic Safety features.
Weighted at 15% maximum of total value.

The Sufficiency Rating = A + B + C – D.

The sufficiency rating does not reflect the load carrying capability of a bridge, but aids in the determination whether a bridge may need repair or replacement. The sufficiency rating affects its eligibility for federal funding for maintenance, rehabilitation, or replacement. Bridges qualify for federal funding based on the following:

replacement funds < or = 50%,
rehabilitation fund < or = 80%.

Performance Rating

The performance rating rates the condition of the bridge. It is auto-calculated and is based on the lowest rating for Deck, Superstructure and Substructure. For culverts, the rating is based on the Culvert Rating. The performance rating factors are as follows:

1 = Excellent
2 = Good
3 = Fair
4 (and above) = Poor

The bridge inspection summary is included at the end of this section. Detailed bridge inspection reports are available for review upon written request to the Authority.

Roadway Inspection Sample

2013 - Orlando - Orange County Expressway Authority

Report of all Roadway features

Prepared by: ATKINS

SR 451 - Northbound

Milepost location	Rating	Item	Comments
M.P. 000 to M.P. 001			
.000-.999	0	Construction	This section under construction.
M.P. 001 to M.P. 002			
.137-.999	8	Barrier Wall	No deficiencies noted
.137-.999	8	Cracking	No deficiencies noted
.137-.999	8	Cross Drain	No deficiencies noted
.137-.999	8	Curb Inlet	No deficiencies noted
.137-.999	8	Depression	No deficiencies noted
.137-.999	8	Edge Ravel	No deficiencies noted
.137-.999	8	Fence	No deficiencies noted
.137-.999	8	Front Slope	No deficiencies noted
.137-.999	8	Guardrail	No deficiencies noted
.137-.999	8	Highway light	No deficiencies noted
.137-.999	8	Information sign < 30	No deficiencies noted.
.137-.999	8	Information sign > 30	No deficiencies noted.
.137-.999	8	Joint	No deficiencies noted
.137-.999	8	Landscape	No deficiencies noted
.137-.999	8	Litter Removal	No deficiencies noted
.137-.999	8	Median Ditch	No deficiencies noted
.137-.999	8	Object Marker	No deficiencies noted
.137-.999	8	Outfall Ditch	No deficiencies noted
.137-.999	8	Paved Shoulder	No deficiencies noted
.137-.999	8	Pavement Marker	No deficiencies noted
.137-.999	8	Pavement Symbol	No deficiencies noted
.137-.999	8	Pavement Void	No deficiencies noted
.137-.999	8	Pond Lake Canal	No deficiencies noted

SR 451 - Northbound

Milepost location	Rating	Item	Comments
M.P. 001 to M.P. 002			
.137-.999	8	Pothole	No deficiencies noted
.137-.999	8	Regulatory Sign	No deficiencies noted
.137-.999	8	Rip Rap	No deficiencies noted
.137-.999	8	Roadside Ditch	No deficiencies noted
.137-.999	8	Roadway Mowing	No deficiencies noted
.137-.999	8	Roadway Sweep	No deficiencies noted
.137-.999	8	Rutting	No deficiencies noted
.137-.999	8	Shoving	No deficiencies noted
.137-.999	8	Side Drain	No deficiencies noted
.137-.999	8	Sign light	No deficiencies noted
.137-.999	8	Slope Mowing	No deficiencies noted
.137-.999	8	Slope Protection	No deficiencies noted
.137-.999	8	Soil Shoulder	No deficiencies noted
.137-.999	8	Storm Drain	No deficiencies noted
.137-.999	8	Striping	No deficiencies noted
.137-.999	8	Stripping	No deficiencies noted
.137-.999	8	Tree Trim	No deficiencies noted
.137-.999	8	Turf Condition	No deficiencies noted
.137-.999	8	Warning Sign	No deficiencies noted
M.P. 002 to M.P. 002.577			
.000-.577	8	Barrier Wall	No deficiencies noted
.000-.577	8	Cracking	No deficiencies noted
.000-.577	8	Cross Drain	No deficiencies noted
.000-.577	8	Curb Inlet	No deficiencies noted
.000-.577	8	Depression	No deficiencies noted

SR 451 - Northbound

Milepost location	Rating	Item	Comments
M.P. 002 to M.P. 002.577			
.000-.577	8	Edge Ravel	No deficiencies noted
.000-.577	8	Fence	No deficiencies noted
.000-.577	8	Front Slope	No deficiencies noted
.000-.577	8	Guardrail	No deficiencies noted
.000-.577	8	Highway light	No deficiencies noted
.000-.577	8	Information sign < 30	No deficiencies noted.
.000-.577	8	Information sign > 30	No deficiencies noted.
.000-.577	8	Joint	No deficiencies noted
.000-.577	8	Landscape	No deficiencies noted
.000-.577	8	Litter Removal	No deficiencies noted
.000-.577	8	Median Ditch	No deficiencies noted
.000-.577	8	Object Marker	No deficiencies noted
.000-.577	8	Paved Shoulder	No deficiencies noted
.000-.577	8	Pavement Marker	No deficiencies noted
.000-.577	8	Pavement Symbol	No deficiencies noted
.000-.577	8	Pavement Void	No deficiencies noted
.000-.577	8	Pond Lake Canal	No deficiencies noted
.000-.577	8	Pothole	No deficiencies noted
.000-.577	8	Regulatory Sign	No deficiencies noted
.000-.577	8	Roadside Ditch	No deficiencies noted
.000-.577	8	Roadway Mowing	No deficiencies noted
.000-.577	8	Roadway Sweep	No deficiencies noted
.000-.577	8	Rutting	No deficiencies noted
.000-.577	8	Shoving	No deficiencies noted
.000-.577	8	Side Drain	No deficiencies noted

SR 451 - Northbound

Milepost location	Rating	Item	Comments
M.P. 002 to M.P. 002.577			
.000-.577	8	Sign light	No deficiencies noted
.000-.577	8	Slope Mowing	No deficiencies noted
.000-.577	8	Slope Protection	No deficiencies noted
.000-.577	8	Soil Shoulder	No deficiencies noted
.000-.577	8	Striping	No deficiencies noted
.000-.577	8	Stripping	No deficiencies noted
.000-.577	8	Tree Trim	No deficiencies noted
.000-.577	8	Turf Condition	No deficiencies noted
.000-.577	8	Warning Sign	No deficiencies noted
.061-.110	5	Storm Drain	Vegetation growing through shoulder gutter joints

Building Inspection Sample

2013 - Orlando - Orange County Expressway Authority

Report of all facility features

Prepared by:

ATKINS

John Land Apopka Expressway

Keene Rd - EB On ramp

M.P. 006

Apron

Feature	Rating	Comment
Apron Sweep	8	No deficiencies noted
Cracking	9	No deficiencies noted
Joints	6	Vegetation growing thru deteriorated joint material adjacent gator head.
Pavement Voids	9	No deficiencies noted
Striping	9	No deficiencies noted

John Land Apopka Expressway

Keene Rd - EB On ramp

M.P. 006

Canopy

Feature	Rating	Comment
Canopy Columns	9	No deficiencies noted
Canopy Fascia	9	No deficiencies noted
Canopy lighting	8	No deficiencies noted
Canopy Underside	9	No deficiencies noted
Sign Lighting	6	Both Sign lights are out over lane EPASS Lane.
Sign Structure	9	No deficiencies noted
Signs	9	No deficiencies noted
Traffic Red / Green Lighting	9	No deficiencies noted
Variable Message Signs	9	No deficiencies noted

John Land Apopka Expressway

Keene Rd - EB On ramp

M.P. 006

Combo Bldg - Bldg Exterior

Feature	Rating	Comment
Bollards	6	Paint is chipping off bollards
Concrete	6	Needs paint behind sign (Watch for pedestrians).
Concrete Pavement	6	Cracked pavement or sidewalk.
Condensing Units	9	No deficiencies noted
Doors / Frames (Interior and Exterior)	9	No deficiencies noted
Irrigation System	9	No deficiencies noted
Joint Sealants	9	No deficiencies noted
Lighting (Exterior)	9	No deficiencies noted
Lightning Protection	9	No deficiencies noted
Nose Flashers	9	No deficiencies noted
Paint - Interior and Exterior	9	No deficiencies noted
Receptacle	9	No deficiencies noted
Signs	9	No deficiencies noted
Site Grounds	6	Landscape need trimming.
Stand-By Generator	6	Generator pad not sealed around conduit.
Walls (Concrete Block, Brick, Stucco or EIFS)	8	No deficiencies noted
Windows and Storefronts	9	No deficiencies noted
Wiring	6	Junction Box is above grade (mowing hazard).
Wiring	6	Pull box bolts above grade (tripping hazard).

John Land Apopka Expressway

Keene Rd - EB On ramp

M.P. 006

Combo Bldg - Collection Area

Feature	Rating	Comment
ACM	9	No deficiencies noted
Ceilings and Ceiling Grids	9	No deficiencies noted
Counters/Cabinets and Drawers	9	No deficiencies noted
Doors / Splash Door (Booth)	9	No deficiencies noted
Fire Extinguisher	9	No deficiencies noted
Flooring (Interior and Accessories)	6	Tiles are scuffed.
HVAC Control Systems	9	No deficiencies noted
Joint Sealants	9	No deficiencies noted
Lighting (Interior)	9	No deficiencies noted
Paint - Interior and Exterior	9	No deficiencies noted
Panelboards	9	No deficiencies noted
Receptacle	6	GFI receptacle is not working properly.
Security	9	No deficiencies noted
Switchboards and Breakers	9	No deficiencies noted
Telephone System	9	No deficiencies noted
Ventilation Outlets	9	No deficiencies noted
Walls (Concrete Block, Brick, Stucco or EIFS)	6	Cracked block. Wall not sealed properly around ACM.
Windows and Storefronts	9	No deficiencies noted
Wiring	9	No deficiencies noted

John Land Apopka Expressway

Keene Rd - EB On ramp

M.P. 006

Combo Bldg - Recorder Room

Feature	Rating	Comment
Ceiling	8	No deficiencies noted
Doors / Frames (Interior and Exterior)	9	No deficiencies noted
Ductwork and Insulation	9	No deficiencies noted
Fire Extinguisher	9	No deficiencies noted
Flooring (Interior and Accessories)	6	Access flooring tile/s are loose. Tiles stained.
HVAC Control Systems	9	No deficiencies noted
Lighting (Interior)	3	Emergency lighting is not working.
Paint - Interior and Exterior	9	No deficiencies noted
Panelboards	9	No deficiencies noted
Receptacle	9	No deficiencies noted
Switchboards and Breakers	6	Circuit breakers, switches are missing identification in both panels. Missing numbers on breakers
TVSS (Transitent Voltage Surge Suppressor)	9	No deficiencies noted
UPS (Uninterrupted Power Supply)	9	No deficiencies noted
Ventilation Outlets	9	No deficiencies noted
Walls (Interior)	6	Walls not sealed around duct work.
Wiring	9	No deficiencies noted

John Land Apopka Expressway

Keene Rd - EB On ramp

M.P. 006

Combo Bldg - Restroom

Feature	Rating	Comment
Ceilings and Ceiling Grids	9	No deficiencies noted
Doors / Frames (Interior and Exterior)	9	No deficiencies noted
Flooring (Interior and Accessories)	9	No deficiencies noted
Joint Sealants	9	No deficiencies noted
Lighting (Interior)	9	No deficiencies noted
Paint - Interior and Exterior	9	No deficiencies noted
Receptacle	9	No deficiencies noted
Walls (Interior)	9	No deficiencies noted

John Land Apopka Expressway

Keene Rd - EB On ramp

M.P. 006

Island A - Island

Feature	Rating	Comment
Attenuator	9	No deficiencies noted
Concrete	9	No deficiencies noted
Nose Flashers	9	No deficiencies noted
Receptacle	9	No deficiencies noted
Signs	9	No deficiencies noted
Toll Indicator	9	No deficiencies noted

Bridge Inspection Summary

OOCEA Bridge Ratings Summary
by Florida Department of Transportation
District 5

Bridge Number	Facility	Deck Rating	Superstructure Rating	Substructure Rating	Channel Rating	Culvert Rating	Structure Evaluation	Sufficiency Rating	Performance Rating
750055	SR–528	N	N	N	6	7	7	80.8	2
750056	SR–528	6	7	6	N	N	6	90.8	2
750057	SR–528 WB	7	7	6	5	N	6	79.9	2
750058	SR–528	6	7	7	N	N	6	88.2	2
750059	SR–528 WB	6	7	7	N	N	7	90.8	2
750100	SR–408 WB	7	7	7	N	N	7	93.7	2
750102	SR–408 WB	7	7	7	N	N	7	92.2	2
750103	SR–408 WB	7	7	7	N	N	7	94.2	2
750104	SR–408 WB	7	7	7	N	N	7	96.3	2
750106	SR–408	7	7	7	N	N	7	96.4	2
750107	SR–408 WB	7	7	7	N	N	7	89.3	2
750108	SR–408 WB	7	7	7	N	N	7	98.4	2
750112	SR–408 Exit Ramp	7	7	7	N	N	7	98.4	2
750114	SR–408	6	7	7	7	N	7	71.3	2
750116	SR–408 WB	7	7	7	N	N	7	93.9	2
750119	SR–408 WB	7	7	7	N	N	7	93.9	2
750120	SR–408	7	7	7	N	N	7	93.8	2
750121	SR–408 WB	7	7	7	9	N	7	89.5	2
750123	SR–408 WB	7	7	7	N	N	7	95.4	2
750124	SR–408 WB	7	7	7	N	N	7	91.6	2
750126	SR–408 WB	7	7	7	N	N	7	95.3	2
750128	SR–408 WB	7	7	7	N	N	7	95.9	2
750129	SR–408	7	7	7	N	N	7	91.7	2
750130	I–4 Con. to SR–408	7	7	7	N	N	7	97.3	2
750137	I–4 Connector	7	7	7	N	N	7	91.1	2
750138	I–4 Connector	7	7	7	N	N	7	95.6	2
750179	SR–528	6	7	7	N	N	6	90.9	2
750182	SR–408 EB	7	7	7	N	N	7	92.2	2
750183	SR–408	6	7	7	9	N	7	91.8	2
750184	SR–408	7	7	7	N	N	7	93.8	2
750185	SR–408 EB	7	7	7	N	N	7	95.3	2
750186	SR–408 EB	7	7	7	N	N	7	94.8	2
750212	SR–528	7	7	6	5	N	6	79.9	2
750213	SR–528	7	6	7	N	N	6	88.2	2
750214	SR–528	7	7	7	N	N	7	90.8	2
750220	SR–408	7	7	7	N	N	7	94.7	2
750231	SR–408 EB	7	7	7	N	N	7	93.7	2
750232	SR–408	7	7	7	N	N	7	94.6	2
750233	SR–408 EB	7	7	7	N	N	7	94.2	2
750234	SR–408 EB	7	7	7	N	N	7	98.9	2
750235	SR–408	7	7	7	N	N	7	90.4	2
750236	SR–408 EB	7	7	7	N	N	7	94.4	2
750237	SR–408 EB	7	7	7	N	N	7	97.5	2
750238	SR–408	7	7	7	N	N	7	100	2
750239	SR–408	7	8	7	N	N	7	85	2
750240	SR–408	7	7	7	N	N	7	87.3	2
750241	SR–408	7	7	7	N	N	7	85	2
750242	SR–408	7	7	7	N	N	4	69.4	2
750243	SR–408	7	7	7	N	N	7	93.9	2
750244	SR–408	7	7	7	N	N	4	71.8	2
750245	SR–408	7	7	7	N	N	6	85.5	2
750246	SR–408 EB	7	7	7	N	N	7	95.4	2
750247	SR–408	7	7	7	9	N	7	91.2	2
750248	SR–408 EB	7	7	7	N	N	7	95.4	2
750249	SR–408 EB	7	7	7	N	N	7	96.7	2
750251	SR–408 WB	7	7	7	N	N	7	94.3	2
750252	SR–408 EB	7	7	7	N	N	7	95.3	2
750253	SR–408	7	7	7	N	N	7	91.7	2
750300	SR–528	N	N	N	7	6	6	79.5	2

OOCEA Bridge Ratings Summary
by Florida Department of Transportation
District 5

Bridge Number	Facility	Deck Rating	Superstructure Rating	Substructure Rating	Channel Rating	Culvert Rating	Structure Evaluation	Sufficiency Rating	Performance Rating
750315	SR–436	5	7	7	N	N	7	96.1	3
750316	SR–436	5	7	7	N	N	7	96.7	3
750317	SR–436 NB	6	7	7	N	N	7	95	2
750318	SR–528	6	7	7	N	N	7	84	2
750319	SR–528	5	7	7	N	N	7	84	3
750320	SR–528	6	7	7	N	N	7	89.4	2
750330	SR–528	N	N	N	7	6	6	79.5	2
750332	SR–528	7	7	7	N	N	7	92.7	2
750333	SR–528	6	7	7	N	N	7	92.7	2
750337	Chickasaw Trail	7	7	8	N	N	7	95.4	2
750342	SR–417 NB	7	7	7	N	N	7	99.2	2
750343	SR–417 SB	7	7	7	N	N	7	99.2	2
750344	SR–417 SB	7	7	7	7	N	7	95.6	2
750345	SR–417 NB	7	7	7	8	N	7	96.5	2
750346	Trevarthon Rd.	7	7	7	N	N	7	87.9	2
750347	Econlockhatcee Trl	7	8	8	N	N	8	97	2
750348	SR–417	7	7	7	N	N	7	97	2
750349	SR–417 NB	7	7	7	N	N	7	96	2
750350	SR–417 SB	7	7	7	N	N	7	95.5	2
750351	SR–417 NB	7	7	7	N	N	7	97.5	2
750352	SR–408 Ramp AR–2	7	8	7	N	N	7	85	2
750353	SR–408 Ramp AR–1	7	7	7	N	N	7	89.1	2
750354	SR–417	7	7	7	N	N	7	98.5	2
750355	SR–417	7	7	7	N	N	7	99.5	2
750356	Econlockhatchee Tr	7	7	7	N	N	7	88.4	2
750357	SR–408 WB	7	8	8	9	N	8	80.8	2
750358	SR–408	7	7	7	9	N	7	80.8	2
750359	Dean Rd.	7	7	7	N	N	7	95.4	2
750360	SR–408	7	7	7	N	N	7	98.8	2
750361	SR–408	7	7	7	N	N	7	98.8	2
750362	SR–408 WB	7	7	7	N	N	7	99.2	2
750363	SR–408	8	7	7	N	N	7	99.2	2
750364	Woodbury Road	7	7	7	N	N	7	89.7	2
750365	SR–408	7	8	8	N	N	8	99.7	2
750366	SR–408	7	7	7	N	N	7	99.7	2
750369	SR–408 EB	8	8	8	N	N	8	97.8	1
750370	SR–408	8	8	8	N	N	7	98.1	1
750373	SR–417 Ramp SB	7	7	7	N	N	7	98	2
750374	SR–417 NB Ramp	7	7	7	N	N	7	98.3	2
750375	SR–417 SB	7	7	7	N	N	7	95	2
750376	SR–417 NB	7	7	7	N	N	7	93.6	2
750377	SR–417	N	N	N	7	6	6	70	2
750378	SR–417 SB	7	7	7	N	N	7	97.3	2
750379	SR–417 NB	8	7	7	N	N	7	96.8	2
750380	SR–417 SB	7	8	7	N	N	7	98.9	2
750381	SR–417 NB	8	8	8	N	N	8	98.9	1
750382	SR–417 SB	7	7	7	N	N	7	96.8	2
750383	SR–417 NB	8	8	8	N	N	8	96.8	1
750384	SR–417	7	7	8	N	N	7	98.9	2
750385	SR–417	7	7	7	N	N	7	98.9	2
750390	SR–408 EB	8	7	8	N	N	7	99.5	2
750391	SR–408	7	7	7	N	N	7	99.6	2
750392	Good Homes Road	7	7	7	N	N	7	94.9	2
750393	SR–408 WB	7	7	7	7	N	7	98.8	2
750394	SR–408 EB	7	7	7	7	N	7	96.7	2
750395	Dorscher Road	7	8	7	N	N	7	99.8	2
750396	SR–408 WB	7	7	7	N	N	5	90.8	2
750397	SR–408	7	7	7	N	N	5	90.8	2
750398	Powers Drive	7	6	8	N	N	6	80	2

OOCEA Bridge Ratings Summary
by Florida Department of Transportation
District 5

Bridge Number	Facility	Deck Rating	Superstructure Rating	Substructure Rating	Channel Rating	Culvert Rating	Structure Evaluation	Sufficiency Rating	Performance Rating
750399	Paul Street	7	7	8	N	N	7	81	2
750406	SR–429 SB	7	8	7	N	N	7	97.2	2
750407	SR–429 NB	7	8	7	N	N	7	97.2	2
750408	SR–429 Ramp L	7	8	7	N	N	7	97.1	2
750409	SR–429 SB	7	8	7	N	N	7	99.3	2
750410	SR–429 NB	7	7	7	N	N	7	99.3	2
750411	Ramp A–NB Exit Ram	7	8	7	N	N	7	99.8	2
750412	SR–429 SB	8	8	8	N	N	8	96.8	1
750413	SR–429 NB	8	7	8	N	N	7	98.8	2
750414	SR–429 SB	8	7	7	N	N	7	99.3	2
750415	SR–429 NB	7	8	7	N	N	7	99.3	2
750416	SR–429 SB	8	8	8	7	N	8	98.8	1
750417	SR–429 NB	8	8	8	7	N	8	98.8	1
750418	SR–429 SB	8	8	8	N	N	8	98.8	1
750419	SR–429 NB	8	8	8	N	N	8	98.8	1
750420	SR–429 SB	7	8	8	N	N	8	98.8	2
750421	SR–429 NB	8	8	8	N	N	8	98.8	1
750422	West Road	8	7	8	N	N	7	99.1	2
750423	West Road	8	8	8	N	N	8	99.1	1
750424	SR–417 NB	7	7	8	N	N	7	99.3	2
750425	SR–417 SB	7	7	8	N	N	7	99.3	2
750426	SR–417 SB	7	7	7	7	N	7	99.3	2
750427	SR–417 NB	7	7	7	7	N	7	99.3	2
750428	SR–417 SB	7	7	8	N	N	7	99.3	2
750429	SR–417 NB	7	7	8	N	N	7	99.3	2
750430	SR–417 SB	7	8	7	N	N	7	100	2
750431	SR–417 NB	7	7	7	N	N	7	100	2
750432	SR–417 Off Ramp	7	7	7	N	N	7	97.7	2
750433	SR–417 SB	7	7	8	N	N	7	96	2
750434	SR–417 NB	7	8	8	N	N	8	96	2
750435	SR–417 SB Off Ramp	7	8	8	N	N	8	97.6	2
750436	SR–417 SB	8	7	7	N	N	7	99.1	2
750437	SR–417 NB	7	7	7	N	N	7	99.1	2
750438	SR–417 SB	7	8	7	N	N	7	99.1	2
750439	SR–417 NB	7	8	7	N	N	7	99.1	2
750440	SR–417 SB	7	7	6	N	N	6	98.1	2
750441	SR–417 NB	7	7	7	N	N	7	98.1	2
750442	SR–417	7	7	7	N	N	7	99.1	2
750443	SR–417	7	7	7	N	N	7	99.1	2
750444	SR–417 NB Off Ramp	8	7	7	N	N	7	99.4	2
750445	SR–417 SB	7	7	7	N	N	7	99	2
750446	SR–417 NB	7	7	7	N	N	7	99	2
750447	SR–417 SB	7	7	7	N	N	7	99.3	2
750448	SR–417 NB	7	7	8	N	N	7	99.3	2
750449	SR–417 SB Ramp	7	8	7	7	N	7	98.7	2
750450	SR–417	7	7	7	7	N	7	99.3	2
750451	SR–417	7	7	7	7	N	7	99.3	2
750452	SR–417 Off Ramp	7	8	7	7	N	7	98.5	2
750453	SR–417	7	7	7	N	N	7	100	2
750454	SR–417	7	7	7	N	N	7	100	2
750457	SR–417	8	8	7	N	N	7	99	2
750458	SR–417	8	8	7	N	N	7	99	2
750459	SR–417	7	7	7	N	N	7	99.4	2
750460	SR–417	7	7	7	N	N	7	99.4	2
750461	SR–417 NB	8	7	7	N	N	7	98.4	2
750462	SR–417 SB	7	7	7	N	N	7	98.4	2
750463	SR–417 SB	7	8	7	N	N	7	98.4	2
750464	SR–417 NB	8	7	7	N	N	7	98.4	2
750465	SR–417	7	7	7	N	N	7	99.4	2

OOCEA Bridge Ratings Summary
by Florida Department of Transportation
District 5

Bridge Number	Facility	Deck Rating	Superstructure Rating	Substructure Rating	Channel Rating	Culvert Rating	Structure Evaluation	Sufficiency Rating	Performance Rating
750466	SR–417	7	7	7	N	N	7	99.4	2
750467	SR–417	7	7	8	N	N	7	99.4	2
750468	SR–417	7	7	7	N	N	7	99.4	2
750469	SR–417 NB Off Ramp	7	8	8	N	N	8	98.4	2
750470	SR–417 Ramp C	7	7	7	N	N	6	95.1	2
750471	Ramp To SR–528 WB	7	7	7	N	N	7	99	2
750472	SR–417	7	7	8	N	N	7	99.3	2
750473	SR–417	7	7	8	N	N	7	99.3	2
750480	SR–417	N	N	N	6	7	7	70	2
750481	SR–417	N	N	N	7	7	7	78.6	2
750492	SR–429 SB	8	8	8	N	N	8	98.3	1
750493	SR–429 NB	8	8	8	N	N	8	98.3	1
750494	SR–429 SB	8	8	7	N	N	7	99.3	2
750495	SR–429 NB	8	8	7	N	N	7	99.3	2
750496	SR–429 SB	7	8	7	N	N	7	95.3	2
750497	SR–429 NB	8	8	7	N	N	7	95.3	2
750502	SR–429 SB	8	8	8	N	N	8	97.5	1
750503	SR–429 NB	8	8	8	N	N	8	97.5	1
750504	Johns Road	8	8	8	N	N	8	94.7	1
750505	SR–429 SB	8	8	8	N	N	8	98.5	1
750506	SR–429 NB	8	8	8	N	N	8	99.5	1
750507	SR–429 SB	8	8	8	N	N	8	99.5	1
750508	SR–429	8	8	8	N	N	8	98.9	1
750509	Ramp C	8	8	7	N	N	7	99.7	2
750512	Goldenrod Rd.	7	7	7	N	N	7	93	2
750520	SR–429 SB	8	8	8	N	N	7	98.6	1
750521	SR–429 NB	8	8	8	N	N	7	98.6	1
750522	SR–429 SB	8	8	8	N	N	8	99.2	1
750523	SR–429 NB	8	8	8	N	N	8	99.2	1
750524	SR–429 SB	8	8	8	N	N	8	99.2	1
750525	SR–429 NB	8	8	8	N	N	8	99.2	1
750526	SR–429 SB	8	8	8	N	N	8	99.2	1
750527	SR–429 NB	8	8	8	N	N	8	99.2	1
750528	SR–429 SB	8	8	8	N	N	8	99.2	1
750529	SR–429 NB	8	8	8	N	N	8	99.2	1
750530	Malcolm Rd.	8	7	8	N	N	7	94.1	2
750531	SR–429 SB	8	8	8	N	N	8	99.7	1
750532	SR–429 NB	8	8	8	N	N	8	99.7	1
750533	SR–429 SB	8	8	7	N	N	7	99.7	2
750534	SR–429 NB	8	8	7	N	N	7	99.7	2
750535	SR–429 SB	8	8	8	N	N	8	99.6	1
750536	SR–429 NB	8	8	7	N	N	7	99.6	2
750537	SR–429 SB	8	8	8	N	N	8	100	1
750538	SR–429 NB	8	8	8	N	N	8	100	1
750539	SR–429 SB	8	7	8	N	N	7	97.6	2
750540	SR–429 NB	8	7	8	N	N	7	97.6	2
750541	SR–429 SB	8	8	8	N	N	8	96.7	1
750542	SR–429 NB	8	8	8	N	N	8	96.7	1
750543	SR–429 SB	8	7	7	N	N	7	96.7	2
750544	SR–429 NB	8	8	8	N	N	8	96.7	1
750547	SR–429 SB	8	8	8	N	N	8	95.7	1
750548	SR–429 NB	8	8	8	N	N	8	96.7	1
750549	SR–429 SB	8	8	8	N	N	8	96.7	1
750550	SR–429 NB	8	8	8	N	N	8	96.7	1
750553	SR–429 SB	7	7	8	8	N	7	99.2	2
750554	SR–429 NB	7	8	7	8	N	7	98.7	2
750557	NB C–D Road Ramp	8	7	7	N	N	5	87.5	2
750567	New Indepence Pkwy	8	7	8	N	N	7	80	2
750569	SR–408 EB Ramp C	7	7	8	N	N	7	96.8	2

OOCEA Bridge Ratings Summary
by Florida Department of Transportation
District 5

Bridge Number	Facility	Deck Rating	Superstructure Rating	Substructure Rating	Channel Rating	Culvert Rating	Structure Evaluation	Sufficiency Rating	Performance Rating
750570	SR –408 WB	7	8	8	N	N	8	97.5	2
750571	SR–408 WB	7	8	8	N	N	8	97.4	2
750576	SR–417 NB Ramp B1	8	8	8	N	N	8	97.5	1
750579	Lake Underhill Dr.	8	8	8	N	N	8	93.8	1
750580	SR–408 EB	8	8	8	N	N	8	93.9	1
750581	SR–408	8	8	8	N	N	8	85	1
750589	Conway Rd Ramp	8	8	8	N	N	8	98	1
750701	SR–408 WB	7	8	8	N	N	8	85	2
750703	SR–414	8	8	8	N	N	8	97.7	1
750704	SR–414	8	8	8	N	N	8	97.7	1
750705	SR–414	8	8	8	N	N	8	93.9	1
750706	SR–414	8	8	8	N	N	8	100	1
750707	SR–414	8	7	8	8	N	7	94.3	2
750708	SR–414	8	8	8	N	N	8	94.3	1
750709	SR–414	8	8	8	N	N	8	94.3	1
750710	WB On–Ramp H – A	8	8	8	N	N	8	93.9	1
750711	SR–414 EB	8	8	8	N	N	8	93.9	1
750712	SR–414	8	8	8	N	N	8	94.3	1
750714	SR–429 SB	8	8	8	N	N	8	96.4	1
750715	SR–429 NB	8	8	8	N	N	8	96.4	1
750716	SR–429 SB	8	8	8	N	N	8	96.4	1
750717	SR–429 NB	8	8	8	N	N	8	96.4	1
750718	SR–414 Ramp CA	9	9	9	N	N	9	96.8	1
750719	SR–429 NB Ramp BF	8	9	9	N	N	9	98.8	1
750720	SR–414 WB	8	7	9	N	N	7	98.8	2
750721	SR–414 EB	8	8	8	N	N	8	96.8	1
750722	SR–429 NB Ramp EG	9	9	9	N	N	9	99.1	1
750723	SR–429 Ramp EG	8	8	8	N	N	8	99.1	1
750724	Maitland Blvd Ext.	8	8	8	N	N	8	99.1	1
750725	Marden Rd	7	7	7	N	N	7	100	2
750726	SR–414	7	7	7	N	N	7	99.3	2
750727	SR–414	8	8	8	N	N	8	99.3	1
750728	SR–414 Ramp CA	8	9	9	N	N	9	98.8	1
750729	Ramp K over SR–528	8	8	8	N	N	7	99.6	1
750730	SR–436	7	8	8	N	N	8	97.6	2
750731	CR–437 Binion Road	8	8	8	N	N	8	99.8	1
750732	SR–429 SB	9	9	9	N	N	9	96.4	1
750733	SR–429 NB	9	9	9	N	N	9	96.4	1
750734	SR–429 SB	9	9	9	N	N	9	96.4	1
750735	SR–429 NB	9	9	9	N	N	9	96.4	1
750736	SR–429 Viaduct SB	9	9	9	N	N	9	96.4	1
750737	SR–429 NB	9	9	9	N	N	9	92.3	1
750738	SR–429 SB	9	9	9	N	N	9	96.4	1
750739	SR–429 NB	9	9	9	N	N	9	91.3	1
750741	SR–408 WB On–Ramp	9	9	9	N	N	9	98.2	1
750742	SR–408 EB Off–Ramp	9	9	9	N	N	9	97.9	1
750743	SR–414	8	8	8	N	N	8	100	1
750807	SR 528 WB	8	8	8	N	N	8	97.1	1
750808	SR–528 EB	8	8	8	N	N	8	97.1	1
750823	Ramp G	8	8	8	8	N	8	99.8	1
750824	SR–417 Ramp G	8	8	8	N	N	8	97	1
750825	Ramp D Flyover	9	9	9	N	N	9	94.9	1

2013 Annual Inspection Report




Section 3
Inspection Results

EXPRESSWAY
AUTHORITY

3. Inspection Results

3.1 Summary of Findings for Roadways, Buildings and Bridges

For reporting purposes, features rated 3 or below are considered deficient and require maintenance in order to improve the feature and protect the public or the system. For features receiving a rating of 4 or 5, maintenance is recommended before they become deficient. Maintenance action requirements for features rated 5 or below are specified in Section 2 of this report. It should be noted that between the time of the inspection and the time this report is published, some of these deficiencies may have already been corrected as part of the Authority's Maintenance Program. Other deficiencies identified can generally be addressed in a timely manner. Table 3 summarizes the findings for the Authority's system as a whole.

Table 3: Systemwide Summary of Findings

Feature		Rating [1]	Description	Most Common Deficient Features [2]
Roadways	Roadway / Pavement	8	Good	Pavement Void
	Roadside	8	Good	Soil Shoulder
	Traffic Services	8	Good	Sign Light
	Drainage	8	Good	Storm Drain
	Vegetation / Aesthetics	8	Good	N/A
Buildings		8	Good	Receptacles
Bridges		2	Good	See note 3

Notes:

1. The rating is the average rating of all inspected features for each category.
3. For Roadways and Buildings, features that are considered deficient are those rated 3 or below.
4. Deficiencies identified on the reports are being addressed by the Authority. As reported for the Florida Transportation Commission (FTC) performance measures, 98.9% of the bridges on the Authority's system are rated excellent (1) or good (2). No load or weight restrictions have been imposed that would constrain the use of any bridge on the Authority's system.

A summary of findings of the physical condition of the roadways, buildings, and bridges for each of the Authority's system roadways: SR 408 (East-West Expressway), SR 414 (John Land

Apopka Expressway), SR 417 (Central Florida GreeneWay), SR 429 (Daniel Webster Western Beltway), SR 451, and SR 528 (Beachline Expressway) is included in the following sections.

Inspection Worksheets for roadways and buildings are included on the compact disk (CD) attached to the back of this report. For security purposes, the latest bridge inspection reports for the bridges along SR 408, SR 414, SR 417, SR 429, SR 451, and SR 528 are not included, but are available for review upon written request to the Authority.

2013 Annual Inspection Report

East-West Expressway

N

N.T.S.

Orange County

Seminole County

University Blvd.

TOLL 417

Econlockhatchee Tr.

Trevarthon Rd.

East Colonial Dr. (SR 50)

50

Challenger Pkwy.

East Colonial Dr.

50

Clarke Rd.

HIAWASSEE MAINLINE TOLL PLAZA

West Colonial Dr.

(SR 50)

MP 1

MP 2

MP 3

MP 4

MP 5

MP 6

MP 7

MP 8

MP 9

MP 10

MP 11

MP 12

MP 13

MP 14

MP 15

MP 16

MP 17

MP 18

MP 19

MP 20

MP 21

MP 22

441

4

TOLL 408

CONWAY WESTBOUND MAINLINE TOLL PLAZA

Valencia College Ln.

Dean Rd.

Rouse Rd.

Lake Underhill Rd.

DEAN MAINLINE TOLL PLAZA

Alafaya Tr.

Woodbury Rd.

FLORIDA'S TURNPIKE Florida's Main Street

Florida's Turnpike

Good Homes Rd.

Hiawassee Rd.

Kirkman Rd.

Pine Hills Rd.

PINE HILLS MAINLINE TOLL PLAZA

Ortman Dr./Mercy Dr.

John Young Pkwy.

Tampa Ave.

Orange Blossom Tr.

Rosalind Ave.

Orange Ave.

Delaney Ave.

Mills Ave.

Bumby Ave.

Crystal Lake Dr.

Conway Rd.

CONWAY EASTBOUND MAINLINE TOLL PLAZA

Andes Ave.

Semoran Blvd.

Yucatan Dr.

Goldenrod Rd.

Chickasaw Tr.

Curry Ford Rd.

LEGEND

- OOCEA Mainline Toll Plaza
- Non-System Mainline Toll Plaza
- Existing OOCEA System (SR 408)
- Future OOCEA System
- MP 2 Mile Post

T:\OOCEA\BOND INFORMATION\Annual Inspection Reports\INSPECT2012\Graphics & Maps 9/16/13

EXPRESSWAY AUTHORITY

SR 408 (EAST-WEST EXPRESSWAY) MILE POST

ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

TOLL 408

FIGURE 3-1

3.1.1 SR 408 (East - West Expressway)

Roadway

The inspection of the roadway and its appurtenances for SR 408 starts near mile post (MP) 1 (at Florida's Turnpike) and extends east past MP 22, which is the beginning of Challenger Parkway. A map showing SR 408 and its mile posts can be found in Exhibit 3-1.

Specific deficiencies and locations of all SR 408 roadway features are shown in the Roadway Inspection Worksheets on the CD attached to the back of this report.

Roadway/Pavement

Roadway/Pavement features for SR 408 are in generally good condition with pavement void deficiencies being noted at three isolated locations along the mainline. A cracking deficiency was also identified at an isolated location around MP 9.5.

Cracking was the most common feature that received a rating of 4 or 5. Class III cracking is occurring at various locations (both eastbound and westbound) along the SR 408 mainline between Kirkman Road and I-4. Maintenance is recommended to improve the system.

These sections are identified on the Roadway Inspection Worksheets. All of the locations identified as having pavement cracking deficiencies or where maintenance is recommended were also identified in the Authority's Pavement Management System Needs Analysis and have been included in the Draft Five Year Work Plan for repair as resurfacing projects. If specific locations require attention prior to the programmed projects, they can be addressed with the miscellaneous resurfacing.

Maintenance is also recommended for paved shoulder, joint, pavement void, stripping, bridge, edge ravel and shoving features that received ratings of 4 or 5.

Out of a total of 1,306 Roadway/Pavement features that were inspected on SR 408, 115 features were rated 4 or 5. Maintenance is suggested for those features to prevent them from becoming deficient.

Maintenance is required for the four features that were rated at 3 and identified as being deficient. No Roadway/Pavement features were rated at 1 or 2.

Roadside

Roadside features are in good condition with no major deficiencies identified. Maintenance is recommended mostly for fence and soil shoulder features that were rated at 4 or 5. Picture 1 on the next page shows fence damage along the SR 408 westbound off ramp to Mills Avenue.

Other features rated as 4 and 5 were front slopes, sidewalks, and back slopes.

Picture 1 – Fence along SR 408 WB Off Ramp to Mills Avenue

Out of a total of 608 Roadside features that were inspected on SR 408, 51 received a rating of 4 or 5, and maintenance is suggested in order to protect them. No Roadside features received a rating lower than 4, thus equating to no reported Roadside deficiencies.

Traffic Services

Traffic Services features are in good condition, identifying three sign light deficiencies at isolated locations along the mainline. One highway light deficiency was noted west of Andes Avenue where the entire circuit was out.

Highway lighting and information sign features were the most commonly rated as 4 or 5. It is recommended that the various highway lights that were out at the time the night inspection was performed have the bulbs replaced and that the missing information signs (such as milepost signs) identified during the inspection be installed.

Other features that received ratings of 4 and 5 were sign lights, pavement symbols, barrier wall, guardrail, object markers and guardrail, with a few isolations locations needing maintenance of striping, warning signs and pavement markers.

Out of a total of 1,575 Traffic Services features inspected on SR 408, 99 received a rating of 4 or 5. Only four features were considered deficient and rated at 3. No Traffic Services features received a rating lower than 3. While maintenance is essential for the deficient features rated 3, maintenance is advised for the features rated 4 and 5.

Drainage

Drainage features are in good condition with no deficiencies identified.

The most common features that were rated 4 or 5 involve storm drains where the shoulder gutter is cracked or has vegetation growing through it. Maintenance is also proposed for the following features: roadside ditches, pond / lake / canals, inlets, and cross drains.

Maintenance is suggested for the 53 out of the 888 inspected Drainage features on SR 408 that were rated as 4 or 5. No Drainage features received a rating lower than 4.

Vegetation/Aesthetics

Vegetation/Aesthetics features are in generally good condition with no deficiencies identified.

Tree trimming is proposed at various locations throughout SR 408 to prevent tree limbs from encroaching into travel lanes, clear zones and fences. Maintenance is also suggested for some litter removal, roadway sweep, roadway and slope mowing, turf condition and landscape features that were rated as 4 and 5.

Out of the total 827 Vegetation/Aesthetics features that were inspected on SR 408, maintenance is proposed for the 117 that received a rating of 4 or 5. No Vegetation/Aesthetic features received a rating lower than 4.

Buildings

Buildings are generally in good condition.

The most common deficiencies at the SR 408 mainline toll plazas were related to non-working interior and exterior lighting and elevator certifications that are out of date. Seven ratings of 1 were identified and were mostly related to air conditioners not working at the Dean Road Mainline toll plaza, ceiling tiles with water stains at the Conway, Dean and Pine Hills Mainline toll plazas, and an expired elevator certification at the Pine Hills Mainline toll plaza.

The most common deficiencies at the ramp toll plazas on SR 408 were related to GFCI receptacles not working properly.

Picture 2 – OOCEA Headquarters Building

The Authority's headquarters building, shown in Picture 2, is located along SR 408 near the Conway Westbound Mainline Toll Plaza. The building is in good condition with no deficiencies identified. Maintenance is suggested for two features related to deteriorated restroom tile grout and auditorium walls which received a rating of 5, and two features related to cabinets in the break room and cracked hallway floor tiles which received a rating of 4. No features received a rating lower than 4.

Individual summaries of building conditions along SR 408 are indicated in the Building Inspection Worksheets included on the CD attached to the back of this report.

Bridges

The latest bridge inspection reports for the bridges along SR 408 are available for review upon request to the Authority. No significant deficiencies were reported. Minor deficiencies reported are being addressed by the Authority. Picture 3 shows the newly constructed bridges at the SR 408 Chickasaw Trail on and off ramps.

No load limits or weight restrictions have been imposed that would constrain the use of any bridge on SR 408.

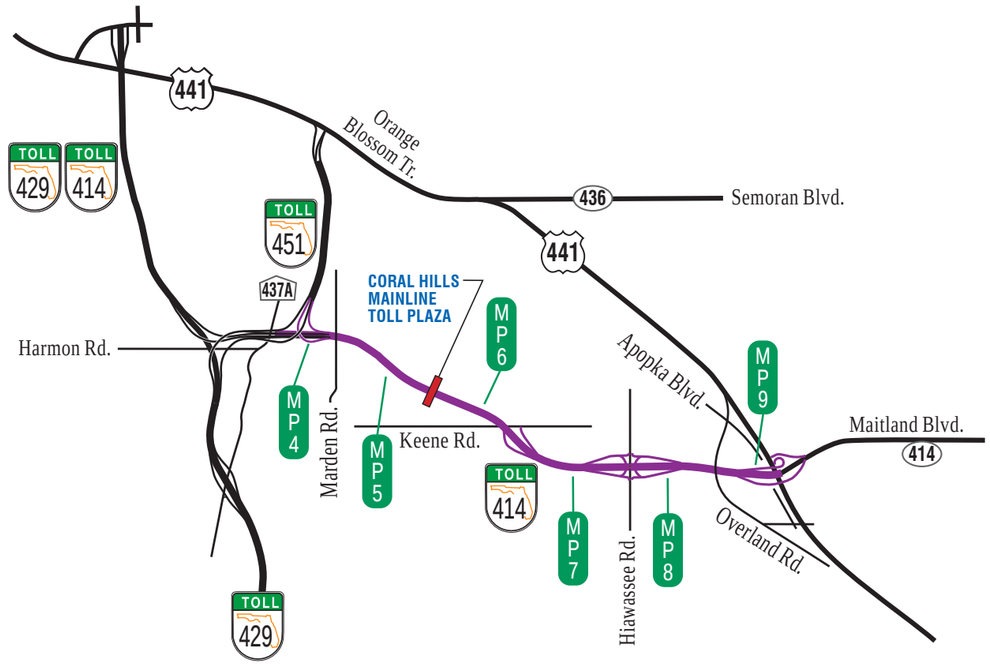
Picture 3 – SR 408 Bridges at Chickasaw Trail On and Off Ramps

2013 Annual Inspection Report

John Land Apopka Expressway

N

N.T.S.



LEGEND

- OOCEA Mainline Toll Plaza
- Non-System Mainline Toll Plaza
- Existing OOCEA System (SR 414)
- Future OOCEA System
- MP 2 — Mile Post

T:\OOCEA\BOND INFORMATION\Annual Inspection Reports\INSPECT2012\Graphics & Maps 9/16/13

EXPRESSWAY AUTHORITY

SR 414 (JOHN LAND APOPKA EXPRESSWAY) MILE POST

ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

TOLL 414

FIGURE 3-2

3.1.2 SR 414 (John Land Apopka Expressway)

Roadway

The inspection of the roadway and its appurtenances for SR 414 starts near MP 4 at SR 429 and extends east past MP 9. A map showing SR 414 and its mile posts can be found in Exhibit 3-2.

Specific deficiencies and locations of all roadway features along SR 414 are shown in the Roadway Inspection Worksheets included on the CD attached to the back of this report.

Roadway/Pavement

Roadway/Pavement features are in good condition with no deficiencies noted.

Maintenance is recommended at a few isolated locations where paved shoulder, joint, pavement void, and cracking features were rated as 4 or 5. An example of spalled joint edges and deteriorated joint material can be seen on eastbound SR 414 near MP 5.2, as shown on Picture 4.

Out of the 271 inspected Roadway/Pavement features on SR 414, fourteen received a rating of 4 or 5. Maintenance is suggested in order to prevent those features from becoming deficient.

No Roadway/Pavement features received a rating lower than 4, thus no features were considered to be deficient.

Picture 4 – Joint at EB SR 414 near MP 5.2

Roadside

Roadside features are in good condition. Of the total 271 inspected Roadside features, none were rated deficient.

Maintenance is advised at two isolated locations that received ratings of 4 and 5 related to a fence overgrown with vegetation and a soil shoulder exhibiting a 6” drop-off adjacent to the paved shoulder.

No Roadside features received a rating lower than 4.

Traffic Services

Traffic Services features are in good condition, identifying no deficiencies.

Maintenance is suggested at various locations that received a rating of 4 or 5 where highway lights were not working at the time the inspection was conducted. Those ratings of 4 and 5

accounted for 14 out of a total of 335 inspected Traffic Services features. No Traffic Services features were rated lower than 4.

Sign lighting was inspected at night and is in good condition with no deficiencies noted.

Drainage

Drainage features are in good condition with no deficiencies.

Out of a total 194 Drainage features that were inspected, ten received a rating of 5. Maintenance is proposed at those locations where storm drains have vegetation growing through shoulder gutter joints and at some roadside ditches before those features become deficient.

No Drainage features received a rating lower than 5.

Vegetation/Aesthetics

Vegetation/Aesthetics features are in generally good condition with no deficiencies.

The inspection identified that roadway sweep is suggested in some areas, and that maintenance related to landscape, slope and roadway mowing, and tree trimming is advised at a few locations that were rated as 4 or 5.

Out of the total 184 Vegetation/Aesthetics features that were inspected on SR 414, twelve received a rating of 4 or 5.

Since no Vegetation/Aesthetics features received a rating lower than 4, no features were considered deficient.

Buildings

Buildings along SR 414 are in almost excellent condition with deficiencies in isolated locations.

The most common deficiencies at the Coral Hills Mainline Toll Plaza and at the ramp toll plazas along SR 414 are related to incorrect or incomplete directories at the switchboards and breakers.

The Coral Hills Mainline Toll Plaza had two features with ratings of 1 related to transformers and site grounds.

Individual summaries of building conditions along SR 414 are indicated in the Building Inspection Worksheets on the CD attached to this report.

Bridges

The latest bridge inspection reports for the bridges along SR 414 are available for review upon request to the Authority. No significant deficiencies were reported. Minor deficiencies reported are being addressed by the Authority.

No load limits or weight restrictions have been imposed that would constrain the use of any bridge on SR 414.

2013 Annual Inspection Report

Central Florida GreeneWay

N

N.T.S.

4

S.R. 536

S.R. 535

International Dr.

TOLL 417

MP 7

MP 8

MP 9

MP 10

John Young Pkwy.

JOHN YOUNG MAINLINE TOLL PLAZA

MP 11

U.S. 17/92 - U.S. 441 Orange Blossom Tr.

MP 12

Florida's Turnpike

FLORIDA'S TURNPIKE Florida's Main Street

MP 13

MP 14

Landstar Blvd.

MP 15

TOLL 417

MP 16

BOGGY CREEK MAINLINE TOLL PLAZA

Lawson Blvd.

MP 17

S. Access Rd.

Boggy Creek Rd.

MP 18

Central Florida GreeneWay

MP 19

Lake Nona Blvd.

MP 20

Match Line A

LEGEND

- OOCEA Mainline Toll Plaza
- Non-System Mainline Toll Plaza
- Existing OOCEA System (SR 417)
- Future OOCEA System
- MP 2 Mile Post

T:\OOCEA\BOND INFORMATION\Annual Inspection Report\INSPECT2012\Graphics & Maps 9/16/13

EXPRESSWAY AUTHORITY

SR 417 (CENTRAL FLORIDA GREENEWAY) MILE POST

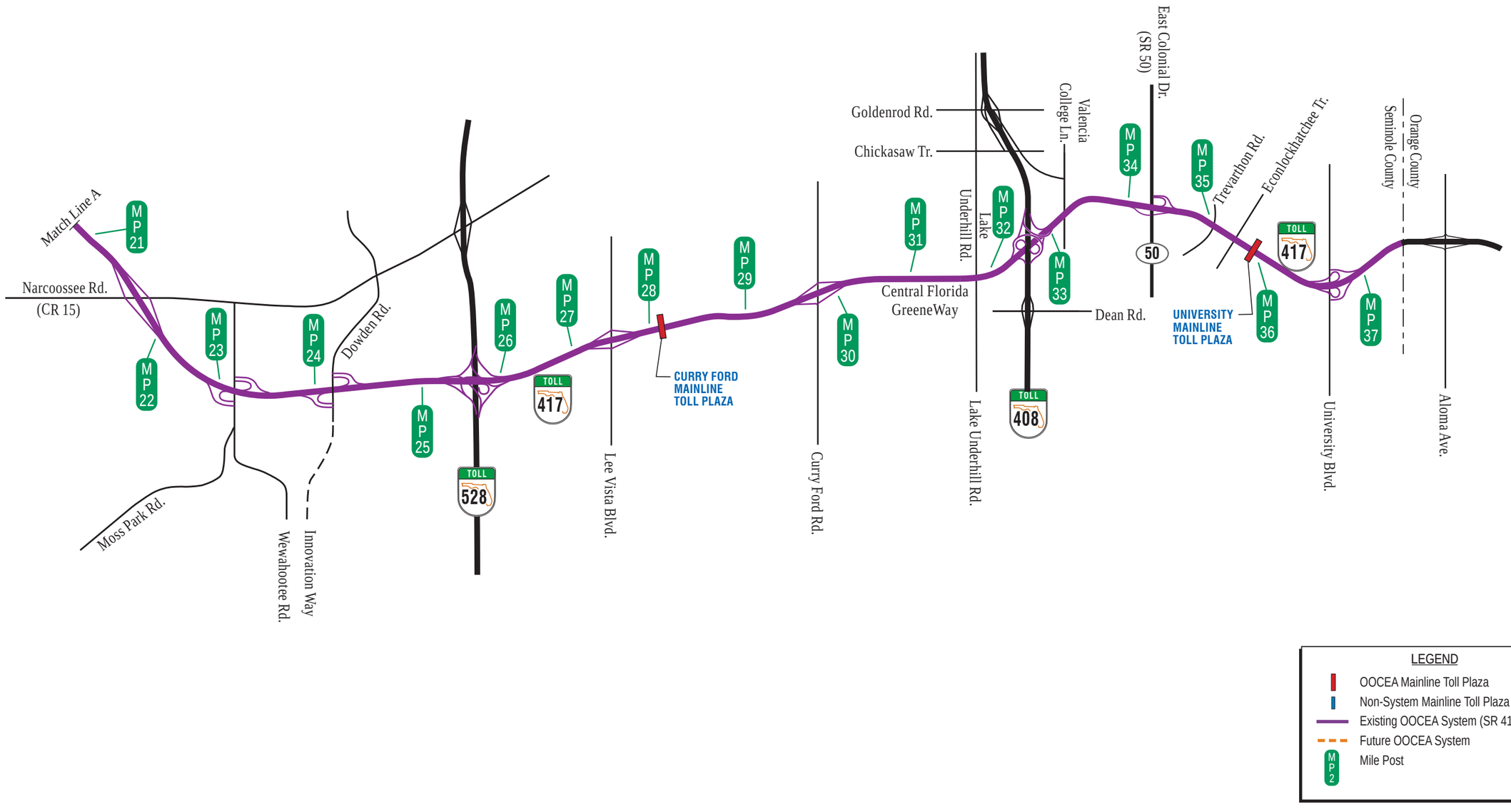
ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

TOLL 417

FIGURE 3-3

N

N.T.S.



LEGEND

- OOCEA Mainline Toll Plaza
- Non-System Mainline Toll Plaza
- Existing OOCEA System (SR 417)
- Future OOCEA System
- MP 2 Mile Post

T:\OOCEA\BOND INFORMATION\Annual Inspection Reports\INSPECT 2012\Graphics & Maps 9/16/13

EXPRESSWAY AUTHORITY

SR 417 (CENTRAL FLORIDA GREENEWAY) MILE POST

ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

TOLL 417

FIGURE 3-4

3.1.3 SR 417 (Central Florida GreeneWay)

Roadway

The inspection of the roadway and its appurtenances for SR 417 starts before MP 7 and extends north to the Orange/Seminole County Line. Exhibits 3-3 and 3-4 show SR 417 and its mile posts. It should be noted that at the time the 2013 inspection was performed, a portion of the SR 417 / Boggy Creek Road Interchange was under construction. The portions under construction (from approximately MP 15.5 to 16.5 and associated ramps) were not inspected and are shown on the Inspection Worksheets with a rating of 0.

Specific deficiencies and locations of all Roadway features along SR 417 are shown in the Roadway Inspection Worksheets included on the CD attached to the back of this report.

Roadway/Pavement

Roadway/Pavement features are in good condition with only one deficiency noted. As shown in Picture 5, a rating of 1 was assigned to a paved shoulder deficiency at the SR 417 southbound off ramp to westbound SR 528 where erosion was present around the guardrail. Since ratings of 1 are considered an emergency and require action within 10 days, this deficiency was reported to the Authority when it was discovered, and maintenance has already taken action.

Pavement cracking features were the most commonly rated as 4 and 5. Maintenance is proposed at the identified locations. Most of the Class III cracking was observed on SR 417 along the following mainline areas:

- SR 417 (northbound) near Landstar Boulevard and the Narcoossee Road interchanges, and north of SR 50
- SR 417 (northbound and southbound) between Curry Ford Road and SR 408

Cracking was also noted at a few isolated locations on SR 417 on and off ramps.

The SR 417 Widening Project (417-110) from Curry Ford Road to Lake Underhill Road (which will include milling and resurfacing of existing lanes) received approval to award the construction contract to the low bidder at the December 12, 2013 Board meeting, and the project is scheduled to start construction soon.

Other locations where pavement cracking was noted during the inspection were also identified in the Authority's Pavement Management System Needs Analysis and have been included in the Draft Five Year

Picture 5– Paved Shoulder Erosion on SR 417 SB Off Ramp to WB SR 528

Work Plan for repair as resurfacing projects. If specific locations require attention prior to the programmed projects, they can be addressed with the miscellaneous resurfacing.

Picture 6 – Stripping on SR 417 SB Off Ramp to Boggy Creek Road

Maintenance is also suggested at various locations along SR 417 for features that were rated 4 and 5 related to paved shoulders, stripping, edge ravel, joints and pavement voids, rutting, shoving, bridges, and potholes. Picture 6 portrays the SR 417 southbound off ramp to Boggy Creek Road, one of the locations where stripping was identified.

Out of the 1,381 inspected Roadway/Pavement features on SR 417, 158 received a rating of either 4 or 5, and only one received a rating of 1. Maintenance is recommended for the features rated 4 and 5 in order to prevent them from becoming deficient.

Roadside

Roadside features are in fair condition. The most common deficiencies were related to soil shoulder erosion, with one isolated front slope deficiency. An example of soil shoulder erosion was seen at the SR 417 Boggy Creek northbound on ramp. See Picture 7.

Fences, slope protection and sidewalks received ratings of 4 and 5, and maintenance is suggested to prevent the features from becoming deficient.

Out of the 710 inspected Roadside features on SR 417, 123 received a rating of 4 or 5. Only five features were considered deficient, as follows:

- two features received a rating of 3
- two features received a rating of 2
- one feature received a rating of 1

The feature with a rating of 1 was reported on northbound SR 417 near MP 7, where the soil shoulder exhibits a 14” drop off adjacent to the paved shoulder.

Picture 7 – Soil Shoulder Erosion at SR 417 Boggy Creek NB On Ramp

Traffic Services

Traffic Services features are in generally good condition. The most commonly noted Traffic Services deficiencies along SR 417 were

related to non-working sign lights. Other deficiencies were related to highway lights.

Information sign, object marker, striping, warning sign, barrier wall, guardrail and regulatory sign features received ratings of 4 and 5. It is advised that maintenance is performed on these to protect the features and prevent them from becoming deficient.

One hundred and fourteen (114) of the 1,666 inspected Traffic Services features on SR 417 received a rating of 4 or 5. Only ten features were considered deficient and assigned a rating of 3. No Traffic Services features received a rating lower than 3.

Drainage

Drainage features are in fair to good condition with no deficiencies noted.

Storm drain features were the most commonly rated as 4 and 5. It is proposed that maintenance be performed on the storm drains where the shoulder gutter is cracked or vegetation has grown through the shoulder gutter joints. Maintenance is also suggested for cross drains, pond / lake / canals, inlets, side drains, median and roadway ditches in order to inhibit them from becoming deficient.

Out of the 871 Drainage features that were inspected on SR 417, 89 received a rating of 4 or 5. No Drainage features received a rating lower than 4, and therefore no features were considered deficient.

Vegetation/Aesthetics

Vegetation/Aesthetics features are in fair to good condition with no deficiencies identified.

Tree trimming is suggested in areas where the tree limbs are overhanging fences.

Picture 8 – Slope Mowing suggested along SR 417 International Drive SB Off Ramp

Maintenance is also recommended for the following features which received ratings of 4 or 5: slope mowing (as shown in Picture 8), roadway sweep, turf condition, litter removal, roadway mowing and landscape.

Of the total 934 inspected Vegetation/Aesthetics features on SR 417, 120 received a rating of 4 or 5. Maintenance should be performed in order to protect the features.

No Vegetation/Aesthetics features received a rating lower than 4, and no features were considered deficient.

Buildings

Buildings along SR 417 are in fair condition.

The SR 417 mainline toll plazas experienced deficiencies mostly with GFCI receptacles that are not working properly. In addition, maintenance is suggested at various locations that exhibit exposed wiring as well as at other locations that had features rated as 4 or 5.

Four of the five features that received a rating of 1 were located at the John Young Mainline toll plaza and were related to ceiling tiles, air handlers, and switchboards and breakers. The other rating of 1 was assigned to a non-working emergency light at the Curry Ford Mainline toll plaza.

The most common deficiencies at SR 417 ramp toll plazas were related to non-working air conditioners and GFCI receptacles. Maintenance is recommended at various locations that received ratings of 4 and 5 where the floors are scuffed, dirty or broken, and the switchboards and breakers are incorrectly labeled. As shown in Picture 9, the Narcoossee southbound off ramp toll plaza booth is an example of a location that could benefit from maintenance.

Ten features at the ramp toll plazas on SR 417 received a rating of 1, as summarized below:

- Non-working air conditioners at the John Young and US 441 ramp plazas, the Narcoossee off ramp, and the Landstar off ramp
- Wasp nests under the canopy at the US 441 off ramp
- Corrosion of the windows and storefronts at the Curry Ford ramp plazas

Picture 9 – Floor at Narcoossee SB Off Ramp Toll Plaza Booth

Individual summaries of building conditions along SR 417 are indicated in the Building Inspection Worksheets on the CD included attached to the back of this report.

Bridges

The latest bridge inspection reports for the bridges along SR 417 are available for review upon request to the Authority. No significant deficiencies were reported. Minor deficiencies reported are being addressed by the Authority.

No load limits or weight restrictions have been imposed that would constrain the use of any bridge on SR 417.

2013 Annual Inspection Report

Daniel Webster Western Beltway

N.T.S. N

Seidel Rd.
MP 11
MP 12
Schofield Rd.
MP 13
MP 14
TOLL 429
New Independence Pkwy.
MP 15
MP 16
INDEPENDENCE MAINLINE TOLL PLAZA
MP 17
MP 18
MP 19
Stoneybrook West Parkway
MP 20
MP 21
Florida's Turnpike
535
MP 22
West Colonial Dr.
MP 23
50
Clarke Rd.
FLORIDA'S TURNPIKE
TOLL 408
E. Plant St.
438
MP 24
Franklin St.
MP 25
TOLL 429
MP 26
West Rd.
MP 27
FOREST LAKE MAINLINE TOLL PLAZA
MP 28
MP 29
MP 30
Harmon Rd.
437A
MP 31
MP 32
MP 33
TOLL 429
TOLL 414
441
TOLL 451
Orange Blossom Tr.
TOLL 414
441
436
Semoran Blvd.

LEGEND
- OOCEA Mainline Toll Plaza
- Non-System Mainline Toll Plaza
- Existing OOCEA System (SR 429)
- Future OOCEA System
- MP 2 Mile Post

T:\OOCEA\BOND INFORMATION\Annual Inspection Reports\INSPECT2012\Graphics & Maps 9/16/13

EXPRESSWAY AUTHORITY

SR 429 (DANIEL WEBSTER WESTERN BELTWAY) MILE POST

ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

TOLL 429

FIGURE 3-5

3.1.4 SR 429 (Daniel Webster Western Beltway)

Roadway

The inspection of the roadway and its appurtenances for SR 429 starts at Seidel Road (near MP 11) and extends north past SR 414 and up to US 441 near Plymouth Sorrento Road. The north portion of SR 429, from SR 414 to US 441 was opened to traffic in January 2013, and is known as SR 429/414. A map showing SR 429, the SR 429/414 extension and its mile posts can be found in Exhibit 3-5.

Specific deficiencies and locations of all roadway features along SR 429 are shown in the Roadway Inspection Worksheets included on the CD attached to the back of this report.

Roadway/Pavement

Roadway/Pavement features are in good condition with no deficiencies noted.

Maintenance is suggested at a few locations that received ratings of 4 and 5 for pavement cracking. Class III cracking was noticed on SR 429, both northbound and southbound, between New Independence Parkway and CR 535.

Other ratings of 4 and 5 were assigned to stripping, paved shoulders, joints, edge ravel, pavement void, bridges, and depressions. Maintenance is also suggested in order to prevent these features from becoming deficient.

Maintenance is recommended for the 33 out of the total 822 inspected Roadway/ Pavement features on SR 429 that received a rating of 4 or 5. No Roadway/Pavement features on SR 429 received a rating lower than 4.

Roadside

Roadside features are in generally good condition. No deficiencies were identified during the inspection.

Maintenance is proposed at some locations that exhibit soil shoulder and front slope erosion. Maintenance of fences, slope protection, and sidewalks is also suggested at isolated locations.

Out of a total of 386 inspected Roadside features on SR 429, 41 received a rating of 4 or 5. The features rated 4 and 5 should be considered for maintenance in order to prevent them from becoming deficient. No Roadside features on SR 429 received a rating lower than 4.

Traffic Services

Traffic service features are in good condition with no identified deficiencies.

Maintenance is advised for highway lights that were out at the time the inspection was performed, and it is suggested that missing object markers be installed. Other ratings of 4 and 5 were assigned to information signs, barrier walls, sign lights, guardrail and attenuators. Maintenance is also recommended for those features.

73 of the total 898 inspected Traffic Services features on SR 429 received a rating of 4 or 5. It is suggested that maintenance is performed in order to prevent the features from becoming deficient.

No Traffic Services features on SR 429 received a rating lower than 4.

Drainage

Drainage features are in good condition with only one identified deficiency that requires maintenance. The rating of 3 was assigned to a storm drain on northbound SR 429 near MP 19.5 where the shoulder gutter is cracked and buckled adjacent to the inlet.

Maintenance is recommended for storm drains throughout SR 429 that received ratings of 4 and 5. As shown in Picture 10, most of the locations where storm drain maintenance is suggested exhibit cracked and depressed shoulder gutters. A few isolated locations also received ratings of 4 and 5 for median ditch erosion and overgrown roadside ditches.

Picture 10 – Storm Drain Deficiency on SR 429 West Road NB Off Ramp

Twenty-eight (28) of the 511 inspected Drainage features on SR 429 were rated as 4 or 5. Maintenance is recommended to protect those features. Only one feature was rated as 3 and considered deficient. No Drainage features on SR 429 received a rating lower than 3.

Vegetation/Aesthetics

Vegetation/Aesthetics features for SR 429 are in good condition, with no deficiencies.

Tree trimming is suggested at some locations that received a rating of 4 or 5. Maintenance is also recommended for roadway sweep, slope and roadway mowing, turf condition, litter removal, and landscape features that were rated as 4 or 5.

Out of the total 552 inspected Vegetation/Aesthetic features on SR 429, maintenance should be considered for the 28 features that received a rating of 4 or 5. No Vegetation/Aesthetics received a rating lower than 4.

Buildings

Buildings are generally in good condition. The most common deficiencies for the mainline toll plazas were related to non working or missing emergency lighting. The Forest Lake Mainline toll plaza had one feature that received a rating of 1 related to a non working air conditioner at one of the booths. The Independence Mainline toll plaza had no features rated at 1.

For the ramp toll plazas along SR 429, the most common deficiencies were related GFCI receptacles. There were no ratings of 1 for the ramps toll plazas.

Individual summaries of building conditions along SR 429 are indicated in the Building Inspection Worksheets on the CD attached to this document.

Bridges

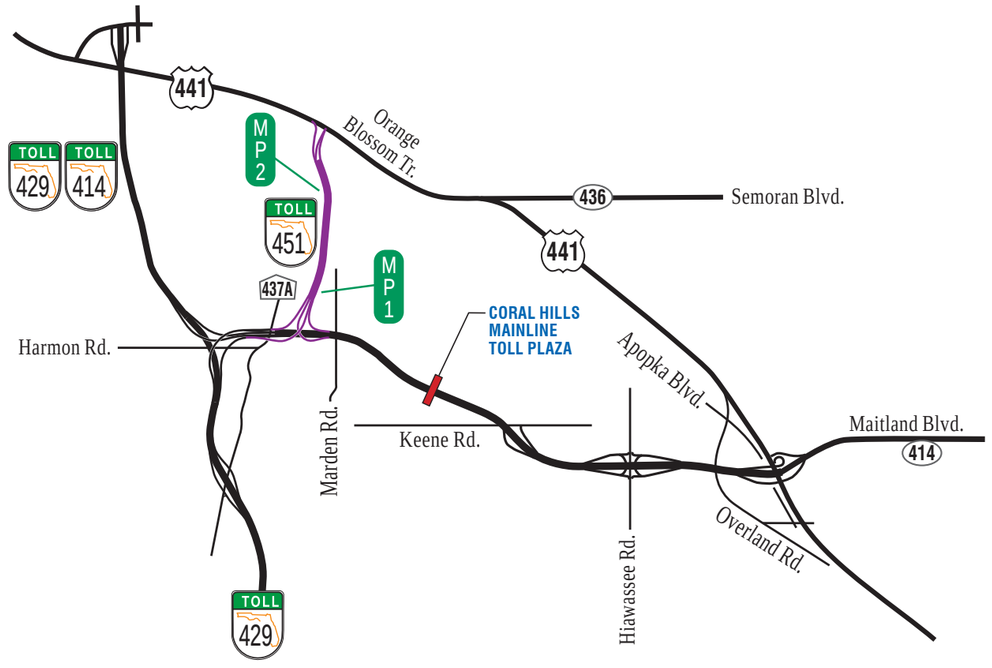
The latest bridge inspection reports for the bridges along SR 429 are available for review upon request to the Authority. No significant deficiencies were reported. Minor deficiencies reported are being addressed by the Authority.

No load limits or weight restrictions have been imposed that would constrain the use of any bridge on SR 429.

2013 Annual Inspection Report

N

N.T.S.



LEGEND

- OOCEA Mainline Toll Plaza
- Non-System Mainline Toll Plaza
- Existing OOCEA System (SR 451)
- Future OOCEA System
- MP 2 — Mile Post

T:\OOCEA\BOND INFORMATION\Annual Inspection Reports\INSPECT 2012\Graphics & Maps 9/16/13

EXPRESSWAY AUTHORITY

SR 451 MILE POST

ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

TOLL 451

EXHIBIT 3-6

3.1.5 SR 451

Roadway

The inspection of the roadway and its appurtenances for SR 451 starts at SR 414 and extends north to US 441. With the opening of the SR 429/414 expressway in January 2013, this northern portion of the existing SR 429 was re-designated as SR 451. A map showing SR 451 and its mile posts can be found in Exhibit 3-6. It should be noted that at the time the 2013 inspection was performed, portions of SR 451 were under construction for fiber optic network cable and dynamic message sign structure drill shaft installation. The portions under construction (from approximately MP 0 to 1 in the northbound direction) were not inspected and are shown on the Inspection Worksheets with a rating of 0.

Specific deficiencies and locations of all roadway features along SR 451 are shown in the Roadway Inspection Worksheets included on the CD attached to the back of this report.

Roadway/Pavement

Roadway/Pavement features are in almost excellent condition with no deficiencies. No maintenance requirements were identified.

No Roadway/Pavement features on SR 451 were rated 5 or lower.

Roadside

Roadside features are in good condition with no noted deficiencies and no suggested maintenance.

No Roadside features were rated at 5 or lower.

Traffic Services

Traffic Services features are in good condition with no deficiencies noted.

Highway and sign lighting was inspected at night and is also in good condition with no deficiencies identified.

No Traffic Services features on SR 451 received a rating of 5 or lower.

Drainage

Drainage features are in good condition with no identified deficiencies.

Maintenance is recommended at a storm drain on northbound SR 451 near MP 2 that was rated as 5 for vegetation that is growing through the shoulder gutter joints.

Other than this one feature which was rated as 5, no Drainage features on SR 451 received a rating of lower than 5.

Vegetation/Aesthetics

Vegetation/Aesthetics features are in good condition with no noted deficiencies.

Out of the total 46 inspected Vegetation/Aesthetic features on SR 451, only one feature received a rating of 5. Maintenance is suggested on southbound SR 451 near MP 2.5, where debris and dirt are present on the paved shoulder.

No Vegetation/Aesthetics received a rating of lower 5.

Buildings

There are no buildings associated with SR 451.

Bridges

Picture 11 shows the SR 451 northbound bridge over SR 414. The latest bridge inspection reports for the bridges along SR 451 are available for review upon request to the Authority. No significant deficiencies were reported. Minor deficiencies reported are being addressed by the Authority.

No load limits or weight restrictions have been imposed that would constrain the use of any bridge on SR 451.

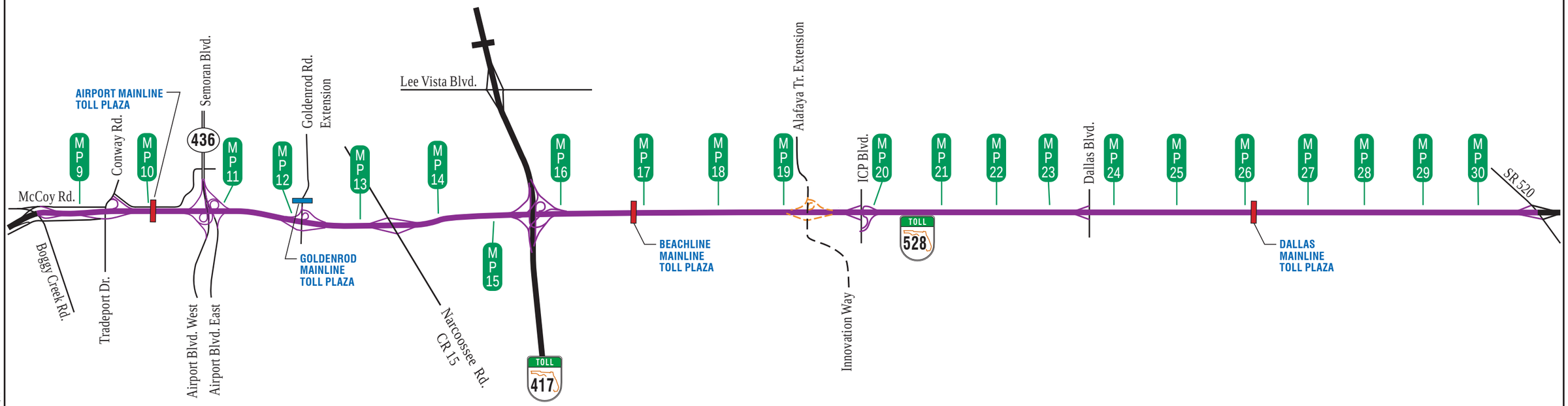
Picture 11 – SR 451 NB bridge over SR 414

2013 Annual Inspection Report

Beachline Expressway

N

N.T.S.



LEGEND

- OOCEA Mainline Toll Plaza
- Non-System Mainline Toll Plaza
- Existing OOCEA System (SR 528)
- Future OOCEA System
- MP 2 — Mile Post

T:\OOCEA\BOND INFORMATION\Annual Inspection Reports\INSPECT2012\Graphics & Maps 9/16/13

EXPRESSWAY AUTHORITY

SR 528 (BEACHLINE EXPRESSWAY) MILE POST

ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

TOLL 528

FIGURE 3-7

3.1.6 SR 528 (Beachline Expressway)

Roadway

The inspection of the roadway and its appurtenances for SR 528 starts before MP 9 (near McCoy Road / Boggy Creek Road) and extends east to SR 520. A map showing SR 528 and its mile posts can be found in Exhibit 3-6. It should be noted that at the time the 2013 inspection was performed, portions of SR 528 were under construction for the SR 528 Bridge Deck Replacements. The portions under construction (from approximately MP 8.5 to 9.5) were not inspected and are shown on the Inspection Worksheets with a rating of 0.

For SR 528, specific deficiencies and locations of all roadway features are shown in the Roadway Inspection Worksheets included on the CD attached to the back of this report.

Roadway/Pavement

Roadway/Pavement features are in good condition with no deficiencies noted.

Ratings of 4 and 5 were most commonly assigned to paved shoulder and pavement cracking. Class III cracking was noticed mainly in the area near the Goldenrod Road Extension interchange.

The locations identified for pavement cracking were also identified in the Authority's Pavement Management System Needs Analysis and have been included in the Current Five Year Work Plan for repair. If specific locations require attention prior to the programmed projects, they can be addressed with the miscellaneous resurfacing.

Edge ravel, stripping, joint, pavement void and shoving were also noted at isolated locations throughout SR 528 and rated as 4 and 5.

Maintenance is recommended for the 51 out of a total of 757 Roadway/Pavement features inspected on SR 528 that received a rating of 4 or 5 in order to prevent them from becoming deficient. No Roadway/Pavement features received a rating lower than 4.

Roadside

Roadside features are in fair to good condition with no deficiencies identified.

Maintenance is advised for the soil shoulder, fence, front slope and sidewalk features that received a rating of 4 or 5, as it will prevent the features from becoming deficient.

For SR 528, 45 of the total 367 inspected Roadside features received a rating of 4 or 5. No Roadside features received a rating lower than 4.

Traffic Services

Traffic service features are in good condition. Deficiencies involving highway and sign lights that were not working at the time the night inspection was performed received a rating of 3.

Maintenance is proposed for pavement symbols, object markers, information signs, barrier walls, guardrail and warning signs that were rated as 4 or 5.

Forty out of the total 889 inspected Traffic Services features on SR 528 received a rating of 4 or 5, and maintenance is suggested to protect the features. Fourteen features received a rating of 3 and were considered deficient. No Traffic Services features on SR 528 were rated lower than 3.

Drainage

Drainage features are in good condition with no noted deficiencies.

The features that were most commonly rated as 4 and 5 were roadside ditches and storm drains. Maintenance for the overgrown vegetation in the ditches and cracked shoulder gutter or vegetation growing through shoulder gutter joints is recommended to protect the features. Maintenance is also recommended at a few isolated inlets and cross drains.

Out of a total of 473 inspected Drainage features on SR 528, 53 received a rating of 4 or 5. No Drainage features received a rating lower than 4.

Vegetation/Aesthetics

Vegetation/Aesthetics features are in good condition with no documented deficiencies.

Trimming is suggested in some areas where tree limbs are overhanging fences. Maintenance is also suggested for roadway mowing, turf condition, roadway sweep, landscape, litter removal, and slope mowing features that received ratings of 4 and 5.

For SR 528, maintenance is advised for the 56 out of a total of 507 inspected Vegetation/Aesthetics features that were rated at 4 or 5. No Vegetation/Aesthetics features received a rating lower than 4.

Buildings

Buildings are generally in good condition. The most common deficiencies for the mainline toll plazas were related to receptacles not working properly or GFCI issues. The air conditioners at one of the Airport Mainline toll plaza booths received a rating of 1

for having condensate dripping down on the collector. No other features at the mainline toll plazas were rated at 1.

The ICP Boulevard and Dallas Boulevard ramp toll plazas experienced deficiencies mostly related to switchboards and breakers and paint. Only one rating of 1 was assigned at the ICP Boulevard westbound off ramp where a cleanout cover is missing in the parking area.

Maintenance is recommended at various locations where junction box or raceway covers are missing, as well as other locations where features were rated as 4 or 5.

Individual summaries of building conditions along SR 528 are indicated in the Building Inspection Worksheets on the CD included attached to this document.

Bridges

The latest bridge inspection reports for the bridges along SR 528 are available for review upon request to the Authority. The bridge inspection reports identified deficiencies and included work order recommendations for the following bridges:

- Bridge # 750315, SR 436 southbound over Ramp M on SR 528
- Bridge # 750316, SR 436 southbound over SR 528
- Bridge # 750319, SR 528 over Daetwyler Drive

Picture 12 – SR 528 Bridge over Daetwyler Drive

These reported deficiencies are currently being addressed by the Authority. The SR 528/SR 436 interchange bridges are currently in the SR 528/SR 436 Bridge Deck Replacement project in the Draft Five Year Work Plan for FY 14-18. As shown in Picture 12, the Daetwyler Drive bridge is currently under construction as part of project 528-405B, SR 528 Bridge Deck Replacements.

No load limits or weight restrictions have been imposed that would constrain the use of any bridge on SR 528.

Instructions for Viewing CD

1. Insert disk into a computer CD-drive.

2. If CD does not automatically open, go to 'My Computer,' find your CD-drive and click on it to view the contents of the CD.

3. Select any one of the following OOCEA items:

   a. 2013 Annual Inspection Report.pdf (Electronic copy of this report)
      - Navigate by going from page to page or use the Bookmarks tab on the left to see specific sections. You may also click on the Table of Contents to navigate to the desired section.

   b. 2013 Roadway Inspection Worksheets
      - Roadway Inspection Reports are listed by SR, then by Eastbound/Westbound and Northbound/Southbound directions, and by Ramps.
      - The ramps are further organized by alphabetical order.

   c. 2013 Building_Facilities Inspection Worksheets
      - Building_Facilities Inspection Reports are listed by Roadway, then alphabetically by Plaza Name
      - Ramp Plazas are further broken down by the following:
        a. Apron
        b. Canopy
        c. Combination Building
        d. Island
      - Mainline Plazas are further broken down by the following:
        a. Administration Building (further broken down into rooms/areas)
        b. Apron
        c. Canopy
        d. Islands (include Booths)

   d. Photos
      - Photos are divided into folders that are listed by Roadway and Plaza Name.
      - Photos are then named by location (i.e. Canopy, Apron, Combo Bldg).
      - Extra photos for each location have been placed in a "Misc" folder.