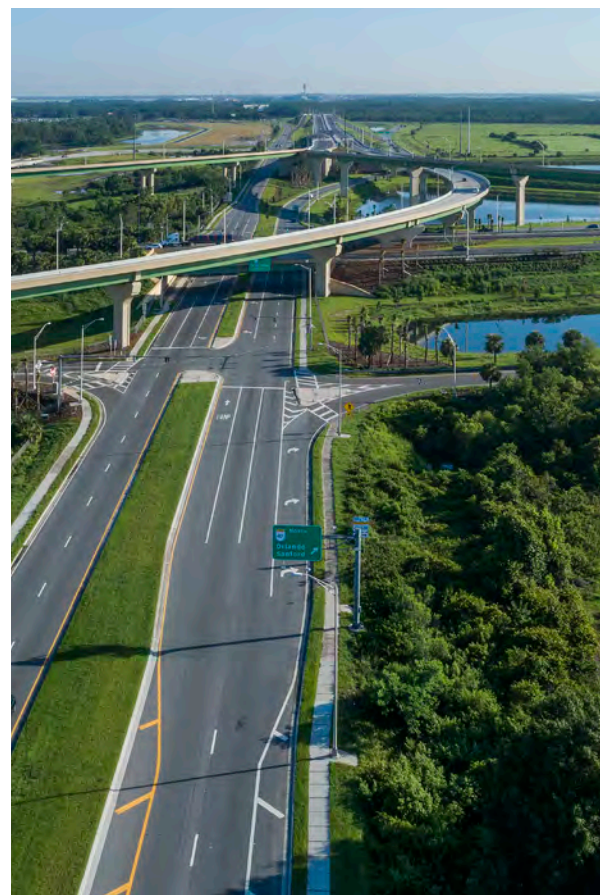


# 2019



# Annual Inspection Report

*Volume I*





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January 28, 2020

Mr. Glenn Pressimone, P.E.  
Chief of Infrastructure  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, Florida 32807

Re: 2019 Annual Inspection Report

Dear Mr. Pressimone:

In accordance with the requirements of Article V, Section 5.12 (C), of the Amended and Restated Master Bond Resolution, Dewberry is pleased to submit two (2) copies of the 2019 Annual Inspection Report. This report summarizes our observations based on a visual examination of the facilities that constitute the Central Florida Expressway Authority (CFX) system.

At the time the 2019 inspection was performed, portions of the CFX System were under construction and not inspected. Those portions are identified in the report.

Dewberry conducted the System inspection from July – December 2019 and reports that the CFX system has been maintained in good repair, working order and condition. This observation was based on a general visual inspection of the roadway, walls, bridges, and facilities. Results of the inspections are presented in greater detail within this report.

Staff anticipates continuing improvements in all roadway features for these roadways in the coming year as a result of the routine maintenance program and special projects. The observations that were noted can be evaluated and appropriate action taken by the CFX Maintenance Department.

The latest bridge inspection reports have been transmitted from the Florida Department of Transportation (FDOT) to the CFX. No load limits or weight restrictions have been imposed by FDOT that would prevent any bridge on the CFX system from being used. Currently 99.4% of CFX bridge structures have a condition rating of Good or higher.

Further, 92% of all CFX lane miles have a Pavement Condition Rating of Good or higher.

We have distributed both electronic and hard copies of the report to the individuals listed below. Additional copies of the report are available should you need them.

We believe that this Annual Inspection Report continues to be an important tool in the identification of maintenance needs and planning asset management strategies. If you wish to discuss the report in more detail, please let us know.

Sincerely,

A blue ink handwritten signature, appearing to read "R. Keith Jackson", is written over the word "Sincerely,".

R. Keith Jackson, P.E.  
Program Manager

**Attachments**

cc: Don Budnovich (3 copies; includes copies for DBI & Jorgensen)  
Robert Glasemann (1 copy)  
Steve Geiss (1 copy)  
Matt Lewis (1 copy)  
Chris Bloodwell (1 electronic copy)  
Will Hawthorne (1 electronic copy)  
Dave Wynne (1 electronic copy)  
Mike Bakidis (1 electronic copy)



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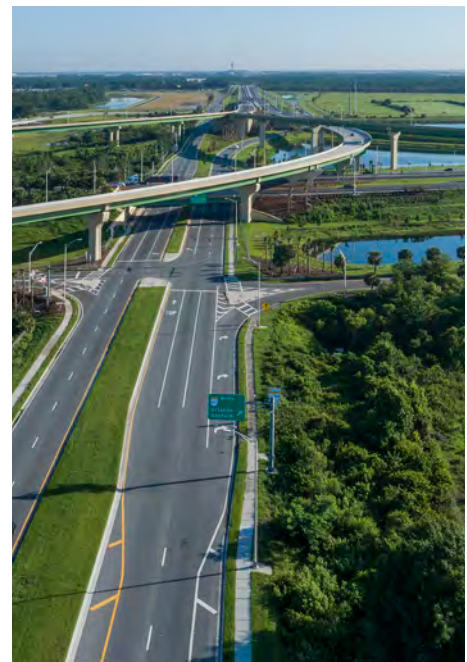
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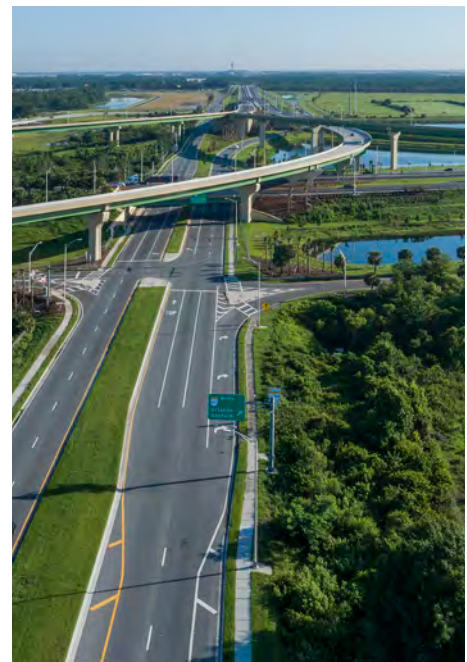
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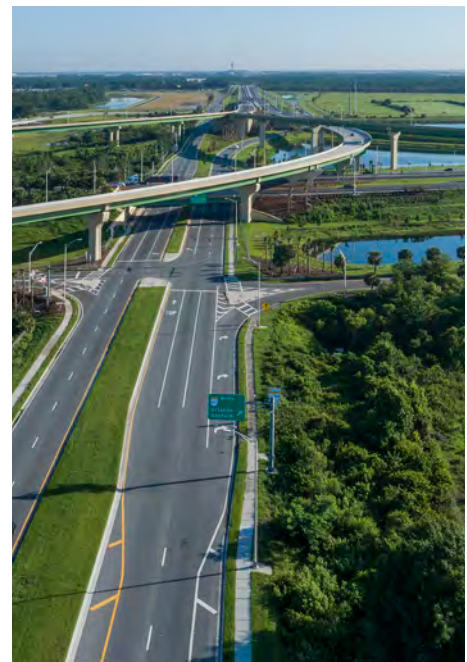
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## Executive Summary

**2019 Annual Inspection Report**  
**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**





# Executive Summary

The 2019 inspection of Central Florida Expressway Authority's (CFX) System, was performed by Dewberry, CFX's General Engineering Consultant, and included a visual inspection of the roadways, facilities, landscape, ponds, and bridges currently under CFX jurisdiction, with special emphasis on cross drains flow condition and accessibility. Results for cross drain flow conditions are located in Appendix 3.

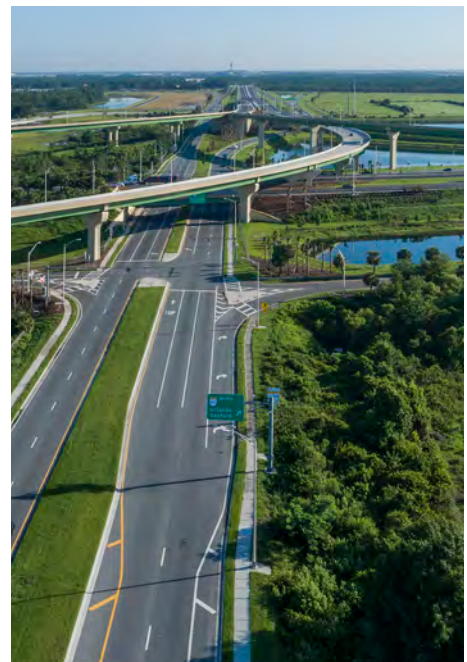
CFX's roadway system includes SR 408 (East-West Expressway), SR 414 (John Land Apopka Expressway), SR 417 (Central Florida GreeneWay), SR 429 (Daniel Webster Western Beltway), SR 451, SR 453, SR 528 (Beachline Expressway), and SR 538 (Poinciana Parkway). Please note that at the time of inspection SR 538 (Poinciana Parkway) was not fully incorporated into the CFX roadway system. SR 538 was incorporated into the CFX system in December of 2019.

CFX also operates the Goldenrod Road Extension, a non-system two-mile tolled road with one mainline plaza.

Based on the findings for the 2019 inspection, it is concluded that the CFX roadway system has been well maintained and in good repair, working order, and condition. It is recommended that the Authority continue the implementation of routine maintenance as budgeted and scoped, and also continue to implement Renewal and Replacement projects as identified in CFX's Five-Year Work Plan.







# Report

## 2019 Annual Inspection Report CENTRAL FLORIDA EXPRESSWAY AUTHORITY





# 1.0 Introduction

## 1.1 BACKGROUND

Between July and November 2019, Dewberry, Central Florida Expressway Authority's (CFX) General Engineering Consultant (GEC), conducted the annual inspection of CFX's System as required by Article V, Section 5.12 (C) of the Amended and Restated Master Bond Resolution. These inspections provide a basis to plan funding levels needed to maintain assets for the Highway Maintenance Fund, Building Maintenance Fund, and Five-Year Work Plan Renewal and replacement projects budgets for the ensuing fiscal year (FY).

## 1.2 INSPECTION PROCESS

The GEC Annual Inspection process assessed four main elements:

1. Roadway
2. Bridges
3. Walls
4. Buildings / facilities

The inspection process excluded any part of the system that was currently under construction at the time of observations.

The roadway portion of the inspection focused on observations of ponds, fencing, pavements, drainage structures, erosion issues, signing, striping, illumination, barriers, main line and ramp plaza gantries, and overall safety of each corridor.

Wall inspections focused on observations of panels, joint, coping, flumes, inlets, rails, slope paving, visible underdrain pipes, sound walls, and adjacent elements.

Buildings / facilities observations focused on the interior and exteriors of mainline plazas, and ramp plazas.

Bridge and Sign Structures inspections were conducted by Certified Bridge and Structural Inspectors under a program administered by the

Florida Department of Transportation (FDOT) and funded by CFX. Inspection results are published every two years on each bridge and sign structure. The bridge inspection process for the basis of this report addressed items that could be visually observed based on FDOT bridge inspection reports.

Inspections involved a general visual examination of element features. The inspection results, summarized in Section 2, reflect the condition of the feature(s) on the day the examination was performed. No detailed in-place or destructive testing was performed.

Items observed were recorded and rated using a three-point scale (Table 1):

**Table 1**

Rating	Action
3	Continue Routine Maintenance.
2	Operable Routine Maintenance Required.
1	Requires Immediate Attention.

Many of the observations noted have already been corrected as part of the CFX's Assets Management Contracts.

During the 2019 inspection process, the following major construction projects were underway:

- SR 408 / 417 Interchange
- SR 408 / I-4 Interchange (FDOT Project)
- SR 408 Widening SR 417 to Alafaya Trail
- SR 408 Milling and Resurfacing (I-4 to Lake Underhill Bridge)
- SR 417 to SR 528 Ramp Re-alignment
- SR 417 Widening (Econlockhatchee to Seminole County Line)
- SR 417 / Turnpike Interchange (FDOT Project)
- SR 429 / CR 535 Ramp Improvements

- SR 528 Milling and Resurfacing (SR 417 to SR 520)

As a result, some of these portions of the roadway were not inspected.

## 1.3 SYSTEM DESCRIPTION

CFX's roadway system consists of eight expressways: the Spessard L. Holland East-West Expressway and Arnold Palmer Expressway (SR 408), the John Land Apopka Expressway (SR 414), the Central Florida GreeneWay (SR 417), the Daniel Webster Western Beltway and Wekiva Parkway (SR 429), the Western Beltway Connector (SR 451), SR 453, the Martin Andersen Beachline Expressway (SR 528), and the Poinciana Parkway (SR 538) (Figure 1)

The system consists of 128 centerline miles (including Poinciana Parkway) of highway with 66 interchanges, 13 mainline toll plazas, 5 mainline gantries, 71 ramp toll plazas, 3 ramp gantries, and 335 bridges. CFX also operates a non-system, two-mile tolled expressway (Goldenrod Road Extension) with one mainline toll plaza. The inspection results for the Goldenrod Road Extension are included as a non-system facility.

### 1.3.1 SR 408 (Spessard L. Holland East-West Expressway)

SR 408 (Spessard L. Holland East-West Expressway) is a 22-mile toll road running east-west. This toll road connects Ocoee from Florida's Turnpike in west Orange County to SR 50 (Colonial Drive) east of Alafaya Trail near the University of Central Florida in east Orange County. Florida's Turnpike (FTE) owns, operates, and maintains the portion from the Turnpike east to the Old Winter Garden Road Overpass.

### 1.3.2 SR 414 (John Land Apopka Expressway)

The first phase of SR 414 (John Land Apopka Expressway) opened on May 15, 2009. SR 414 extends south and east from U.S. Highway 441 in Apopka to Maitland Boulevard. Of the 9 miles, 3

miles are part of a dual route with SR 429 (Daniel Webster Western Beltway).

### 1.3.3 SR 417 (Central Florida GreeneWay)

SR 417 (Central Florida GreeneWay), is a 55-mile toll road operated by CFX and FTE. CFX operates the 33 miles of SR 417 in Orange County. Known as the Central Florida GreeneWay, this stretch runs from SR 535 / 536 (International Drive) to SR 426 (Aloma Avenue) at the Orange-Seminole County line.

### 1.3.4 SR 429 (Daniel Webster Western Beltway/Wekiva Parkway)

SR 429 (Daniel Webster Western Beltway/Wekiva Parkway) extends north from I-4 in Osceola County to SR 46 in Lake County. CFX's portion includes 31 miles from Seidel Road to just south of the Orange / Lake County line. Of the total 31 miles, 3 miles are part of the dual route with SR 414 (SR 429 / 414).

The portions of SR 429 from south of Seidel Road to I-4 and north of the Orange / Lake County line are owned and operated by the FTE and FDOT.

### 1.3.5 SR 451

Originally part of SR 429 (Daniel Webster Western Beltway), SR 451 connects SR 414 (John Land Apopka Expressway) and SR 429 north to U.S. Highway 441 (SR 500 / Orange Blossom Trail at Vick Road). SR 451 is approximately 3 miles in length.

### 1.3.6 SR 453

SR 453 is a tolled spur road connecting SR 429 (Wekiva Parkway) with SR 46 east of Round Lake Road in Lake County. CFX built the 1.6-mile Mount Dora Connector as part of its overall contribution to the parkway project

### 1.3.7 SR 528 (Martin Andersen Beachline Expressway)

SR 528 (Martin B. Anderson Beachline Expressway) was the first road on the

expressway system. The approximately 52-mile expressway extends east from Interstate 4 across SR 417 (Central Florida GreeneWay) and Interstate 95, ending at U.S. Highway 1 in Cocoa.

SR 528 (the Beachline) is owned and maintained by two agencies: CFX operating the 23 miles extending from Boggy Creek Road to SR 520, and FTE operating the remainder.

### 1.3.8 SR 538 (Poinciana Parkway)

SR 538 (Poinciana Parkway) is a 7.2 mile toll road extending from Polk County Line south to Cypress Parkway in Osceola County, with two interchanges and two mainline gantries.

### 1.3.9 CFX Facilities / Buildings

CFX operates facilities in support of the safe and reliable operation of CFX's mobility network. These facilities include 13 mainline plazas, 71 ramp plazas, three mainline gantries, one back-up data center, and one administration and operations center (Figure 2).

CFX also owns a facility at 7001 McCoy Road and owns a facility at 525 South Magnolia Avenue. These facilities were not inspected.

## 1.4 CFX MAINTENANCE PROGRAM

The Maintenance Department for CFX is integral in providing the region with a world-class integrated mobility network. The Maintenance Department is responsible for day to day routine roadway and landscape maintenance for the System, certain System Renewal and Replacement projects, and facilities.

Maintenance Program projects include, but are not limited to, repairs and maintenance, coatings, renewals, replacements, improvements, and other projects necessary for the safe and efficient operation of CFX's System and to prevent loss of revenue. These projects include such costs for engineering, equipment purchases / additions and replacements, maintenance expenses for roadway, bridge, buildings, walls, etc. not occurring at annual or shorter periods.

The Maintenance Department utilizes outsourced resources to accomplish the requirements of routine maintenance. CFX has created contracts to provide these services to improve efficiency and to increase fiscal responsibility.

CFX employs three contractors to perform asset maintenance management services for roadways, bridges, and traffic signals.

1. Roy Jorgensen Associates Inc. maintains SR 408, SR 417 and SR 528
2. DBI maintains SR 414, SR 429, SR 451, and SR 453.
3. Control Specialists maintains 47 traffic signals systemwide.

Three additional maintenance contracts for SR 538 for fencing, mowing and roadway sweeping are held by:

1. Chapco Fence
2. Chavez Lawn Service
3. USA Services

In addition to these routine maintenance contracts, CFX continues to identify maintenance needs and award specific contracts to meet those needs.

Systemwide landscape maintenance is performed by one systemwide landscape maintenance contractor, GroundTek of Central Florida, while aquatic vegetation is completed by Rockhopper Services, Inc.

The Maintenance Department staff is supported by the GEC, Dewberry. As the GEC, Dewberry provides professional services in support of Maintenance Department responsibilities, which include items such as:

- Annual independent inspection and report concerning system condition
- Systemwide specific maintenance problems resolution



- CFX Pavement Management Program support
- Systemwide sign inventory and engineering for maintenance and replacement of signs
- Asset management needs analysis
- Identification of appropriate maintenance and repair actions and cycles to minimize deteriorating conditions of CFX assets.
- Environmental support

In addition, the GEC provides resources to support CFX management and administration of engineering activities associated with major maintenance projects. The disciplines Dewberry utilizes as the GEC include: civil, structural, traffic, environmental, mechanical, electrical engineering, and architectural services.

As part of the report preparation process, Dewberry met with CFX's Director of Maintenance to discuss the major achievements of the past fiscal year (FY 2019) and the goals and objectives for the upcoming fiscal year (FY 2020).

The following are identified as major achievements during the past fiscal year (FY 2019):

- Achieved a MRP score of at least 90.
- Received two Florida Nursery Growers and Landscape Association Achievement awards for renewal and highway beautification projects.
- Increased routine observation of Asset Management Contracts to identify areas of maintenance activities in need of improvement.
- Continued implementation of systemwide signing upgrades and rehabilitation.
- Identified HVAC and Generator projects that will be funded under the Renewal and Replacement budget.
- Incorporated pavement striping in multiple milling and resurfacing projects in order to maintain a high level of reflectivity.

CFX Maintenance Staff has identified the following goals and objectives for the coming fiscal year (FY 2020). These items involve activities associated with construction and maintenance of roadways, bridges, facilities, and landscape.

- Achieve a MRP score of at least 90.
- Continue to increase routine observation of Asset Management Contracts to identify areas of maintenance activities in need of improvement.
- Continue to implement systemwide signing upgrades and rehabilitation.
- Continue the identification of projects that should be funded under the Renewal and Replacement budget.
- Continue the identification of projects that require routine maintenance and should be included in the maintenance budget.
- Maintain pavement striping at a high level of reflectivity by identifying areas in need of rehabilitation.
- Proceed with design for the next phases of the systemwide coatings upgrades.

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

These initiatives are:

- Meet with FDOT District 5 and FTE personnel on an as-needed basis to discuss maintenance and other issues of mutual importance.

- Continue traffic signal coordination with the City of Orlando, Orange County, and FDOT District 5.
- Evaluate and enhance CFX'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.

#### **1.4.1 Roadway Maintenance Budget**

CFX's FY 2020 Roadway Maintenance Fund, is budgeted at \$20.2 million for maintenance administration, routine maintenance, landscape maintenance, and pond maintenance.

#### **1.4.2 Facilities Maintenance Budget**

CFX toll facilities, as well as the CFX headquarters building, have a facilities maintenance budget for FY 2020 of approximately \$1.9 million.

#### **1.4.3 Systemwide Landscape and Aquatic Maintenance Budget**

CFX's FY 2020 Systemwide Landscape Maintenance Fund is budgeted at \$4.0 million for maintenance administration and routine maintenance.

#### **1.4.4 Maintenance Rating Program**

CFX has instituted a Maintenance Rating Program (MRP) to evaluate the performance of roadway and bridge maintenance contractors. The MRP monitors current operations and is used to identify recurring problems. The program allows for early identification of maintenance issues, increased accountability, and provides assurance that assets are being maintained at an adequate level.

Under the MRP, sample units for different asset groups (roads, bridges, and facilities) are randomly selected for the entire year. Inspections are conducted every two months on a portion of the sample units from each corridor. Individual characteristics are evaluated on Pass / Fail

criteria. The resulting scores are weighted and combined for the asset groups. A total composite score is used to evaluate maintenance effectiveness.

#### **1.4.5 Specialized Inspection**

Inspections of the bridges on CFX's system are conducted by Certified Bridge Inspectors under a program administered by the FDOT and funded by CFX. Detailed Bridge Inspection Reports are prepared and filed every two years for each bridge.

The most current bridge ratings were received from FDOT in August 2019. 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

There are currently 335 bridge structures on the system with 99.4% of them having a condition rating of Good or higher. There are currently no bridge condition weight restrictions. See Appendix 1 for a summary of FDOT Bridge Ratings.

CFX currently conducts a Pavement Management Analysis based on FDOT criteria. This report is used to assess the condition and performance of a roadway as well as predict future rehabilitation needs. The 2018 Pavement Condition Survey data shows 92% of CFX maintained lane miles currently have good or higher Pavement Condition Rating Measures goal of 85%. CFX continues to invest in the system's assets to deliver a world class mobility network

## 2.0 Inspection Findings

The inspection results summarized in this section reflect features that were rated two or three. Features with a rating of one were immediately reported to CFX maintenance staff for immediate maintenance.

### 2.1 SR 408 (SPESSARD L. HOLLAND EAST-WEST EXPRESSWAY) FINDINGS - RATINGS 2 OR 3

See Appendix 4 for detailed inspection sheets, maps, and photos.

#### 2.1.1 SR 408 (Spessard L. Holland East-West Expressway) Roadway

During this year's inspection period, two major areas where under construction and not inspected:

1. The area in and around the SR 408 / I-4 interchange
2. The SR 408 / SR 417 interchange east to Alafaya Trail

The majority of observations were located along SR 408 from the west end at Clarke Road to the Good Homes Road interchange, and the section from Powers Drive to Kirkman Road. The observations included erosion and obstructed or overgrown drainage structures. Roadside erosion was prevalent from Powers Drive to Kirkman Road, in particular washouts creating drop off hazards. Pond slope erosion could be seen at various locations in and around the Good Homes Road interchange.



Figure 3: Drainage Structure west of John Young Parkway.

#### 2.1.2 SR 408 (Spessard L. Holland East-West Expressway) Bridges

Bridge observations along SR 408 included asphalt cracking at an approach slab, bridge barrier junction boxes with rusted covers, general coatings degradation, and graffiti.

Asphalt cracking at an approach slab was present at Powers Drive. Graffiti was observed on the pedestrian railing at Econlockhatchee Trail. Rusting connections for fencing and screening were also observed at Econlockhatchee Trail.

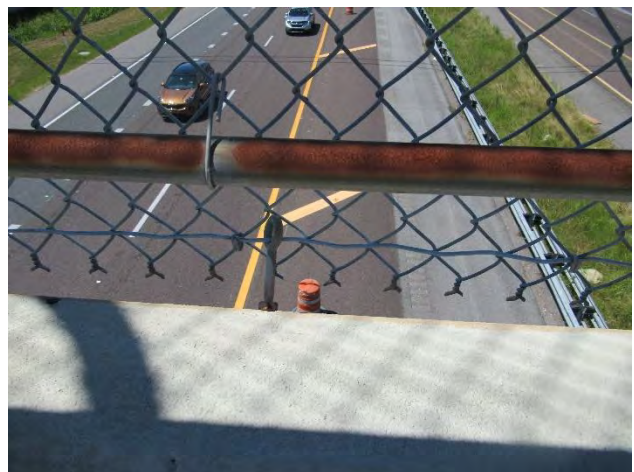


Figure 4: Fence corrosion Econlockhatchee Trail Bridge.



### 2.1.3 SR 408 (Spessard L. Holland East-West Expressway) Walls and Fencing

Notable wall and fence observations included graffiti, color fade, vegetation overgrowing fence lines, and damaged or downed right-of-way (ROW) fencing.

Retaining walls with graffiti were observed at various locations throughout SR 408, including the SR 408 MSE walls at Chickasaw Trail.

Overgrown fence observations for both ROW and retaining wall were noted at various locations including, SR 50 / Colonial and Woodbury Road.



**Figure 5:** MSE Vegetation Westbound on Ramp Chickasaw Trail.

### 2.1.4 SR 408 (Spessard L. Holland East-West Expressway) Facilities

SR 408 consists of 5 Mainline Toll Plazas (Hiawasse, Pine Hills, Conway West, Conway East, and Dean) and 23 ramp plazas.

The facilities along SR 408 are generally in good condition. Observations for various features in the facilities along SR 408 were typically for wiring, switchboards and breakers, receptacles, ceiling tiles and vents, duct work, and flooring.

Individual summaries of facilities along SR 408 are indicated in the Annual Facilities Inspection Reports included in this document.

## 2.2 SR 414 (JOHN LAND APOPKA EXPRESSWAY) FINDINGS - RATINGS 2 OR 3

See Appendix 5 for detailed inspection sheets, maps, and photos.

### 2.2.1 SR 414 (John Land Apopka Expressway) Roadway

Roadway observations were minimal throughout the corridor and included erosion, drainage structures, and overgrown or damaged ROW fencing.

Roadside erosion was observed at the slope of the dry pond along Hiawasse Road.

Various fence lines with varying degrees of overgrowth and damage we observed throughout the corridor.

Obstructed and overgrown drainage structures were observed throughout the roadway without a concentration in any specific area.



**Figure 6:** Obstructed drainage structure at SR 414 east of Ocoee Apopka Road.

### 2.2.2 SR 414 (John Land Apopka Expressway) Bridges

Bridge observations included spalling at joints and walls, adhesion loss in joints, minor cracking in walls, corroded junction box covers, and graffiti.

Observations of adhesion loss in joints, graffiti, and corroded junction box covers were present on the bridge over Overland Road.

MSE wall Graffiti and cheek wall cracks were observed at the SR 414 Bridge over Hawthorne Road.



**Figure 7:** Bridge pier graffiti over Overland Road.

### 2.2.3 SR 414 (John Land Apopka Expressway) Walls and Fencing

Notable fence observations included damaged and/or vegetation covered ROW fence along the corridor.



**Figure 8:** Damaged ROW fence on SR 414 dry pond at Hiawassee Road.

### 2.2.4 SR 414 (John Land Apopka Expressway) Facilities

SR 414 consists of 1 Mainline Toll Plaza (Coral Hills), and 5 ramp plazas.

The facilities along SR 414 were generally in good condition. Observations for various features

in the facilities along SR 414 were typically for wiring, switchboards and breakers, receptacles, duct work, ceiling tiles, vents, and flooring. Individual summaries of facilities along SR 414 are indicated in the Annual Facilities Inspection Reports included in this document.



**Figure 9:** Broken flag pole luminaire at Coral Hills Mainline Plaza.

## 2.3 SR 417 (CENTRAL FLORIDA GREENEWAY) FINDINGS - RATINGS 2 OR 3

See Appendix 6 for detailed inspection sheets, maps, and photos.

### 2.3.1 SR 417 (Central Florida GreeneWay) Roadway

Roadway observations included front slope erosion, erosion adjacent to miscellaneous asphalt, missing object markers, and drainage structure obstructions both sediment and vegetation.

Front slope erosion observations were made at the SR 417 / Boggy Creek Road Interchange through Moss Park Road.

Erosion adjacent to the miscellaneous asphalt behind guardrail was observed from Lee Vista Boulevard to the SR 528 Interchange.

Drainage structure obstructions and roadside erosion were observed at various locations throughout the roadway without any concentration in any specific area.





**Figure 10:** SR 417 Erosion along lane edge (Lee Vista Boulevard Southbound on Ramp).

### 2.3.2 SR 417 (Central Florida GreeneWay) Bridges

Bridge observations included overgrown vegetation in and along drainage flumes and slope pavement, bridge coatings that were peeling and fading on walls and beams.

Vegetation in and along drainage flumes and MSE wall coating peeling was observed at SR 417 and SR 50. Vegetation growing from MSE wall coping was observed at SR 417 and John Young Parkway.



**Figure 11:** SR 417 over SR 50 MSE wall coating failing.

### 2.3.3 SR 417 Central Florida GreeneWay Walls and Fencing

In general SR 417 walls were in good standing with no noticeable issues outside of a small amount of graffiti.

Fencing observations for both ROW and retaining wall were noted at various locations, with a higher concentration from Boggy Creek Road Interchange through Moss Park Road, including vegetation overgrown fence lines, and damaged or downed ROW fenceings.

### 2.3.4 SR 417 (Central Florida GreeneWay) Facilities

SR 417 consists of 4 Mainline Toll Plazas (John Young, Boggy Creek, Curry Ford, and University), and 25 ramp plazas.

The facilities along SR 417 were generally in good condition.

Observations for various features in the facilities along SR 417 were typically for wiring, switchboards and breakers, receptacles, duct work, ceiling tiles, vents, and flooring.

Individual summaries of facilities along SR 417 are indicated in the Annual Facilities Inspection Reports included in this document.



**Figure 12:** SR 417 Moss Park on Ramp damaged sealing tile.



## 2.4 SR 429 (DANIEL WEBSTER WESTERN BELTWAY / WEKIVA PARKWAY) FINDINGS - RATINGS 2 OR 3

SR 429 inspection limits were at Seidel Road, the south end of the CFX's jurisdiction, north and east to the Wekiva Parkway jurisdictional limits. See Appendix 7 for detailed inspection sheets, maps, and photos.

### 2.4.1 SR 429 (Daniel Webster Western Beltway / Wekiva Parkway) Roadway

SR 429 roadway observations included roadside erosion, drainage structure obstructions, and paved shoulder edge ravel.



**Figure 13:** SR 429 minor erosion northbound east of Kelly Park Road.

Roadside erosion was observed along the shoulders, front slopes, and swales in various locations of the roadway with the heaviest concentration observed from Schofield Road to New Independence, and in and around Franklin Street.

Drainage structure obstructions were observed at various locations throughout the roadway without any concentration in any specific area.

### 2.4.2 SR 429 (Daniel Webster Western Beltway / Wekiva Parkway) Bridges

Fiscal Year 2019 Bridge observations were minimal with amount of vegetation growth along

slope pavement and approach slab joint vegetation growing along the shoulder at CR 437A.

### 2.4.3 SR 429 (Daniel Webster Western Beltway / Wekiva Parkway) Walls and Fencing

Notable wall and fence observations included graffiti, vegetation overgrown fence lines, open gates, and damaged or downed ROW fencing.



**Figure 14:** SR 429 fence fabric missing ties.

Fencing observations for both ROW and retaining wall were noted at various locations including vegetation overgrown fence lines, open gates along Wekiva Parkway, and damaged or downed ROW fencing throughout the corridor.

### 2.4.4 SR 429 (Daniel Webster Western Beltway / Wekiva Parkway) Facilities

SR 429 consists of 2 Mainline Toll Plazas (Independence and Forest Lake), 3 Toll Gantries (Ponkan, Coronado, and Mt. Plymouth), and 12 ramp plazas.

The facilities along SR 429 were generally in good to excellent condition.

Observations for various features in the facilities along SR 429 were typically for wiring, switchboards and breakers, receptacles, duct work, ceiling tiles, vents, and flooring. As well as aesthetic cleaning.



**Figure 15:** Independence Mainline IT room missing ceiling tiles.

Individual summaries of facilities along SR 429 are indicated in the Annual Facilities Inspection Reports included in this document.

## 2.5 SR 451 FINDINGS - RATINGS 2 OR 3

See Appendix 8 for detailed inspection sheets, maps, and photos.

### 2.5.1 SR 451 Roadway

SR 451 roadway observations consisted of overgrown drainage structures with moderate erosion and overgrown front and back slopes.

Drainage structure observations were concentrated from SR 414 to Johns Road.



**Figure 16:** Overgrown front slope along SR 451.

### 2.5.2 SR 451 Bridges

Bridge observations were minimal cracking in MSE wall coping and pedestrian traffic barrier at Johns Road and Marshall Lake Road. Bridge observations also included vegetation growth in the flume along the MSE coping at Marshall Lake Road.

### 2.5.3 SR 451 Walls and Fencing

No observations were noted on SR 451 walls; however, overgrown ROW fencing was observed in various locations throughout the roadway.

### 2.5.4 SR 451 Facilities

There are no facilities located on SR 451.

## 2.6 SR 453 FINDINGS - RATINGS 2 OR 3

See Appendix 9 for detailed inspection sheets, maps, and photos

### 2.6.1 SR 453 Roadway

SR 453 observations were minor erosion points at road edge and overgrown drainage structures.

### 2.6.2 SR 453 Bridges

No observations were noted on SR 453 bridges.

### 2.6.3 SR 453 Walls and Fencing

Minor fence damage from fallen trees was observed in 2 places on the corridor.

### 2.6.4 SR 453 Facilities

SR 453 facilities were found to be in good condition with minimal observations of mildew stains on the interior of the gantry building.

An individual summary of the SR 453 facility is indicated in the Annual Facilities Inspection Reports included in this document.



## 2.7 SR 528 (MARTIN B. ANDERSEN BEACHLINE EXPRESSWAY) FINDINGS - RATINGS 2 OR 3

See Appendix 10 for detailed inspection sheets, maps, and photos.

### 2.7.1 SR 528 (Martin Andersen Beachline Expressway) Roadway

SR 528 roadway observations included bank erosion around drainage structures, minor slope erosion, and general roadside erosion.



**Figure 17:** SR 528 slope erosion at pond east of SR 417.

Drainage structure obstructions and erosion were observed at various locations throughout the roadway with concentrated areas at the SR 528 / SR 417 Interchange.

### 2.7.2 SR 528 (Martin B. Andersen Beachline Expressway) Bridges

Bridge observations included ponding on shoulder, vegetation growth in concrete slope pavement, and graffiti.

Graffiti and vegetation in concrete slope pavement was observed at the eastbound Farm Access Road.

Ponding on shoulder and vegetation in concrete slope pavement was observed at the Dallas Boulevard Bridge.



**Figure 18:** SR 528 over Dallas Boulevard overgrown slope pavement.

### 2.7.3 SR 528 (Martin B. Andersen Beachline Expressway) Walls and Fencing

No observations were noted on SR 528 walls minor fence damage and overgrown fence lines was observed throughout the corridor.

### 2.7.4 SR 528 (Martin B. Andersen Beachline Expressway) Facilities

The SR 528 consists of 2 Mainline Toll Plazas (Beachline and Dallas), and 8 ramp plazas.

The facilities along SR 528 are generally in good condition.

Observations for various features in the facilities along SR 528 were typically for wiring, switchboards and breakers, receptacles, duct work, ceiling tiles, vents, and flooring.

Individual summaries of facilities along SR 528 are indicated in the Annual Facilities Inspection Reports included in this document.





**Figure 19:** Dallas Mainline Pedestrian Bridge minor mold growth.

## 2.8 SR 538 (POINCIANA PARKWAY) FINDINGS - RATINGS 2 OR 3

See Appendix 11 for detailed inspection sheets, maps, and photos.

### 2.8.1 SR 538 (Poinciana Parkway) Roadway

SR 538 observations consisted of minor overgrown drainage structures and minor roadside erosion.



**Figure 20:** SR 538 (Poinciana Parkway) minor roadside erosion.

### 2.8.2 SR 538 (Poinciana Parkway) Bridges

No observations were noted on SR 453 bridges.

### 2.8.3 SR 538 (Poinciana Parkway) Walls and Fencing

Minor fence damage from fallen trees was observed in one place along the corridor.



**Figure 21:** SR 538 (Poinciana Parkway) damaged fence.

### 2.8.4 SR 538 (Poinciana Parkway) Facilities

SR 538 facilities are in good condition with some minor caulking at wall joints needed on the interior of the plaza.

Individual summaries of facilities along SR 538 are indicated in the Annual Facilities Inspection Reports included in this document.

## 2.9 NON-SYSTEM FACILITIES FINDINGS - RATINGS 2 OR 3

See Appendix 2 for detailed inspection sheets, maps, and photos.

### 2.9.1 Goldenrod Road Extension

No observations were noted on Goldenrod Road Extension.

### 2.9.2 Goldenrod Road Extension Walls and Fencing

No observations were noted on Goldenrod Road Extension walls and fencing.

### 2.9.3 Goldenrod Road Extension Mainline Toll Plaza

The Goldenrod Road Extension facility is generally in good condition.

An individual summary of the Goldenrod facility is indicated in the Annual Non-System Facilities Inspection Reports included in this document.

### 2.9.4 CFX Headquarters Building

The CFX Headquarters Building was observed to be generally in good condition overall with no identified major deficiencies both on exterior and interior.

Minor interior deficiencies included areas of damaged drywall, window caulking degradation, and isolated appearances of leaking above the ceiling tiles.



**Figure 22:** CFX Headquarters Second Floor Room 211 damaged ceiling tile.

An individual summary of the CFX Headquarters Building is included in the Annual Non-System

Facilities Inspection Reports included in this document.

## 3.0 Projects Completed Since 2018 Inspection

Listed below are Renewal and Replacement Projects completed (July 1, 2018 to June 30, 2019), after the 2018 Annual Inspection.

### 3.1 ROADWAY

- Systemwide Line Dynamic Message Sign Upgrades
- Systemwide E-Pass Signage Improvements
- Goldenrod Road Extension Milling and Resurfacing Lee Vista Boulevard to Narcoossee Road
- Systemwide Logo Panel Replacement and Service Signage
- SR 408 Milling and Resurfacing Lake Underhill to Yucatan Drive

### 3.2 FACILITIES

- Systemwide Generator Replacements Phase I
- SR 417 Toll Plaza Roof Replacements
- CFX Administration and Operations Center Security Systems Upgrades.



## 4.0 Summary

Overall, the CFX System has been well maintained and in good repair, working order, and condition. The condition of the System shows CFX's commitment to funding, maintaining, and operating a safe mobility network.

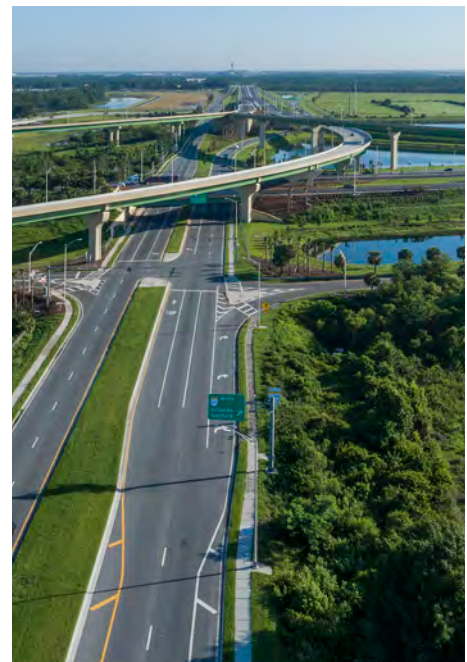
CFX reported an overall MRP score of 90. There are currently 335 bridge structures on the

CFX system with a rating of "Excellent or Good" for a Bridge Condition Rating of 99.4%, as well as, a Pavement Condition Rating of 92% of CFX maintained lane miles currently good or higher.

Continued routine maintenance and implementation of Renewal and Replacement Projects ensures CFX will continue to provide the region with a world-class integrated mobility network.







## Appendix 1: Bridge Ratings

**2019 Annual Inspection Report**  
**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**



# Central Florida Expressway Authority Bridge Ratings

## Using FDOT Criteria

### Summary Key

#### Deck Rating, Superstructure Rating, Substructure Rating

**N** Not Applicable

**9** Excellent Condition

**8** Very Good Condition

**7** Good Condition

**6** Satisfactory Condition

**5** Fair Condition

**4** Poor Condition

**3** Serious Condition

**2** Critical Condition

**1** "Imminent" Failure

**0** Failed

#### Channel Rating

**N** Not Applicable

**9** Excellent Condition

**8** Very Good Condition

**7** Good Condition

**6** Satisfactory Condition

**5** Fair Condition

**4** Poor Condition

**3** Serious Condition

**2** Critical Condition

**1** "Imminent" Failure

**0** Failed

#### Culvert Rating

**N** Not Applicable

**9** No Deficiencies

**8** No Noticeable Deficiencies

**7** Minor Deficiencies

**6** Deterioration

**5** Moderate to Major Deterioration

**4** Large Spalls, Heavy Scaling, Wide Cracks

**3** Excessive Large Spalls, Heavy Scaling, Wide Cracks

**2** Corrective Action Required to Maintain Traffic

**1** Bridge Closed

**0** Replacement Necessary

#### Structure Rating

**1** Excellent

**2** Good

**3** Fair

**4** (and above) Poor

Central Florida Expressway Authority Bridge Ratings Summary  
by Florida Department of Transportation  
District 5

Bridge Number	Facility	Deck Rating	Superstructure Rating	Substructure Rating	Channel Rating	Culvert Rating	Structure Rating
110123	SR 453 Wekiva Pkwy	8	8	8	N	N	1
110124	SR 453 Wekiva Pkwy	8	8	8	N	N	1
110125	SR 453 Wekiva Pkwy	8	8	8	N	N	1
110126	SR 453 Wekiva Pkwy	8	7	8	N	N	2
750055	SR 528	N	N	N	6	7	2
750056	SR 528	6	7	6	N	N	2
750058	SR 528	6	7	7	N	N	2
750059	SR 528	7	7	7	N	N	2
750100	SR 408 WB	7	7	7	N	N	2
750102	SR 408 WB	7	7	7	N	N	2
750103	SR 408 WB	7	7	7	N	N	2
750104	SR 408 WB	7	7	7	N	N	2
750106	SR 408 WB	7	7	7	N	N	2
750107	SR 408 WB	7	7	7	N	N	2
750108	SR 408 WB	7	7	7	N	N	2
750112	SR 408 Exit Ramp	7	7	7	N	N	2
750114	SR 408 WB	6	7	7	N	N	2
750116	SR 408 WB	7	7	7	N	N	2
750119	SR 408 WB	7	7	7	N	N	2
750120	SR 408 WB	7	7	7	N	N	2
750121	SR 408 WB	7	7	7	N	N	2
750123	SR 408 WB	7	7	7	N	N	2
750124	SR 408 WB	7	7	7	N	N	2
750126	SR 408 WB	7	7	7	N	N	2
750128	SR 408 WB	7	7	7	N	N	2
750129	SR 408 WB	7	7	7	N	N	2
750137	SR 400 Connector	7	7	7	N	N	2
750138	SR 400 Connector	7	7	7	N	N	2
750179	SR 528	6	7	7	N	N	2
750182	SR 408 EB	7	7	7	N	N	2
750183	SR 408 EB	6	7	7	N	N	2
750184	SR 408 EB	7	7	7	N	N	2
750185	SR 408 EB	7	7	7	N	N	2
750186	SR 408 EB	7	7	7	N	N	2
750213	SR 528	7	7	7	N	N	2
750214	SR 528	7	7	7	N	N	2
750220	SR 408 EB	7	7	7	N	N	2
750231	SR 408 EB	7	7	7	N	N	2
750232	SR 408 EB	7	7	7	N	N	2
750233	SR 408 EB	7	7	7	N	N	2
750234	SR 408 EB	7	7	7	N	N	2
750235	SR 408 EB	7	7	7	N	N	2
750236	SR 408 EB	7	7	7	N	N	2
750237	SR 408 EB	7	7	7	N	N	2



Central Florida Expressway Authority Bridge Ratings Summary  
by Florida Department of Transportation  
District 5

750238	SR 408 EB	7	7	7	N	N	2
750239	SR 408 EB	7	7	7	N	N	2
750240	SR 408 EB	7	7	7	N	N	2
750241	SR 408 EB	7	7	7	N	N	2
750242	SR 408 EB	7	7	7	N	N	2
750243	SR 408 EB	7	7	7	N	N	2
750244	SR 408 EB	7	7	7	N	N	2
750245	SR 408 EB	7	7	7	N	N	2
750246	SR 408 EB	7	7	7	N	N	2
750247	SR 408 EB	7	7	7	N	N	2
750248	SR 408 EB	7	7	7	N	N	2
750249	SR 408 EB	7	7	7	N	N	2
750251	SR 408 WB	7	7	7	N	N	2
750252	SR 408 EB	7	7	7	N	N	2
750253	SR 408 EB	7	7	7	N	N	2
750300	SR 528	N	N	N	7	6	2
750315	SR 436	5	7	7	N	N	3
750316	SR 436 SB	5	7	7	N	N	3
750317	SR 436 NB	6	7	7	7	6	2
750318	SR 528	8	7	7	N	N	2
750319	SR 528	8	7	7	N	N	2
750320	SR 528	8	7	7	N	N	2
750330	SR 528	N	N	N	7	6	2
750332	SR 528	7	7	7	N	N	2
750333	SR 528	7	7	7	N	N	2
750337	Chickasaw Trail	7	7	8	N	N	2
750342	SR 417 NB	7	7	7	N	N	2
750343	SR 417 SB	7	7	7	N	N	2
750344	SR 417 SB	7	7	7	N	N	2
750345	SR 417 NB	7	7	7	N	N	2
750346	Trevarthon Rd	7	7	7	N	N	2
750347	Econlockhatchee Tr	7	8	8	N	N	2
750348	SR 417 SB	7	7	7	N	N	2
750349	SR 417 NB	7	7	7	N	N	2
750350	SR 417 SB	7	7	7	N	N	2
750351	SR 417 NB	7	7	7	N	N	2
750354	SR 417 SB	7	7	7	N	N	2
750355	SR 417 NB	7	7	7	N	N	2
750356	Econlockhatchee Tr	7	7	7	N	N	2
750357	SR 408 WB	7	8	8	N	N	2
750358	SR 408 EB	7	7	7	N	N	2
750359	Dean Road	7	7	7	N	N	2
750360	SR 408 WB	7	7	7	N	N	2
750361	SR 408 EB	7	7	7	N	N	2
750364	Woodbury Road	7	7	7	N	N	2

Central Florida Expressway Authority Bridge Ratings Summary  
by Florida Department of Transportation  
District 5

750365	SR 408 WB	7	8	8	N	N	2
750366	SR 408 EB	7	7	7	N	N	2
750369	SR 408 EB	8	8	7	N	N	1
750370	SR 408 WB	8	8	8	N	N	1
750373	SR 417 Ramp SB	7	7	7	N	N	2
750374	SR 417 NB Ramp	7	7	7	N	N	2
750375	SR 417 SB	7	7	7	N	N	2
750376	SR 417 NB	7	7	7	N	N	2
750377	SR 417 NB	N	N	N	7	6	2
750378	SR 417 SB	7	7	7	N	N	2
750379	SR 417 NB	8	7	7	N	N	2
750380	SR 417 SB	7	7	7	N	N	2
750381	SR 417 NB	7	7	8	N	N	1
750382	SR 417 SB	7	7	7	N	N	2
750383	SR 417 NB	8	7	8	N	N	2
750384	SR 417 SB	7	7	8	N	N	2
750385	SR 417 NB	7	7	7	N	N	2
750390	SR 408 EB	8	7	8	N	N	2
750391	SR 408 WB	7	7	7	N	N	2
750392	Good Homes Road	7	7	7	N	N	2
750393	SR 408 WB	7	7	7	N	N	2
750394	SR 408 EB	7	7	7	N	N	2
750395	Dorscher Road	7	8	7	N	N	2
750396	SR 408 WB	7	7	7	N	N	2
750397	SR 408 EB	7	7	7	N	N	2
750398	Powers Drive	7	6	8	N	N	2
750399	Paul Street	7	7	8	N	N	2
750406	SR 429 SB	7	8	7	N	N	2
750407	SR 429 NB	7	8	7	N	N	2
750408	Ramp L	7	8	7	N	N	2
750409	SR 429 SB	7	8	7	N	N	2
750410	SR 429 NB	7	7	7	N	N	2
750411	Ramp A	7	8	7	N	N	2
750412	SR 429 SB	8	8	8	N	N	1
750413	SR 429 NB	8	7	8	N	N	2
750414	SR 429 SB	8	7	7	N	N	2
750415	SR 429 NB	7	8	7	N	N	2
750416	SR 429 SB	8	8	8	N	N	1
750417	SR 429 NB	8	8	8	N	N	1
750418	SR 429 SB	8	8	8	N	N	1
750419	SR 429 NB	8	8	8	N	N	1
750420	SR 429 SB	7	8	8	N	N	2
750421	SR 429 NB	8	8	8	N	N	1
750422	West Road	8	7	8	N	N	2
750423	West Road	8	8	8	N	N	1

Central Florida Expressway Authority Bridge Ratings Summary  
by Florida Department of Transportation  
District 5

750424	SR 417 NB	7	7	8	N	N	2
750425	SR 417 SB	7	7	8	N	N	2
750426	SR 417 SB	7	7	7	N	N	2
750427	SR 417 NB	7	7	7	N	N	2
750428	SR 417 SB	7	7	8	N	N	2
750429	SR 417 NB	7	7	8	N	N	2
750430	SR 417 SB	7	8	7	N	N	2
750431	SR 417 NB	7	7	7	N	N	2
750432	SR-417 SB off Ramp	7	7	7	N	N	2
750433	SR 417 SB	7	7	8	N	N	2
750434	SR 417 NB	7	8	7	N	N	2
750435	SR-417 SB off Ramp	7	8	8	N	N	2
750436	SR 417 SB	7	7	7	N	N	2
750437	SR 417 NB	7	7	7	N	N	2
750438	SR 417 SB	7	8	7	N	N	2
750439	SR 417 NB	7	8	7	N	N	2
750440	SR 417 SB	7	7	7	N	N	2
750441	SR 417 NB	7	7	7	N	N	2
750442	SR 417 SB	7	7	7	N	N	2
750443	SR 417 NB	7	7	7	N	N	2
750444	SR 417 Off Ramp	8	7	7	N	N	2
750445	SR 417 SB	7	7	7	N	N	2
750446	SR 417 NB	7	7	7	N	N	2
750447	SR 417 SB	7	7	7	N	N	2
750448	SR 417 NB	7	7	8	N	N	2
750449	SR 417 SB On Ramp	7	8	7	N	N	2
750450	SR 417 SB	7	7	7	N	N	2
750451	SR 417 NB	7	7	7	N	N	2
750452	SR 417 NB Off-Ramp	7	8	7	N	N	2
750453	SR 417 SB	7	7	7	N	N	2
750454	SR 417 NB	7	7	7	N	N	2
750457	SR 417 SB	8	8	7	N	N	2
750458	SR 417 NB	8	8	7	N	N	2
750459	SR 417 SB	6	7	7	N	N	2
750460	SR 417 NB	6	7	7	N	N	2
750461	SR 417 NB	8	7	7	N	N	2
750462	SR 417	7	7	7	N	N	2
750463	SR 417 SB	7	8	7	N	N	2
750464	SR 417 NB	8	7	7	N	N	2
750465	SR 417 SB	7	7	7	N	N	2
750466	SR 417 NB	7	7	7	N	N	2
750467	SR 417 SB	7	7	8	N	N	2
750468	SR 417 NB	7	7	7	N	N	2
750469	SR 417 NB Off Ramp	7	8	8	N	N	2
750470	SR 417 Ramp C	7	7	7	N	N	2



Central Florida Expressway Authority Bridge Ratings Summary  
by Florida Department of Transportation  
District 5

750471	Ramp To SR-528 WB	7	7	7	N	N	2
750472	SR 417 SB	7	7	8	N	N	2
750473	SR 417 NB	7	7	8	N	N	2
750480	SR 417 NB	N	N	N	6	7	2
750481	SR 417	N	N	N	7	7	2
750492	SR 429 SB	8	8	8	N	N	1
750493	SR 429 NB	8	8	8	N	N	1
750494	SR 429 SB	8	8	7	N	N	2
750495	SR 429 NB	8	8	7	N	N	2
750496	SR 429 SB	7	8	7	N	N	2
750497	SR 429 NB	8	8	7	N	N	2
750502	SR 429 SB	8	8	8	N	N	1
750503	SR 429 NB	8	8	8	N	N	1
750504	Johns Road	8	8	8	N	N	1
750505	SR 429 SB	8	8	8	N	N	1
750506	SR 429 NB	8	8	8	N	N	1
750507	Ramp A1	8	8	8	N	N	1
750508	Ramp B1	8	8	8	N	N	1
750509	Ramp C	8	8	7	N	N	2
750512	SR 551	7	7	7	N	N	2
750520	SR 429 SB	8	8	8	N	N	1
750521	SR 429 NB	8	8	8	N	N	1
750522	SR 429 SB	8	8	8	N	N	1
750523	SR 429 NB	8	8	8	N	N	1
750524	SR 429 SB	8	8	8	N	N	1
750525	SR 429 NB	8	8	8	N	N	1
750526	SR 429 SB	8	8	8	N	N	1
750527	SR 429 NB	8	8	8	N	N	1
750528	SR 429 SB	8	8	8	N	N	1
750529	SR 429 NB	8	8	8	N	N	1
750530	SR 429	8	7	8	N	N	2
750531	SR 429 SB	8	8	8	N	N	1
750532	SR 429 NB	8	8	8	N	N	1
750533	SR 429 SB	8	8	7	N	N	2
750534	SR 429 NB	8	8	7	N	N	2
750535	SR 429 SB	8	8	8	N	N	1
750536	SR 429 NB	8	8	7	N	N	2
750537	SR 429 SB	8	8	8	N	N	1
750538	SR 429 NB	8	8	8	N	N	1
750539	SR 429 SB	8	7	8	N	N	2
750540	SR 429 NB	8	7	8	N	N	2
750541	SR 429 SB	8	8	8	N	N	1
750542	SR 429 NB	8	8	8	N	N	1
750543	SR 429 SB	8	7	7	N	N	2
750544	SR 429 NB	8	8	8	N	N	1

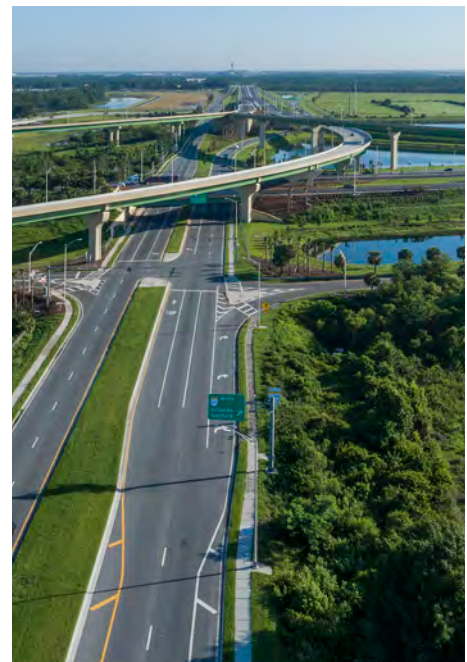
Central Florida Expressway Authority Bridge Ratings Summary  
by Florida Department of Transportation  
District 5

750546	No Report Provided						
750547	SR 429 SB	7	7	8	N	N	2
750548	SR 429 NB	8	8	8	N	N	1
750549	SR 429 SB	7	8	8	N	N	1
750550	SR 429 NB	7	8	8	N	N	1
750553	SR 429 SB	7	7	8	N	N	2
750554	SR 429 NB	7	8	7	N	N	2
750557	SR 417 NB	8	7	7	N	N	2
750567	SR 429	8	7	8	N	N	2
750569	SR 408	7	7	8	N	N	2
750570	SR 408	7	8	8	N	N	2
750571	SR 408	7	8	8	N	N	2
750576	SR 417 NB	8	8	8	N	N	1
750579	SR 408	8	8	8	N	N	1
750580	SR 408	8	8	8	N	N	1
750581	SR 408	8	8	8	N	N	1
750589	SR 408	8	8	8	N	N	1
750606	No Report Provided				N	N	
750701	SR 408 WB	7	8	8	N	N	2
750703	SR 414	8	8	8	N	N	1
750704	SR 414	8	8	8	N	N	1
750705	SR 414	8	8	8	N	N	1
750706	SR 414	8	8	8	N	N	1
750707	SR 414	7	7	7	8	N	2
750708	SR 414	8	8	8	N	N	1
750709	SR 414	8	8	8	N	N	1
750710	SR 414	8	8	8	N	N	1
750711	SR 414	8	8	8	N	N	1
750712	SR 414	8	8	8	N	N	1
750714	SR 429	8	8	8	N	N	1
750715	SR 429	8	8	8	N	N	1
750716	SR 429	8	8	8	N	N	1
750717	SR 429	8	8	8	N	N	1
750718	SR 414	8	8	8	N	N	1
750719	SR 414	8	8	8	N	N	1
750720	SR 414	8	7	8	N	N	2
750721	SR 414	8	8	8	N	N	1
750722	SR 429 NB	8	8	8	N	N	1
750723	SR 429	7	7	7	N	N	2
750724	SR 429	8	8	8	N	N	1
750725	SR 414	7	7	7	N	N	2
750726	SR 414	7	7	7	N	N	2
750727	SR 414	7	7	7	N	N	2
750728	SR 414	8	7	8	N	N	2
750729	SR 528 WB	8	8	8	N	N	1

Central Florida Expressway Authority Bridge Ratings Summary  
by Florida Department of Transportation  
District 5

750730	SR 528 WB	7	8	8	N	N	2
750731	SR 429	8	8	8	N	N	1
750732	SR 429	7	7	8	N	N	2
750733	SR 429	8	8	8	N	N	1
750734	SR 429	8	8	8	N	N	1
750735	SR 429	8	8	8	N	N	1
750736	SR 429	7	8	8	N	N	2
750737	SR 429	8	8	8	N	N	1
750738	SR 429	7	8	8	N	N	2
750739	SR 429	7	8	8	N	N	2
750741	SR 408	8	8	8	N	N	1
750742	SR 408	8	8	8	N	N	1
750743	SR 414	8	8	8	N	N	1
750802	SR 417	8	7	8	9	N	1
750803	SR 417	8	8	8	N	N	1
750804	SR 417	8	7	8	9	N	2
750805	South Access Rd	8	8	8	N	N	1
750806	SR 417	8	7	7	9	N	2
750807	SR 528	7	8	8	N	N	2
750808	SR 528	8	8	8	N	N	1
750823	SR 408	8	8	8	N	N	1
750824	SR 417	8	7	8	N	N	2
750825	SR 408	8	8	8	N	N	1
750829	SR 528	8	8	8	N	N	1
750830	SR 528	8	8	8	N	N	1
750834	SR 417	9	9	9	N	N	1
750835	SR 417	9	9	9	N	N	1
750836	No Report Provided				N	N	





## Appendix 2: System/Non-System Facilities

**2019 Annual Inspection Report**  
**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**





## 2019 Annual Facilities Inspection Report



### Hiawassee Main Plaza

November 1, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 11/01/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Hiwassee Mainline Plaza and associated ramps.

#### **43 – Hiwassee Main Plaza**

##### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

##### **Interior Observations:**

- Mainline computer room repairs to attach unistrut flexible conduit and electrical box properly to the wall. (Figure 1)
- Mainline computer room repairs to attach fire alarm electrical box properly to the wall. (Figure 2)

##### **Tunnel Observations:**

- The above referenced tunnel is in good condition overall with no identified deficiencies.

##### **Exterior Observations:**

- The above referenced area is in good condition overall with no identified deficiencies. Located missing equipment cover in area behind building exterior. (Figure 3 & Figure 4)
- Located some areas showing cracks in overpass structure. (Figure 5 & Figure 6)

##### **Recommendations:**

- Recommend repairs to attach fire alarm electrical box in computer room.
- Recommend electrical contractor fix the electrical box, conduit & unistrut in the computer room.
- Recommend to install missing equipment cover in area behind building exterior.



**41 – Good Homes Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 7 & Figure 8)

**42 – Good Homes Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 9 & Figure 10)

**44 – Hiawassee Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 11 & Figure 12)

**45 – Hiawassee Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to fireproof ceiling penetration exposed to outside is recommended. (Figure 13, Figure 14, Figure 15 & Figure 16)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews

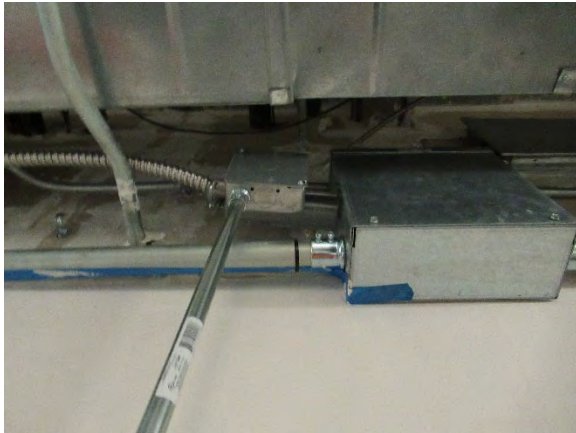


Figure 1 Hiawassee Mainline



Figure 2 Hiawassee Mainline



Figure 3 Hiawassee Mainline



Figure 4 Hiawassee Mainline

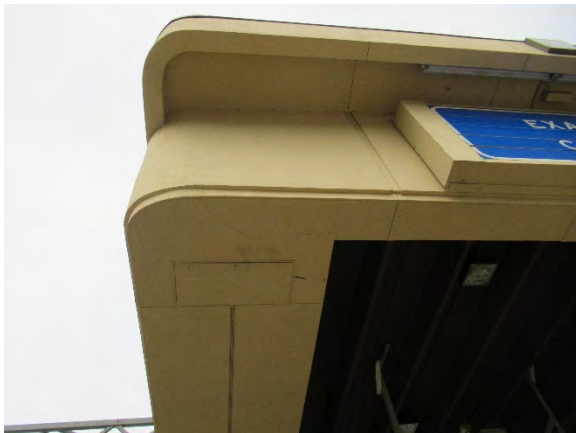


Figure 5 Hiawassee Mainline



Figure 6 Hiawassee Mainline





*Figure 7 Good Homes Ramp On*



*Figure 8 Good Homes Ramp On*



*Figure 9 Good Homes Ramp Off*



*Figure 10 Good Homes Ramp Off*



*Figure 11 Hiawassee Ramp Off*



*Figure 12 Hiawassee Ramp Off*





*Figure 13 Hiawassee Ramp On*



*Figure 14 Hiawassee Ramp On*



*Figure 15 Hiawassee Ramp Off*



*Figure 16 Hiawassee Ramp Off*

## 2019 Annual Facilities Inspection Report



### Pine Hills Main Plaza

November 13, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 11/13/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Pine Hills Mainline Plaza and associated ramps.

#### **46 – Pine Hills Main Plaza**

##### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

##### **Interior Observations:**

- Mainline elevator machine room has portable HVAC. (Figure 1 & Figure 2)
- Mainline computer room is missing HVAC vent covers. (Figure 3 & Figure 4)

##### **Overpass Observations:**

- The above referenced overpass has rusted members identified. (Figure 5 & Figure 6)

##### **Exterior Observations:**

- Guardrail missing attenuators. (Figure 7 & Figure 8)

##### **Recommendations:**

- Recommend HVAC contractor to ensure that all vents have covers installed.
- Recommend repairs to ventilation system in elevator machine room.
- Recommend routine maintenance on overpass.
- Recommend attenuators are installed in guardrails.



**47 – Old Winter Garden Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 9 & Figure 10)

**48 – Ortman/Mercy Drive Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Maintenance is recommended to test and balance HVAC. (Figure 11, Figure 12, Figure 13 & Figure 14)

**49 – John Young Parkway Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 15 & Figure 16)

**50 – John Young Parkway Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 17 & Figure 18)

**51 – OBT Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to fix broken generator fence gate and fireproof ceiling penetration exposed to outside is recommended. (Figure 19, Figure 20, Figure 21 & Figure 22)

**52 – OBT Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Maintenance to repair broken door latch is recommended. (Figure 23 & Figure 24)

**53 – Mills Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to fireproof ceiling penetration exposed to outside is recommended. (Figure 25, Figure 26 & Figure 27)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews



Figure 1 Pine Hills Mainline



Figure 2 Pine Hills Mainline



Figure 3 Pine Hills Mainline



Figure 4 Pine Hills Mainline



Figure 5 Pine Hills Mainline



Figure 6 Pine Hills Mainline





Figure 7 Pine Hills Mainline



Figure 8 Pine Hills Mainline



Figure 9 Old Winter Garden Ramp Off



Figure 10 Old Winter Garden Ramp Off



Figure 11 Ortman Mercy Drive Ramp On



Figure 12 Ortman Mercy Drive Ramp On





*Figure 13 Ortman Mercy Drive Ramp On*



*Figure 14 Ortman Mercy Drive Ramp On*



*Figure 15 John Young Parkway Ramp Off*



*Figure 16 John Young Parkway Ramp Off*



*Figure 17 John Young Parkway Ramp On*



*Figure 18 John Young Parkway Ramp On*





Figure 19 OBT Ramp Off



Figure 20 OBT Ramp Off



Figure 21 OBT Ramp Off



Figure 22 OBT Ramp Off



Figure 23 OBT Ramp On



Figure 24 OBT Ramp On



*Figure 25 Mills Ramp Off*



*Figure 26 Mills Ramp Off*



*Figure 27 Mills Ramp Off*





## 2019 Annual Facilities Inspection Report



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### Conway Main Plaza

November 15, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 11/15/19  
Arrived: 7:00 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Conway Mainline Plaza and associated ramps.

**58EB – Conway EB Main Plaza  
58EB – Conway WB Main Plaza**

**Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

**Interior Observations:**

- EB Mainline computer room electrical wiring, power strips and equipment on floor under equipment rack. (Figure 1)
- EB Mainline counting room appears to have a leak above ceiling tile. (Figure 2)
- WB Mainline computer room temporary duct issue identified. (Figure 3 & Figure 4)

**Tunnel Observations:**

- EB Tunnel is in good condition overall with no identified deficiencies.
- WB Tunnel is in good condition overall with no identified deficiencies. During a storm, the tunnel has large leaks inside tunnel. (Figure 6)

**Exterior Observations:**

- EB Exterior is in good condition overall with no identified deficiencies
- WB Exterior façade separating from building with visible cracks. (Figure 5)

**Recommendations:**

- Recommend maintenance on of isolated wiring for computer room.
- Recommend HVAC contractor to test and balance Mainline.
- Recommend maintenance on building façade to address separation from building.

**54 – Bumby Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to inspect corrosion above electric panel, fireproof ceiling penetration exposed to outside and repair broken door is recommended. (Figure 7, Figure 8, Figure 9 & Figure 10)

**55 – Bumby Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 11 & Figure 12)

**56 – Conway Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to securely fasten underground cover is recommended. (Figure 13, Figure 14, Figure 15 & Figure 16)

**57 – Conway Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 17 & Figure 18)

**59 – Andes Ave/Lake Underhill/436 Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 19 & Figure 20)

**60 – Semoran Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to repair exposed exterior wall and fireproof ceiling penetration exposed to outside is recommended.  
(Figure 21, Figure 22, Figure 23, Figure 24, Figure 25 & Figure 26)

**61 – Yucatan Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to repair guardrail and fireproof ceiling penetration exposed to outside is recommended.  
(Figure 27, Figure 28, Figure 29, Figure 30, Figure 31 & Figure 32)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews





Figure 1 Conway EB Mainline



Figure 2 Conway EB Mainline Counting Room



Figure 3 Conway WB Mainline



Figure 4 Conway WB Mainline



Figure 5 Conway WB Mainline



Figure 6 Conway WB Mainline



Figure 7 Bumby Ramp On



Figure 8 Bumby Ramp On



Figure 9 Bumby Ramp On



Figure 10 Bumby Ramp On



Figure 11 Bumby Ramp Off



Figure 12 Bumby Ramp Off





Figure 13 Conway Ramp On



Figure 14 Conway Ramp On



Figure 15 Conway Ramp On



Figure 16 Conway Ramp On



Figure 17 Conway Ramp Off



Figure 18 Conway Ramp Off





Figure 19 Andes Ave/LkUndehill/436 Ramp Off



Figure 20 Andes Ave/LkUndehill/436 Ramp Off



Figure 21 Semoran Ramp Off



Figure 22 Semoran Ramp Off

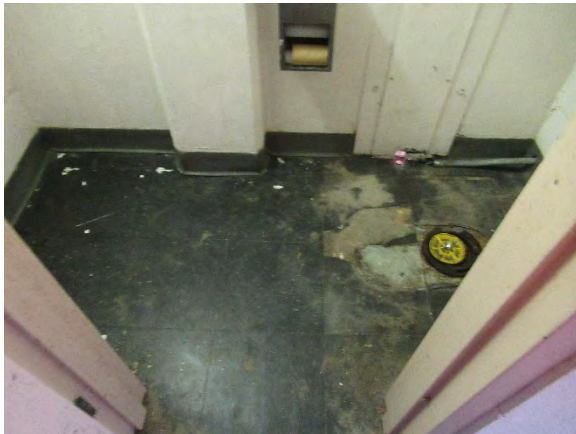


Figure 23 Semoran Ramp On



Figure 24 Semoran Ramp On





*Figure 25 Semoran Ramp Off*



*Figure 26 Semoran Ramp Off*



*Figure 27 Yucatan Ramp On*



*Figure 28 Yucatan Ramp On*



*Figure 29 Yucatan Ramp On*



*Figure 30 Yucatan Ramp On*



*Figure 31 Yucatan Ramp On*



*Figure 32 Yucatan Ramp On*



## 2019 Annual Facilities Inspection Report



### Dean Main Plaza

October 25, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 10/25/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Dean Mainline Plaza and associated ramps.

#### **64 – Dean Main Plaza**

##### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

##### **Interior Observations:**

- The above referenced is in good condition overall.

##### **Tunnel Observations:**

- Mainline tunnel control panel NEMA enclosures are rusted out. (Figure 3 & Figure 4)

##### **Exterior Observations:**

- Exterior exposed pipes and equipment located behind mainline building. (Figure 1 & Figure 2)

##### **Recommendations:**

- Recommend electrical contractor replace the rusted enclosure on the tunnel control panels.
- Recommend general maintenance to address exposed pipes and equipment located behind mainline building.

**62 – Dean Road Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Some maintenance is recommended on the identified erosion area and general landscaping maintenance is recommended. (Figure 5, Figure 6, Figure 7 & Figure 8)

**63 – Dean Road Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to fireproof ceiling penetration is recommended. (Figure 9, Figure 10, Figure 11 & Figure 12)

**65 – Rouse Road Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 13 & Figure 14)

**66 – Rouse Road Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Some maintenance to repair the guardrail is recommended. (Figure 15, Figure 16, Figure 17 & Figure 18)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews





Figure 1 Dean Mainline



Figure 2 Dean Mainline



Figure 3 Dean Mainline



Figure 4 Dean Mainline



Figure 5 Dean Ramp On



Figure 6 Dean Ramp On





Figure 7 Dean Ramp On



Figure 8 Dean Ramp On



Figure 9 Dean Ramp Off



Figure 10 Dean Ramp Off

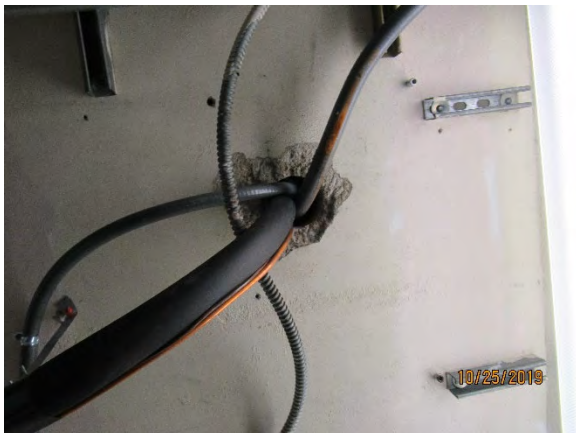


Figure 11 Dean Ramp Off



Figure 12 Dean Ramp Off





Figure 13 Rouse Road Ramp Off



Figure 14 Rouse Road Ramp Off



Figure 15 Rouse Road Ramp On



Figure 16 Rouse Road Ramp On



Figure 17 Dean Road Ramp On



Figure 18 Dean Road Ramp On





## 2019 Annual Facilities Inspection Report



### Coral Hills Main Plaza

October 4, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 10/04/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Coral Hills Mainline Plaza and associated ramps.

## **67 – Coral Hills Main Plaza**

### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Mainline has cracks in the glass windows in the manager's office and break room. (Figure 1)
- Mainline has potential leak above ceiling tile in computer room. (Figure 2)
- Mainline has potential leak above ceiling tile in computer room on EB facility location. (Figure 3 & Figure 4)

#### **Overpass Observations:**

- The above referenced overpass is in good condition overall with no identified deficiencies.

#### **Exterior Observations:**

- Exterior building has a number of wasp nests on building façade. (Figure 5 & Figure 6)
- Exterior light fixture is in need of repair (Figure 7 & Figure 8)

#### **Recommendations:**

- Recommend maintenance to locate any potential leaks.
- Recommend maintenance to repair exterior light fixture.
- Recommend routine pest control to remove wasp nests on building exterior.

**68 – Keene Road Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 9 & Figure 10)

**69 – Keene Road Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 11 & Figure 12)

**70 – Hiawassee Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Maintenance on guardrail safety is recommended. (Figure 13, Figure 14, Figure 15 & Figure 16)

**71 – Hiawassee Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 17 & Figure 18)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews





Figure 1 Coral Hills Mainline



Figure 2 Coral Hills Mainline



Figure 3 Coral Hills Mainline



Figure 4 Coral Hills Mainline

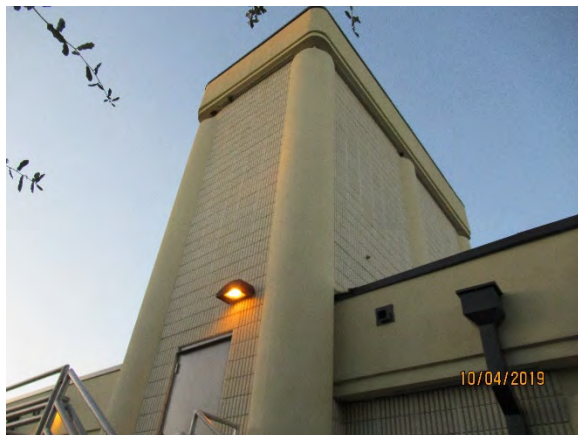


Figure 5 Coral Hills Mainline



Figure 6 Coral Hills Mainline





Figure 7 Coral Hills Mainline



Figure 8 Coral Hills Mainline



Figure 9 Keene Road Ramp Off



Figure 10 Keene Road Ramp Off



Figure 11 Keene Road Ramp On



Figure 12 Keene Road Ramp On





Figure 13 Hiawassee Ramp Off



Figure 14 Hiawassee Ramp Off



Figure 15 Hiawassee Ramp On



Figure 16 Hiawassee Ramp On



Figure 17 Hiawassee Ramp On



Figure 18 Hiawassee Ramp On





## 2019 Annual Facilities Inspection Report



### John Young Main Plaza

August 29, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 08/29/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the John Young Parkway Mainline Plaza and associated ramps.

## **1 – John Young Parkway Main Plaza**

### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Main Plaza elevator is out of service. (Figure 1)
- Main Plaza stairwell has potential leak above ceiling tile. (Figure 2)

#### **Tunnel Observations:**

- The above referenced tunnel is in good condition overall.

#### **Exterior Observations:**

- Exterior erosion surrounding utility pole located adjacent to toll lanes.  
(Figure 3, Figure 4, Figure 5, Figure 6, Figure 7 & Figure 8)

#### **Recommendations:**

- Recommend elevator contractor repair out of service elevator.
- Recommend examination of roof to locate any potential leaks.
- Recommend general maintenance to repair exterior erosion areas near utility poles.

**2 - John Young Parkway Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 9 & Figure 10)

**3 - John Young Parkway Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 11 & Figure 12)

**4 – US 441 Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. General maintenance is recommended to fasten electrical box and unistrut on the camera equipment securely to the building. Maintenance is recommended to check above ceiling tiles for potential leaks. (Figure 13, Figure 14, Figure 15 & Figure 16)

**5 – US 441 Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 17 & Figure 18)

**6 – Landstar Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Some maintenance of isolated wiring and uneven pavement is recommended. Some general landscaping is also recommended. (Figure 21, Figure 22, Figure 23 & Figure 24)

**7 – Landstar Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Some maintenance on potential leaks above ceiling and uneven pavement is recommended. (Figure 25, Figure 26, Figure 27 & Figure 28)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews





Figure 1 John Young Pkwy Mainline

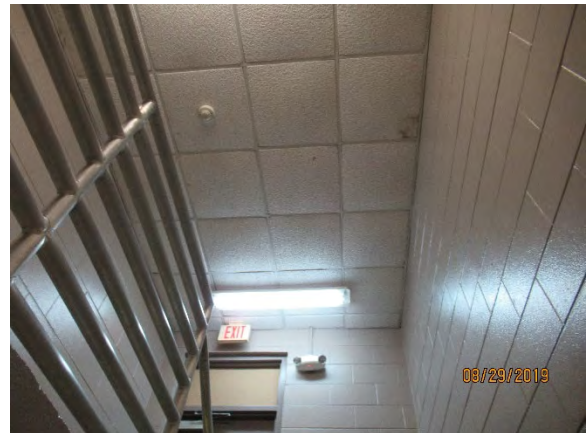


Figure 2 John Young Pkwy Mainline



Figure 3 John Young Pkwy Mainline



Figure 4 John Young Pkwy Mainline



Figure 5 John Young Pkwy Mainline



Figure 6 John Young Pkwy Mainline





Figure 7 John Young Pkwy Mainline



Figure 8 John Young Pkwy Mainline



Figure 9 John Young Pkwy Ramp Off



Figure 10 John Young Pkwy Ramp Off



Figure 11 John Young Pkwy Ramp On



Figure 12 John Young Pkwy Ramp On





Figure 13 US-441 Ramp Off



Figure 14 US-441 Ramp Off



Figure 15 US-441 Ramp Off



Figure 16 US-441 Ramp Off



Figure 17 US-441 Ramp On



Figure 18 US-441 Ramp On





Figure 19 Landstar Ramp On



Figure 20 Landstar Ramp On



Figure 21 Landstar Ramp On



Figure 22 Landstar Ramp On



Figure 23 Landstar Ramp On



Figure 24 Landstar Ramp On



*Figure 25 Landstar Ramp Off*



*Figure 26 Landstar Ramp Off*



*Figure 27 Landstar Ramp Off*



*Figure 28 Landstar Ramp Off*



## 2019 Annual Facilities Inspection Report



### Boggy Creek Main Plaza

August 6, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000



**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 09/06/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Boggy Creek Mainline Plaza and associated ramps.

## **8 – Boggy Creek Main Plaza**

### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Portable HVAC equipment in computer room and missing vent cover. (Figure 1 & Figure 2)
- Ceiling tiles showing potential roof leaks (Figure 3 & Figure 4)

#### **Tunnel Observations:**

- Mainline tunnel seams are showing deterioration. (Figure 5 & Figure 6)

#### **Exterior Observations:**

- Exterior handhole cover is missing behind main building. (Figure 7 & Figure 8)
- Exterior erosion surrounding utility poles located adjacent to toll lanes.  
(Figure 9, Figure 10, Figure 11 & Figure 12)

#### **Recommendations:**

- Recommend test and balance on HVAC system.
- Recommend examination of roof to locate any potential leaks.
- Recommend general maintenance in tunnel to repair noted deficiencies.
- Recommend general maintenance to repair exterior erosion areas near utility poles.

**9 – Boggy Creek Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Maintenance is recommended on some ceiling tiles and potential leaks need to be addressed.  
(Figure 13, Figure 14, Figure 15 & Figure 16)

**10 – Boggy Creek Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 17 & Figure 18)

**11 – South Access Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 19 & Figure 20)

**12 – Lake Nona Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. General maintenance on the guardrail is recommended. (Figure 21, Figure 22, Figure 23 & Figure 24)

**13 – Lake Nona Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 25 & Figure 26)

**14 – Narcoossee Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Maintenance on the building façade and vent is recommended. (Figure 27, Figure 28, Figure 29, Figure 30, Figure 31 & Figure 32)

**15 – Narcoossee Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 33 & Figure 34)

**16 – Moss Park Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 35 & Figure 36)

**17 – Moss Park Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Some maintenance on potential leaks above ceiling tiles is recommended. (Figure 37, Figure 38, Figure 39 & Figure 40)

**18 – Innovation Way Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 41 & Figure 42)

**19 – Innovation Way Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 43 & Figure 44)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews



Figure 1 Boggy Creek Mainline



Figure 2 Boggy Creek Mainline



Figure 3 Boggy Creek Mainline



Figure 4 Boggy Creek Mainline



Figure 5 Boggy Creek Mainline Tunnel



Figure 6 Boggy Creek Mainline Tunnel





*Figure 7 Boggy Creek Mainline Exterior*



*Figure 8 Boggy Creek Mainline Exterior*



*Figure 9 Boggy Creek Mainline Exterior*



*Figure 10 Boggy Creek Mainline Exterior*



*Figure 11 Boggy Creek Mainline Exterior*



*Figure 12 Boggy Creek Mainline Exterior*





Figure 13 Boggy Creek Ramp Off



Figure 14 Boggy Creek Ramp Off

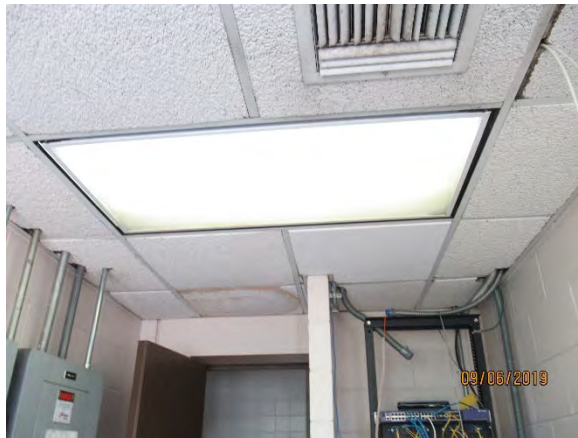


Figure 15 Boggy Creek Ramp Off



Figure 16 Boggy Creek Ramp Off



Figure 17 Boggy Creek Ramp On



Figure 18 Boggy Creek Ramp On





Figure 19 South Access Ramp Off



Figure 20 South Access Ramp Off



Figure 21 Lake Nona Ramp Off



Figure 22 Lake Nona Ramp Off



Figure 23 South Access Ramp Off



Figure 24 Lake Nona Ramp Off





Figure 25 Lake Nona Ramp On



Figure 26 Lake Nona Ramp On



Figure 27 Narcoossee Ramp Off



Figure 28 Narcoossee Ramp Off



Figure 29 Narcoossee Ramp Off



Figure 30 Narcoossee Ramp Off



Figure 31 Narcoossee Ramp Off



Figure 32 Narcoossee Ramp Off



Figure 33 Narcoossee Ramp On



Figure 34 Narcoossee Ramp On



Figure 35 Moss Park Ramp Off



Figure 36 Moss Park Ramp Off





Figure 37 Moss Park Ramp On



Figure 38 Moss Park Ramp On



Figure 39 Moss Park Ramp On



Figure 40 Moss Park Ramp On



Figure 41 Innovation Ramp Off



Figure 42 Innovation Ramp Off





*Figure 43 Innovation Ramp On*



*Figure 44 Innovation Ramp On*



## 2019 Annual Facilities Inspection Report



### Curry Ford Main Plaza

August 13, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
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SUBMITTED TO:

**Central Florida Expressway Authority**

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Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 09/13/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Curry Ford Mainline Plaza and associated ramps.

## **22 – Curry Ford Main Plaza**

### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Main Plaza break room telephone line is connected with duct tape. (Figure 1 & Figure 2)
- Main Plaza locker area and hallway show potential leaks above ceiling tile. (Figure 3 & Figure 4)

#### **Tunnel Observations:**

- Main Plaza tunnel ceiling seam/wood separation from ceiling. (Figure 5 & Figure 6)
- Main Plaza tunnel has water leaking through the tunnel. (Figure 7 & Figure 8)

#### **Exterior Observations:**

- The above referenced exterior is in good condition overall.

#### **Recommendations:**

- Recommend general maintenance to repair telephone line in break room.
- Recommend general maintenance in tunnel to repair noted deficiencies.
- Recommend general maintenance to determine if there are leaks above ceiling tiles.



**20 – Lee Vista Ramp – On Observations:**

The above referenced on ramp is in good condition overall. General maintenance on building façade showing separation from building, replace missing vent cover and determine solution for overhead piping is recommended. (Figure 9, Figure 10, Figure 11 & Figure 12)

**21 – Lee Vista Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. General maintenance on building façade showing separation from building and general landscaping is recommended. (Figure 13, Figure 14, Figure 15, Figure 16, Figure 17 & Figure 18)

**23 – Curry Ford Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. General maintenance to fireproof ceiling penetration exposed to outside is recommended. (Figure 19, Figure 20, Figure 21 & Figure 22)

**24 – Curry Ford Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 23 & Figure 24)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews



Figure 1 Curry Ford Mainline



Figure 2 Curry Ford Mainline



Figure 3 Curry Ford Mainline



Figure 4 Curry Ford Mainline



Figure 5 Curry Ford Mainline Tunnel



Figure 6 Curry Ford Mainline Tunnel



Figure 7 Curry Ford Mainline Tunnel



Figure 8 Curry Ford Mainline Tunnel



Figure 9 Lee Vista Ramp On



Figure 10 Lee Vista Ramp On



Figure 11 Lee Vista Ramp On



Figure 12 Lee Vista Ramp On





Figure 13 Lee Vista Ramp Off



Figure 14 Lee Vista Ramp Off



Figure 15 Lee Vista Ramp Off



Figure 16 Lee Vista Ramp Off



Figure 17 Lee Vista Ramp Off



Figure 18 Lee Vista Ramp Off





Figure 19 Curry Ford Ramp Off



Figure 20 Curry Ford Ramp Off



Figure 21 Curry Ford Ramp Off



Figure 22 Curry Ford Ramp Off



Figure 23 Curry Ford Ramp On



Figure 24 Curry Ford Ramp On

## 2019 Annual Facilities Inspection Report



### University Mainline Plaza

August 20, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
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SUBMITTED TO:

**Central Florida Expressway Authority**

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407.690.5000



**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 08/20/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the University Creek Mainline Plaza and associated ramps.

## **27 – University Main Plaza**

### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Mainline computer room has portable HVAC equipment. (Figure 1 & Figure 2)
- Mainline restroom has opening in wall behind fixture. (Figure 3 & Figure 4)
- Mainline computer room has potential leak above ceiling tile. (Figure 5 & Figure 6)

#### **Tunnel Observations:**

- The above referenced tunnel is in good condition overall.

#### **Exterior Observations:**

- The above referenced exterior is in good condition overall.

#### **Recommendations:**

- Recommend test and balance of HVAC system.
- Recommend examination of roof to locate any potential leaks.
- Recommend general maintenance in restroom to address noted deficiencies.

**25 – Colonial Ramp – On Observations:**

The above referenced on ramp is in good condition overall. General maintenance to fireproof ceiling penetration exposed to outside is recommended.

(Figure 7, Figure 8, Figure 9 & Figure 10)

**26 – Colonial Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. General maintenance to fireproof ceiling penetration exposed to outside and repair broken door latch is recommended.

(Figure 11, Figure 12, Figure 13 & Figure 14)

**28 – University Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. General landscape maintenance is recommended. (Figure 15, Figure 16, Figure 17, Figure 18, Figure 19 & Figure 20)

**29 – University Ramp – On Observations:**

The above referenced on ramp is in good condition overall. General landscape maintenance is recommended. (Figure 21, Figure 22, Figure 23 & Figure 24)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews



Figure 1 University Mainline



Figure 2 University Mainline



Figure 3 University Mainline

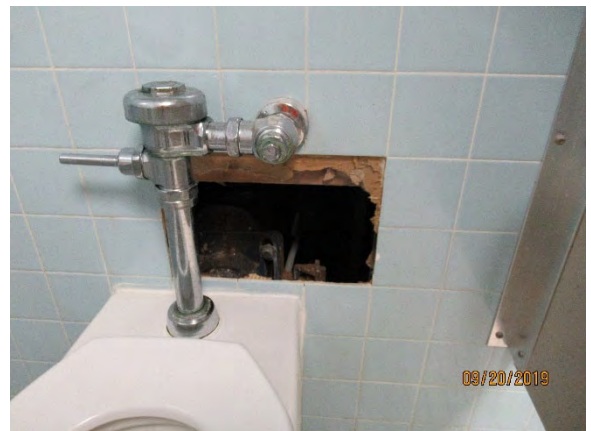


Figure 4 University Mainline

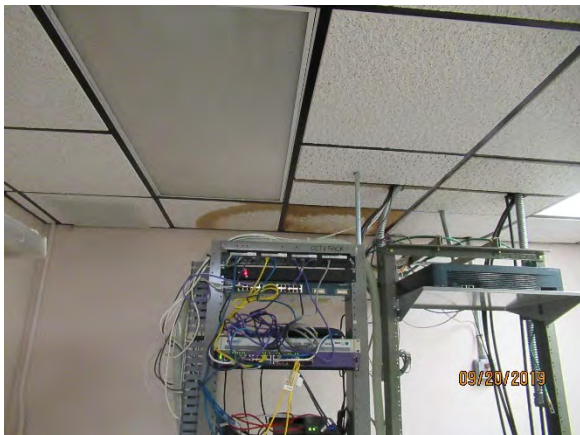


Figure 5 University Mainline



Figure 6 University Mainline





Figure 7 Colonial Ramp On



Figure 8 Colonial Ramp On



Figure 9 Colonial Ramp On



Figure 10 Colonial Ramp On



Figure 11 Colonial Ramp Off



Figure 12 Colonial Ramp Off





Figure 13 Colonial Ramp Off



Figure 14 Colonial Ramp Off



Figure 15 University Ramp Off



Figure 16 University Ramp Off



Figure 17 University Ramp Off



Figure 18 University Ramp Off





Figure 19 University Ramp Off



Figure 20 University Ramp Off



Figure 21 University Ramp On



Figure 22 University Ramp On



Figure 23 University Ramp On



Figure 24 University Ramp On





## 2019 Annual Facilities Inspection Report



### Forest Lake Main Plaza

October 18, 2019

SUBMITTED BY:

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SUBMITTED TO:

**Central Florida Expressway Authority**

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**Attn: Robert Glasemann  
Facilities Supervisor  
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4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 10/18/19 & 10/23/19  
Arrived: 7:00 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Forest Lake Mainline Plaza and associated ramps.

### **83 – Forest Lake Main Plaza**

#### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Mainline has identified leaks above ceiling tile and temporary HVAC equipment in computer room. (Figure 1 & Figure 2)
- Mainline HVAC equipment paint is peeling off existing duct work. (Figure 7 & Figure 8)

#### **Overpass Observations:**

- Overpass has some recommended areas of repair in seam as shown in inspection photos. (Figure 3, Figure 4, Figure 9 & Figure 10)

#### **Exterior Observations:**

- Building façade showing separation from building. (Figure 5 & Figure 6)

#### **Recommendations:**

- Recommend maintenance on building façade to address separation from building
- Recommend maintenance on overpass to restore and repaint identified area in need of repair.
- Recommend maintenance to determine the cause of the leaks in the ceiling tiles.

**79 – SR-438 Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 11 & Figure 12)

**80 – SR-438 Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. General maintenance to determine cause of building façade separation is recommended.  
(Figure 13, Figure 14, Figure 15 & Figure 16)

**81 – West Road Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 17 & Figure 18)

**82 – West Road Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. General maintenance to determine cause of building façade separation is recommended.  
(Figure 19, Figure 20, Figure 21 & Figure 22)

**84 – CR 437 Ramp – On Observations:**

The above referenced on ramp is in good condition overall. (Figure 23 & Figure 24)

**85 – CR 437 Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 25 & Figure 26)

**86 – Ponkan Gantry – Observations:**

The above referenced on ramp is in good condition overall. General maintenance is recommended to address the condensation issue. (Figure 27, Figure 28, Figure 29 & Figure 30)

**88 – Mt. Plymouth Gantry – Observations:**

The above referenced on ramp is in good condition overall. General maintenance is recommended to address the condensation issue. (Figure 31 & Figure 32)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews





Figure 1 Forest Lake Mainline IT Room



Figure 2 Forest Lake Mainline IT Room



Figure 3 Forest Lake Mainline



Figure 4 Forest Lake Mainline



Figure 5 Forest Lake Mainline



Figure 6 Forest Lake Mainline



Figure 7 Forest Lake Mainline



Figure 8 Forest Lake Mainline



Figure 9 Forest Lake Mainline



Figure 10 Forest Lake Mainline



Figure 11 SR-438 Ramp On



Figure 12 SR-438 Ramp On





Figure 13 SR-438 Ramp Off



Figure 14 SR-438 Ramp Off



Figure 15 SR-438 Ramp Off



Figure 16 SR-438 Ramp Off



Figure 17 West Road Ramp On



Figure 18 West Road Ramp On





Figure 19 West Road Ramp Off



Figure 20 West Road Ramp Off

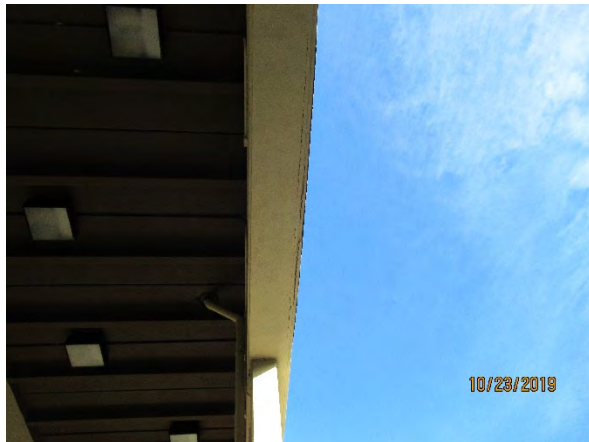


Figure 21 West Road Ramp Off



Figure 22 West Road Ramp Off



Figure 23 CR-437A Ramp Off



Figure 24 CR-437A Ramp Off



Figure 25 CR-437A Ramp On



Figure 26 CR-437A Ramp On



Figure 27 Ponkan Gantry



Figure 28 Ponkan Gantry



Figure 29 Ponkan Gantry



Figure 30 Ponkan Gantry





*Figure 31 Mt. Plymouth Gantry*



*Figure 32 Mt. Plymouth Gantry*





## 2019 Annual Facilities Inspection Report



### Independence Main Plaza

October 14, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
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SUBMITTED TO:

**Central Florida Expressway Authority**

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4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 10/14/19  
Arrived: 7:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Independence Mainline Plaza and associated ramps.

## **76 – Independence Main Plaza**

### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

### **Interior Observations:**

- Mainline computer room is missing ceiling tiles and has exposed duct work. (Figure 1 & Figure 2)

### **Overpass Observations:**

- The above referenced overpass is in good condition overall.

### **Exterior Observations:**

- The above referenced exterior is in good condition overall.

### **Recommendations:**

- Recommend pressure wash overpass area.
- Recommend test and balance of HVAC to ensure system is working properly.

**72 – Schofield Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Maintenance on ceiling tiles to locate potential is recommended. (Figure 3, Figure 4, Figure 5 & Figure 6)

**73 – Schofield Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 7 & Figure 8)

**74 – New Independence Ramp – On Observations:**

The above referenced on ramp is in good condition overall. General maintenance to repair/paint area where old signage used to be. (Figure 9, Figure 10, Figure 11 & Figure 12)

**75 – New Independence Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Maintenance to address the peeling paint on the signage post is recommended. (Figure 13, Figure 14, Figure 15 & Figure 16)

**77 – CR-535 Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 17 & Figure 18)

**78 – CR-535 Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Maintenance to address the peeling paint on the signage post is recommended. (Figure 19, Figure 20, Figure 21 & Figure 22)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews





Figure 1 Independence Mainline IT Room



Figure 2 Independence Mainline IT Room



Figure 3 Schofield Ramp On



Figure 4 Schofield Ramp On



Figure 5 Schofield Ramp On



Figure 6 Schofield Ramp On



Figure 7 Schofield Ramp Off



Figure 8 Schofield Ramp Off



Figure 9 New Independence Ramp On



Figure 10 New Independence Ramp On



Figure 11 New Independence Ramp On



Figure 12 New Independence Ramp On





Figure 13 New Independence Ramp Off



Figure 14 New Independence Ramp Off



Figure 15 New Independence Ramp Off

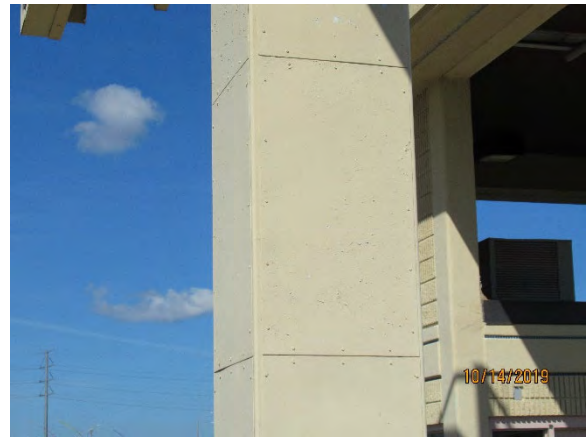


Figure 16 New Independence Ramp Off



Figure 17 CR-535 Ramp Off



Figure 18 CR-535 Ramp Off





*Figure 19 CR-535 Ramp On*



*Figure 20 CR-535 Ramp On*



*Figure 21 CR-535 Ramp On*



*Figure 22 CR-535 Ramp On*



## 2019 Annual Facilities Inspection Report



### Coronado Gantry

October 23, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
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SUBMITTED TO:

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**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 10/23/19  
Arrived: 7:00 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Coronado Gantry.

### **87 – Coronado Gantry**

#### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **87 – Coronado Gantry – Observations:**

The above referenced gantry is in good condition overall. General maintenance is recommended to address the condensation issue. (Figure 1, Figure 2, Figure 3 & Figure 4)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews





*Figure 1 Coronado Gantry*



*Figure 2 Coronado Gantry*



*Figure 3 Coronado Gantry*



*Figure 4 Coronado Gantry*

## 2019 Annual Facilities Inspection Report



### Beachline Main Plaza

August 23, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

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Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 08/23/19  
Arrived: 6:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Beachline Young Parkway Mainline Plaza and associated ramps.

### **35 – Beachline Main Plaza**

#### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Mainline has isolated ceiling vent cover missing. (Figure 1)
- Mainline isolated wiring bundle is pulling from ceiling. (Figure 2)

#### **Tunnel Observations:**

- Interior tunnel wall has isolated deficiency. (Figure 3)

#### **Exterior Observations:**

- Exterior building is in good condition overall.
- Condenser unit located behind mainline building has pipe corrosion. (Figure 4)

#### **Recommendations:**

- Recommend maintenance on of isolated wiring in computer room.
- Recommend maintenance on interior tunnel wall.
- Recommend HVAC contractor inspect and address exterior condenser unit pipe corrosion.



**30 – McCoy Ramp – Off Observations:**

The above referenced off ramp is in good condition overall. (Figure 5 & Figure 6)

**31 – Jetport Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Maintenance to ensure underground propane tank cover is securely fastened. (Figure 7, Figure 8, Figure 9 & Figure 10)

**32 – Conway Ramp – Off Observations:**

The above referenced off ramp is in good condition overall. (Figure 11 & Figure 12)

**33 – Tradeport Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Maintenance to ensure underground propane tank cover is securely fastened. Maintenance to verify potential leaks above ceiling tile. (Figure 13 & Figure 14, Figure 15, Figure 16, Figure 17 & Figure 18)

**36 – ICP Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 19 & Figure 20)

**37 – ICP Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. (Figure 21 & Figure 22)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews



Figure 1 Beachline Mainline

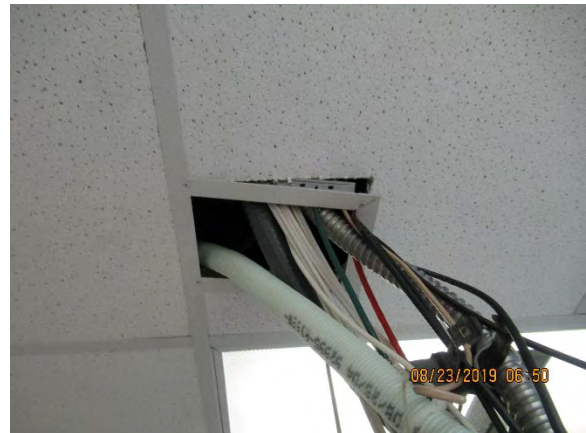


Figure 2 Beachline Mainline



Figure 3 Beachline Mainline



Figure 4 Beachline Mainline



Figure 5 McCoy Road Ramp Off



Figure 6 McCoy Road Ramp Off





Figure 7 Jetport Ramp On



Figure 8 Jetport Ramp On



Figure 9 Jetport Ramp On



Figure 10 Jetport Ramp On



Figure 11 Conway Ramp On



Figure 12 Conway Ramp On





Figure 13 Tradeport Ramp On



Figure 14 Tradeport Ramp On



Figure 15 Tradeport Ramp On



Figure 16 Tradeport Ramp On



Figure 17 Tradeport Ramp On



Figure 18 Tradeport Ramp On



Figure 19 ICP Ramp Off



Figure 20 ICP Ramp Off



Figure 21 ICP Ramp On



Figure 22 ICP Ramp On





## 2019 Annual Facilities Inspection Report



### Dallas Main Plaza

August 16, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
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SUBMITTED TO:

**Central Florida Expressway Authority**

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Orlando, Florida 32807  
407.690.5000



**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 08/16/19  
Arrived: 7:15 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Dallas Mainline Plaza and associated ramps.

### **38 – Dallas Main Plaza**

#### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Mainline computer room has potential leak in ceiling tile located above equipment rack. (Figure 1 & Figure 2)
- Mainline electrical junction box is missing cover. (Figure 3 & Figure 4)

#### **Overpass Observations:**

- Mainline overpass is in need of pressure wash. (Figure 13 & Figure 14)
- Mainline overpass connections are showing rusted hardware. (Figure 11, Figure 12, Figure 15, Figure 16, Figure 17 & Figure 18)

#### **Exterior Observations:**

- Exterior observations show erosion around mow pad behind mainline facility. (Figure 5, Figure 6, Figure 7 & Figure 8)
- Exterior observations show erosion area behind mainline facility. (Figure 9 & Figure 10)

#### **Recommendations:**

- Recommend pressure wash for the building exterior and overpass.
- Recommend maintenance to locate/address leaks in ceiling tile.
- Recommend general maintenance to address erosion areas behind facility.

**39 – Dallas Ramp – On Observations:**

The above referenced on ramp is in good condition overall. Some general landscaping is recommended. (Figure 19, Figure 20, Figure 21, Figure 22, Figure 23 & Figure 24)

**40 – Dallas Ramp – Off Observations:**

The above referenced on ramp is in good condition overall. Some general landscaping is recommended. (Figure 25, Figure 26, Figure 27, Figure 28, Figure 29 & Figure 30)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews



Figure 1 Dallas Mainline IT Room



Figure 2 Dallas Mainline IT Room



Figure 3 Dallas Mainline



Figure 4 Dallas Mainline



Figure 5 Dallas Mainline



Figure 6 Dallas Mainline





Figure 7 Dallas Mainline



Figure 8 Dallas Mainline



Figure 9 Dallas Mainline



Figure 10 Dallas Mainline



Figure 11 Dallas Mainline Overpass



Figure 12 Dallas Mainline Overpass





Figure 13 Dallas Mainline Overpass



Figure 14 Dallas Mainline Overpass



Figure 15 Dallas Mainline EB Overpass



Figure 16 Dallas Mainline EB Overpass



Figure 17 Dallas Mainline EB Overpass



Figure 18 Dallas Mainline EB





Figure 19 Dallas Ramp On



Figure 20 Dallas Ramp On



Figure 21 Dallas Ramp On



Figure 22 Dallas Ramp On



Figure 23 Dallas Ramp On



Figure 24 Dallas Ramp On





Figure 25 Dallas Ramp Off



Figure 26 Dallas Ramp Off



Figure 27 Dallas Ramp Off



Figure 28 Dallas Ramp Off



Figure 29 Dallas Ramp Off



Figure 30 Dallas Ramp Off



## 2019 Annual Facilities Inspection Report



### Poinciana Parkway

December 3, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000

**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 12/03/19  
Arrived: 9:00 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Poinciana Parkway.

### **538 – Poinciana Parkway**

#### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **89 – Marigold AET Toll Plaza – Observations:**

The above referenced plaza is in good condition overall. Some general maintenance to caulk/seal building framing is recommended.  
(Figure 1, Figure 2, Figure 3, Figure 4, Figure 5 & Figure 6)

#### **90 – KOA AET Toll Plaza – Observations:**

The above referenced plaza is in good condition overall. Some general maintenance to caulk/seal building framing and general landscaping is recommended.  
(Figure 7, Figure 8, Figure 9, Figure 10, Figure 11 & Figure 12)

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews





*Figure 1 Marigold AET Toll Plaza*



*Figure 2 Marigold AET Toll Plaza*



*Figure 3 Marigold AET Toll Plaza*



*Figure 4 Marigold AET Toll Plaza*



*Figure 5 Marigold AET Toll Plaza*



*Figure 6 Marigold AET Toll Plaza*





Figure 7 KOA AET Toll Plaza



Figure 8 KOA AET Toll Plaza



Figure 9 KOA AET Toll Plaza



Figure 10 KOA AET Toll Plaza



Figure 11 KOA AET Toll Plaza



Figure 12 KOA AET Toll Plaza

## 2019 Annual Facilities Inspection Report



### Goldenrod Main Plaza

September 13, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000



**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 09/13/19  
Arrived: 10:00 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Goldenrod Mainline Plaza.

### **34 – Goldenrod Main Plaza**

#### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Interior Observations:**

- Mainline has potential leak above ceiling tile. (Figure 3 & Figure 4)

#### **Exterior Observations:**

- The above referenced site is in good condition overall with no identified deficiencies. (Figure 1 & Figure 2)

#### **Recommendations:**

- Recommend maintenance to locate any potential leaks above ceiling tiles.

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews



Figure 1 Goldenrod Main Plaza



Figure 2 Goldenrod Main Plaza



Figure 3 Goldenrod Main Plaza



Figure 4 Goldenrod Main Plaza



## 2019 Annual Facilities Inspection Report



### Building Headquarters

December 4, 2019

SUBMITTED BY:

**Dewberry Engineers Inc.**

800 N. Magnolia Avenue, Suite 1000  
Orlando, Florida 32803  
407.843.5120

SUBMITTED TO:

**Central Florida Expressway Authority**

Corporate Office  
4974 ORL Tower Road  
Orlando, Florida 32807  
407.690.5000



**Attn: Robert Glasemann  
Facilities Supervisor  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807**

Inspection Date: 12/04/19  
Arrived: 5:30 AM

Dewberry Engineers Inc. (Dewberry) was called to perform the annual building inspection of the Central Florida Expressway Authority headquarters building.

### **Building Headquarters**

#### **Summary of Noted Observations:**

The above referenced site is in good condition overall with no identified deficiencies. Maintenance is recommended on some isolated items as referenced below. Please refer to inspection photos for visual observations. The following items were observed:

#### **Exterior Observations:**

- Building exterior is in good condition overall with no identified deficiencies.  
(Figure 1 - Figure 12)

#### **Interior Observations:**

- Building interior is in good condition overall with no identified deficiencies.  
(Figure 13 - Figure 66)

#### **First Floor – Observations:**

- Identified areas in need of patch and paint. (Figure 67 & Figure 68)
- Identified areas with potential leak above ceiling tile.  
(Figure 71, Figure 72, Figure 73, Figure 74 & Figure 75)

#### **Second Floor – Observations:**

- Identified areas with potential leak above ceiling tile. (Figure 76 & Figure 77)
- Identified condensation collecting under HVAC equipment in second floor mechanical room 232.  
(Figure 79, Figure 80, Figure 81 & Figure 82)

#### **Third Floor – Observations:**

- Identified areas with potential leak above ceiling tile. (Figure 83 & Figure 84)
- Identified areas in need of patch and paint. (Figure 85, Figure 86, Figure 89 & Figure 90)

#### **Recommendations:**

- Recommend general maintenance to locate potential leaks above ceiling.
- Recommend mechanical contractor inspect HVAC equipment for source of condensation.
- Recommend patch and paint in areas in need of touch up.

All notes and items in this report are a record of observations provided by the site visit. Please notify Dewberry Engineers Inc. in writing of any discrepancies, errors or misinterpretations. Please find attached to this report, photos and items observed.

Prepared By: \_\_\_\_\_  
Julie A Andrews



*Figure 1 Building Headquarters*



*Figure 2 Building Headquarters*



*Figure 3 Building Headquarters*



*Figure 4 Building Headquarters*



*Figure 5 Building Headquarters*



*Figure 6 Building Headquarters*





*Figure 7 Building Headquarters*



*Figure 8 Building Headquarters*



*Figure 9 Building Headquarters*



*Figure 10 Building Headquarters*



*Figure 11 Building Headquarters*



*Figure 12 Building Headquarters*





Figure 13 Building Headquarters First Floor



Figure 14 Building Headquarters First Floor



Figure 15 Building Headquarters First Floor

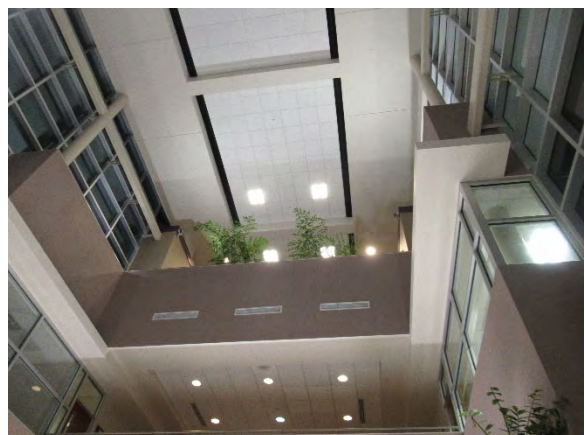


Figure 16 Building Headquarters First Floor



Figure 17 Building Headquarters First Floor

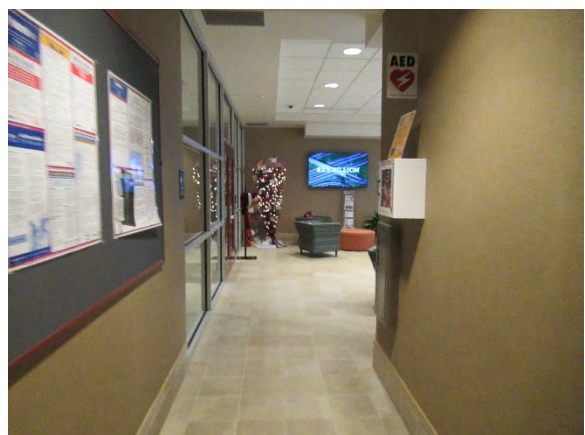
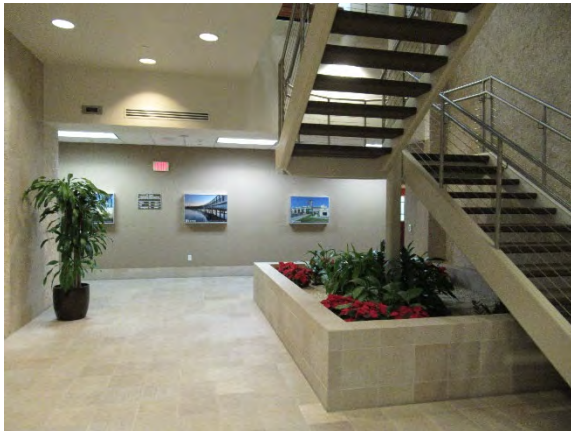


Figure 18 Building Headquarters First Floor



*Figure 19 Building Headquarters First Floor*



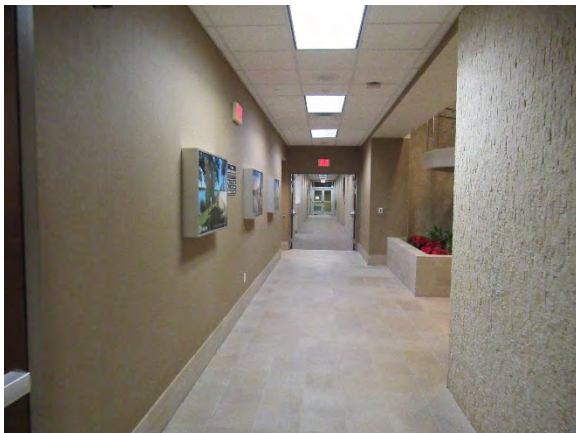
*Figure 20 Building Headquarters First Floor*



*Figure 21 Building Headquarters First Floor*



*Figure 22 Building Headquarters First Floor*



*Figure 23 Building Headquarters First Floor*



*Figure 24 Building Headquarters First Floor*





*Figure 25 Building Headquarters First Floor*



*Figure 26 Building Headquarters First Floor*



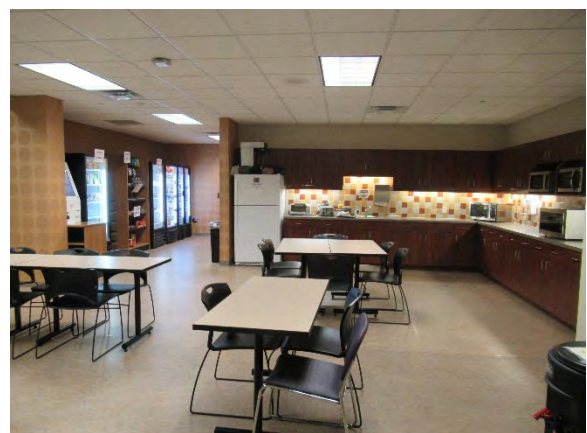
*Figure 27 Building Headquarters First Floor*



*Figure 28 Building Headquarters First Floor*



*Figure 29 Building Headquarters First Floor*



*Figure 30 Building Headquarters First Floor*





*Figure 31 Building Headquarters First Floor*



*Figure 32 Building Headquarters First Floor*



*Figure 33 Building Headquarters First Floor*



*Figure 34 Building Headquarters First Floor*



*Figure 35 Building Headquarters First Floor*



*Figure 36 Building Headquarters First Floor*



Figure 37 Building Headquarters Second Floor



Figure 38 Building Headquarters Second Floor



Figure 39 Building Headquarters Second Floor



Figure 40 Building Headquarters Second Floor

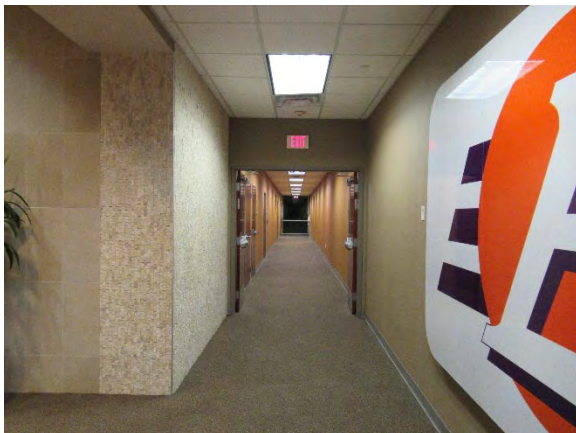


Figure 41 Building Headquarters Second Floor



Figure 42 Building Headquarters Second Floor





Figure 43 Building Headquarters Second Floor



Figure 44 Building Headquarters Second Floor



Figure 45 Building Headquarters Second Floor

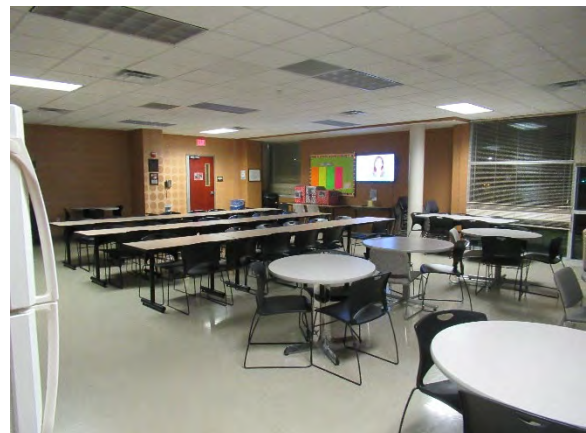


Figure 46 Building Headquarters Second Floor

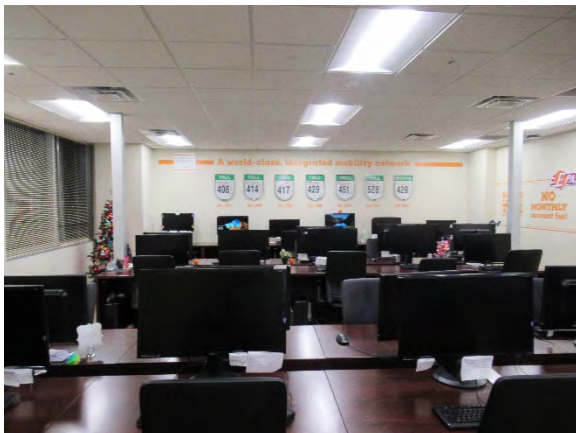


Figure 47 Building Headquarters Second Floor

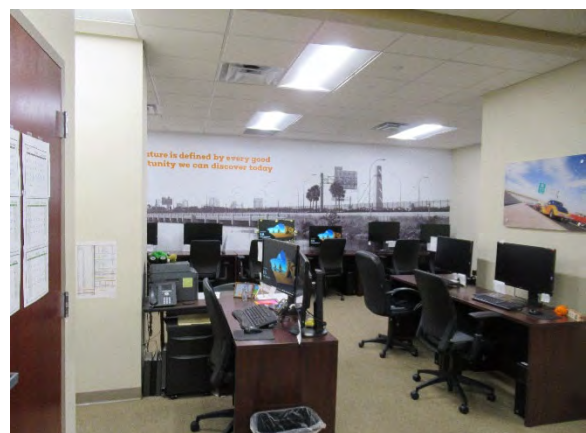


Figure 48 Building Headquarters Second Floor





Figure 49 Building Headquarters Second Floor



Figure 50 Building Headquarters Second Floor



Figure 51 Building Headquarters Second Floor

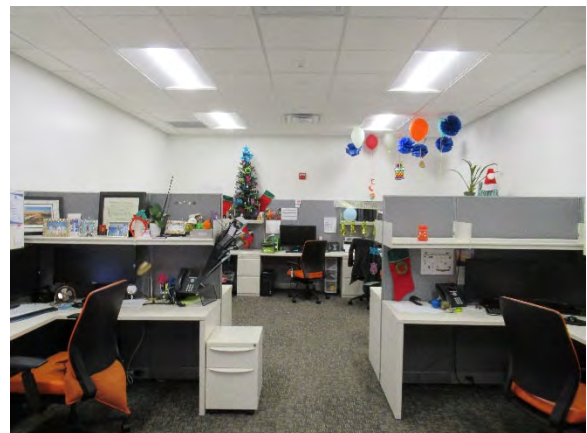


Figure 52 Building Headquarters Second Floor



Figure 53 Building Headquarters Second Floor

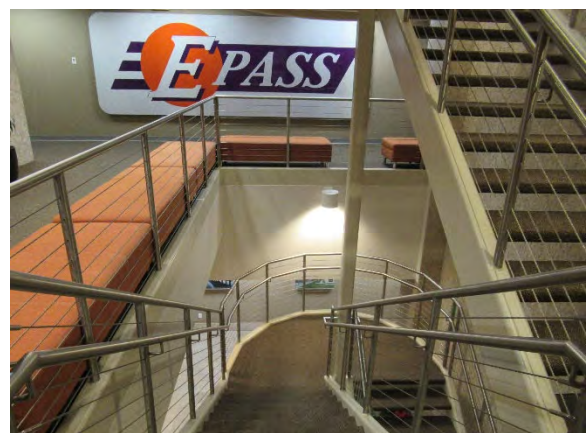


Figure 54 Building Headquarters Second Floor





Figure 55 Building Headquarters Third Floor



Figure 56 Building Headquarters Third Floor



Figure 57 Building Headquarters Third Floor



Figure 58 Building Headquarters Third Floor



Figure 59 Building Headquarters Third Floor

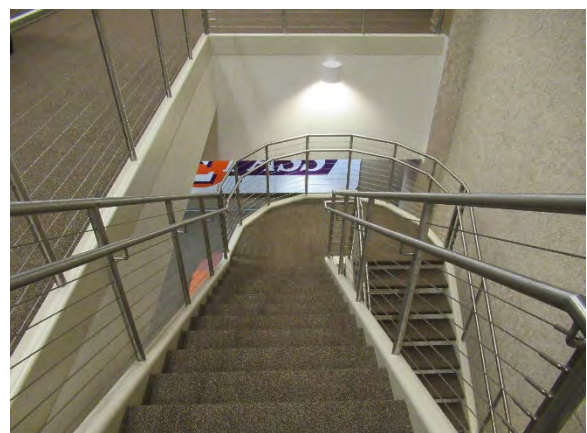


Figure 60 Building Headquarters Third Floor





Figure 61 Building Headquarters Third Floor



Figure 62 Building Headquarters Third Floor



Figure 63 Building Headquarters Third Floor



Figure 64 Building Headquarters Third Floor



Figure 65 Building Headquarters Third Floor

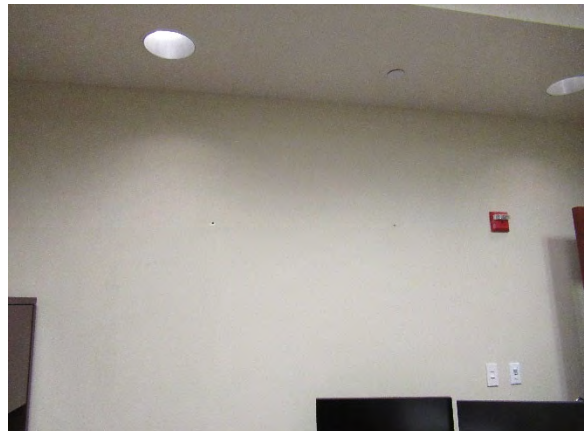


Figure 66 Building Headquarters Third Floor





*Figure 67 Building Headquarters First Floor Room 147*



*Figure 68 Building Headquarters First Floor Room 147*



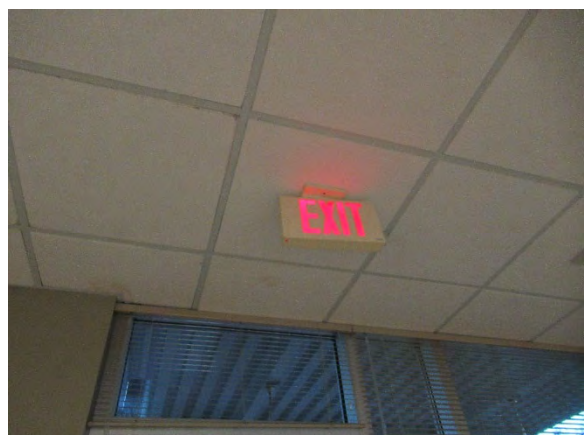
*Figure 69 Building Headquarters First Floor*



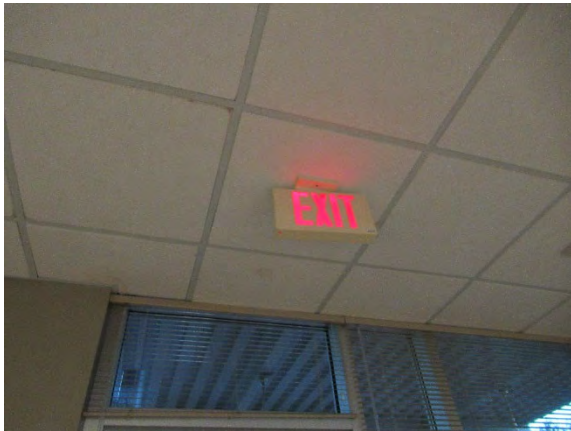
*Figure 70 Building Headquarters First Floor*



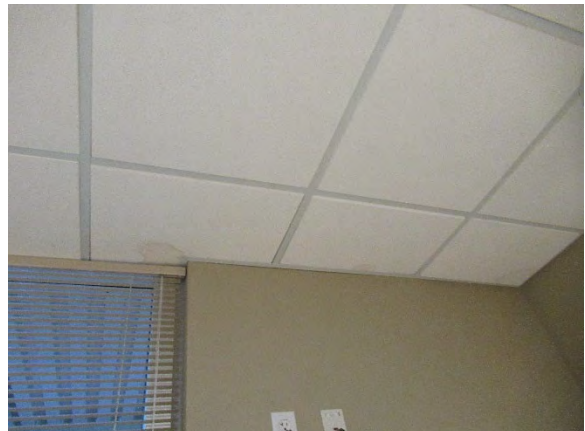
*Figure 71 Building Headquarters First Floor Room 135*



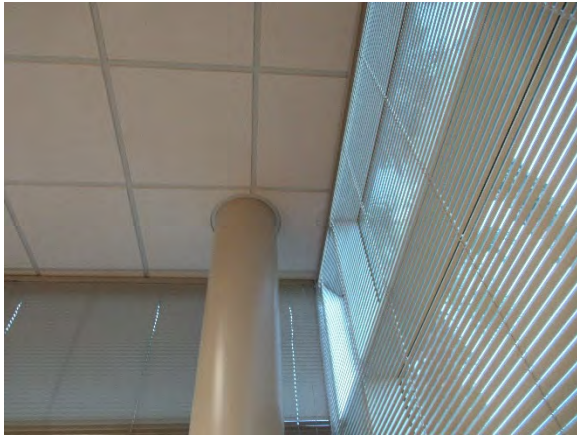
*Figure 72 Building Headquarters First Floor Room 135*



*Figure 73 Building Headquarters First Floor Room 135*



*Figure 74 Building Headquarters First Floor Room 135*



*Figure 75 Building Headquarters First Floor Room 135*



*Figure 76 Building Headquarters Second Floor Room 213*



*Figure 77 Building Headquarters Second Floor Room 211*



*Figure 78 Building Headquarters Second Floor*





Figure 79 Building Headquarters Second Floor Room 232



Figure 80 Building Headquarters Second Floor Room 232



Figure 81 Building Headquarters Second Floor Room 232

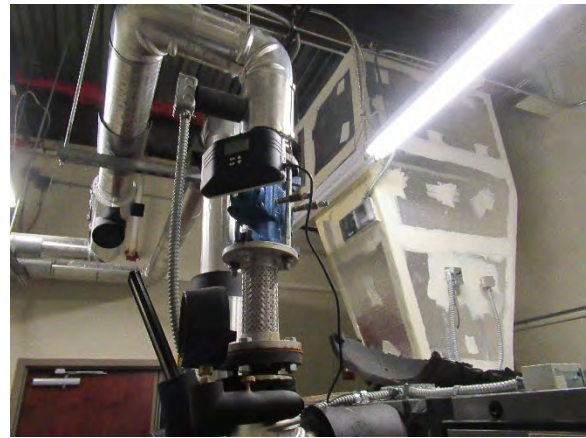


Figure 82 Building Headquarters Second Floor Room 232

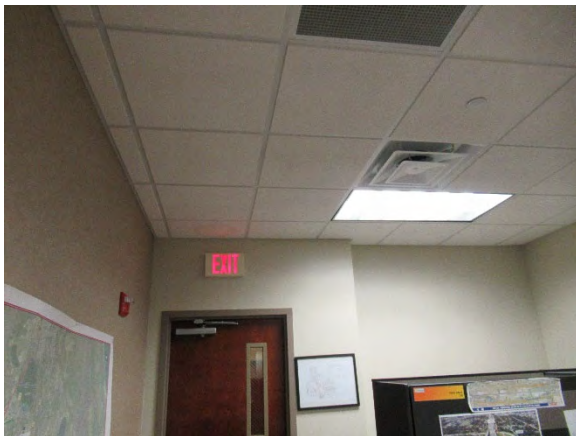


Figure 83 Building Headquarters Third Floor



Figure 84 Building Headquarters Third Floor





*Figure 85 Building Headquarters Third Floor Room 323*



*Figure 86 Building Headquarters Third Floor Room 323*



*Figure 87 Building Headquarters Third Floor*



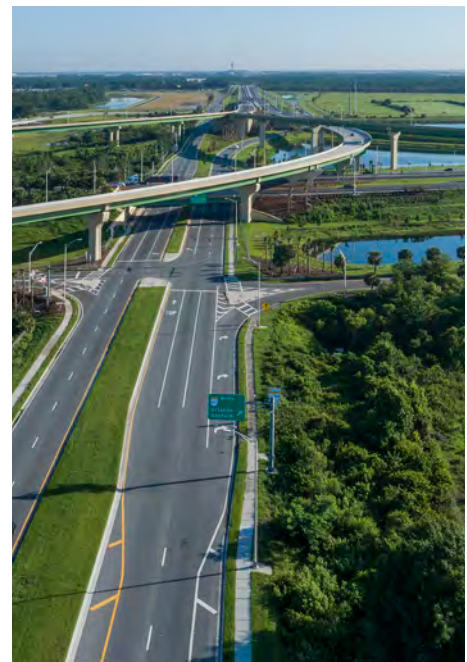
*Figure 88 Building Headquarters Third Floor*



*Figure 89 Building Headquarters Third Floor Room 337*



*Figure 90 Building Headquarters Third Floor Room 337*



## Appendix 3: Major Cross-Drain Maintenance Evaluations

**2019 Annual Inspection Report**  
**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**







# Central Florida Expressway

Major Cross-Drain Maintenance Evaluation



# Maintenance Ratings

- Requires Immediate Attention (1) - Heavy amounts of scour or sediment measured, cross drain is inaccessible or overgrown with vegetation that could potentially impede flow. No access.
- Medium (2) - Moderate amounts of vegetation that don't seem to be impeding flow. Operable Routine Maintenance Required
- Minor (3) - Light debris, vegetation that does not impede flow. Continue Routine Maintenance.
- None- Cross drain is clean

# System-wide Issue Totals

Roadway	Rating (1) Sediment	Rating (1) Scour	Rating (1) Vegetation	Rating (1) No Access	Rating (2) Medium	Rating (3) Minor	None	Total Evaluated
SR 429	2	0	1	6	3	1	5	18
SR 528	0	1	1	1	4	3	7	17
SR 417	6	0	9	3	4	3	3	28
SR 408	2	1	1	4	1	2	1	12
SR 414	0	0	0	0	0	0	1	1
SR 451	1	0	0	0	0	0	0	1
SR 453	0	0	0	0	0	0	0	0
SR 551	0	0	3	0	1	0	1	5
SR 538	0	2	0	2	1	0	1	6
<b>TOTAL</b>	<b>11</b>	<b>4</b>	<b>15</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>19</b>	<b>88</b>

# System-wide Rating Level 1 Issues Totals

Roadway	Rating (1) Vegetation	Rating (1) No Access	Rating (1) Sedimentation	Rating (2) Scour	Rating (1) Erosion and/or Structural Damage
SR 429	7	6	1	0	3
SR 528	1	3	0	0	1
SR 417	9	5	3	2	2
SR 408	3	5	0	1	2
SR 414	0	0	0	0	0
SR 451	1	0	1	0	0
SR 453	0	0	0	0	0
SR 551	4	0	1	0	0
SR 538	0	2	0	1	4
<b>TOTAL</b>	<b>25</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>12</b>



# SR 429- All Evaluated Cross-Drains

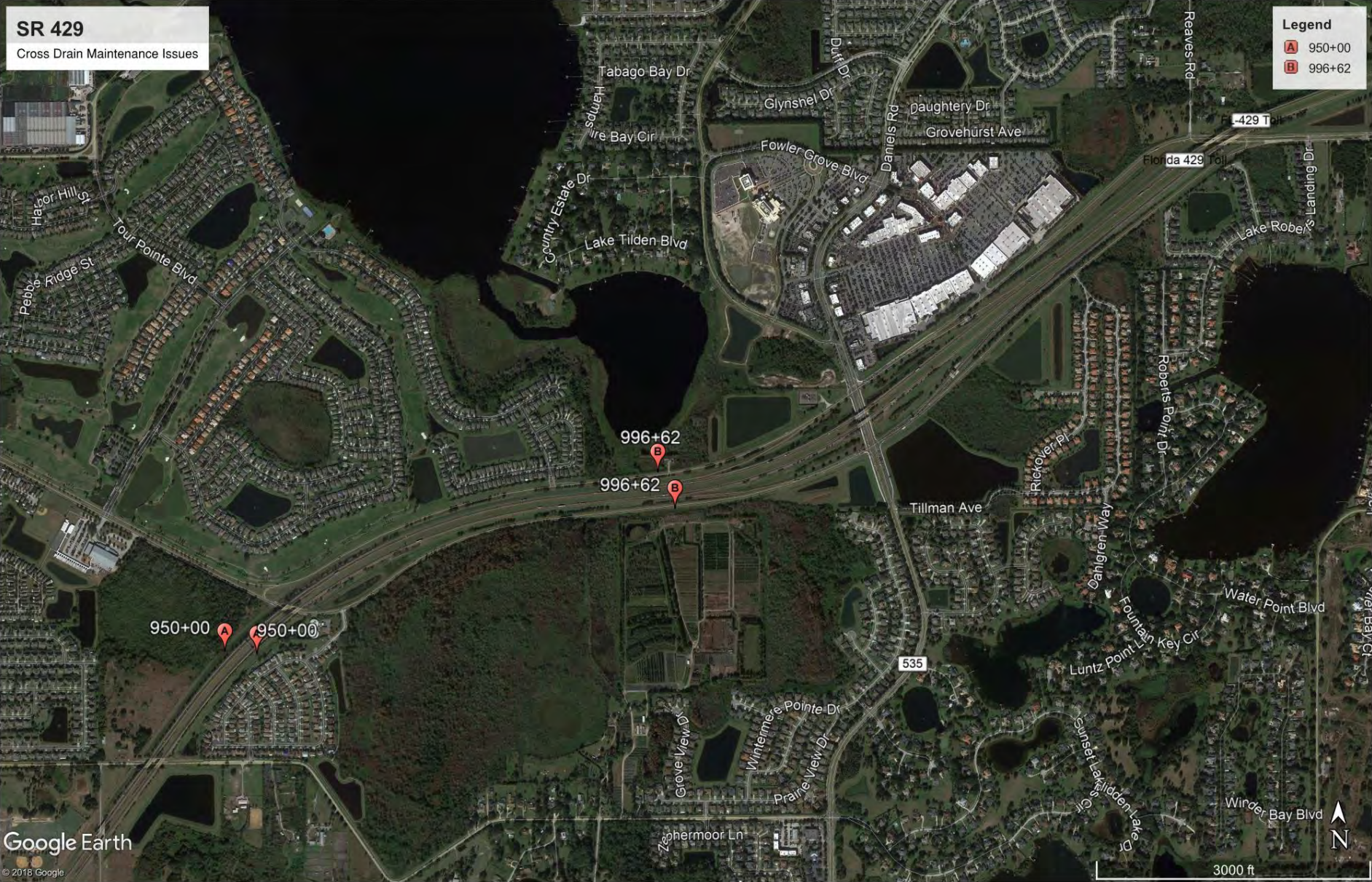
Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
C-1	626+00	653	Straight Endwall	3 - 6' x 4' CBC	(2) Medium
S-314	655+00	653	Straight Endwall to MES	2 - 36" RCP	(2) Medium
C-4	950+00	654A	Straight Endwall	10' x 4' CBC	(1) No Access
C-5	996+62	654A	Straight Endwall	10' x 8' CBC	(1) No Access
S-13	1104+40	655	MES	60" RCP	(1) No Access
OS-1	157+00	602	Straight Endwall	3 - 8' x 5' CBC	(1) No Access
OS-2	174+00	602	Straight Endwall	54" RCP	(2) Medium
OS-11	300+00	603	Straight Endwall	3 - 34" x 53" RCP	(1) Requires Immediate Attention Heavy Vegetation
OS-13	309+00	603	Straight Endwall	2 - 36" RCP	(3) Minor

# SR 429- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD-1	587+00	201	Straight Endwall	36" RCP	(1) Requires Immediate Attention- No Access
CD-2	605+00	201	Straight Endwall	30" RCP	(1) No Access
CD-3	627+20	201	Straight Endwall	2 - 42" RCP	None
CD-4	640+00	201	Straight Endwall	2 - 42" RCP	(1) Requires Immediate Attention- Sediment
CD-1	336+00	204	Straight Endwall to DBI	36" RCP	None
CD-2	343+00	204	Straight Endwall to DBI	24" RCP	None
CD-3	352+50	204	Straight Endwall to DBI	36" RCP	None
OF-4 to OF-3	240+00	414-210	DBI	24" RCP	None
S-5	621+92	451-604	Straight Endwall	84" RCP	(1) Requires Immediate Attention- Sediment

- Total- 18, Requires Immediate Attention- 9 (6 No Access, 2 Sediment, 1 Vegetation), Medium- 3, Minor- 1, None- 5







# SR 429- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
C-4	950+00	654A	Straight Endwall	10' x 4' CBC	1



Left



Left

- Structure is beyond fence line
- Could not inspect

# SR 429- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
C-5	996+62	654A	Straight Endwall	10' x 8' CBC	1



Right



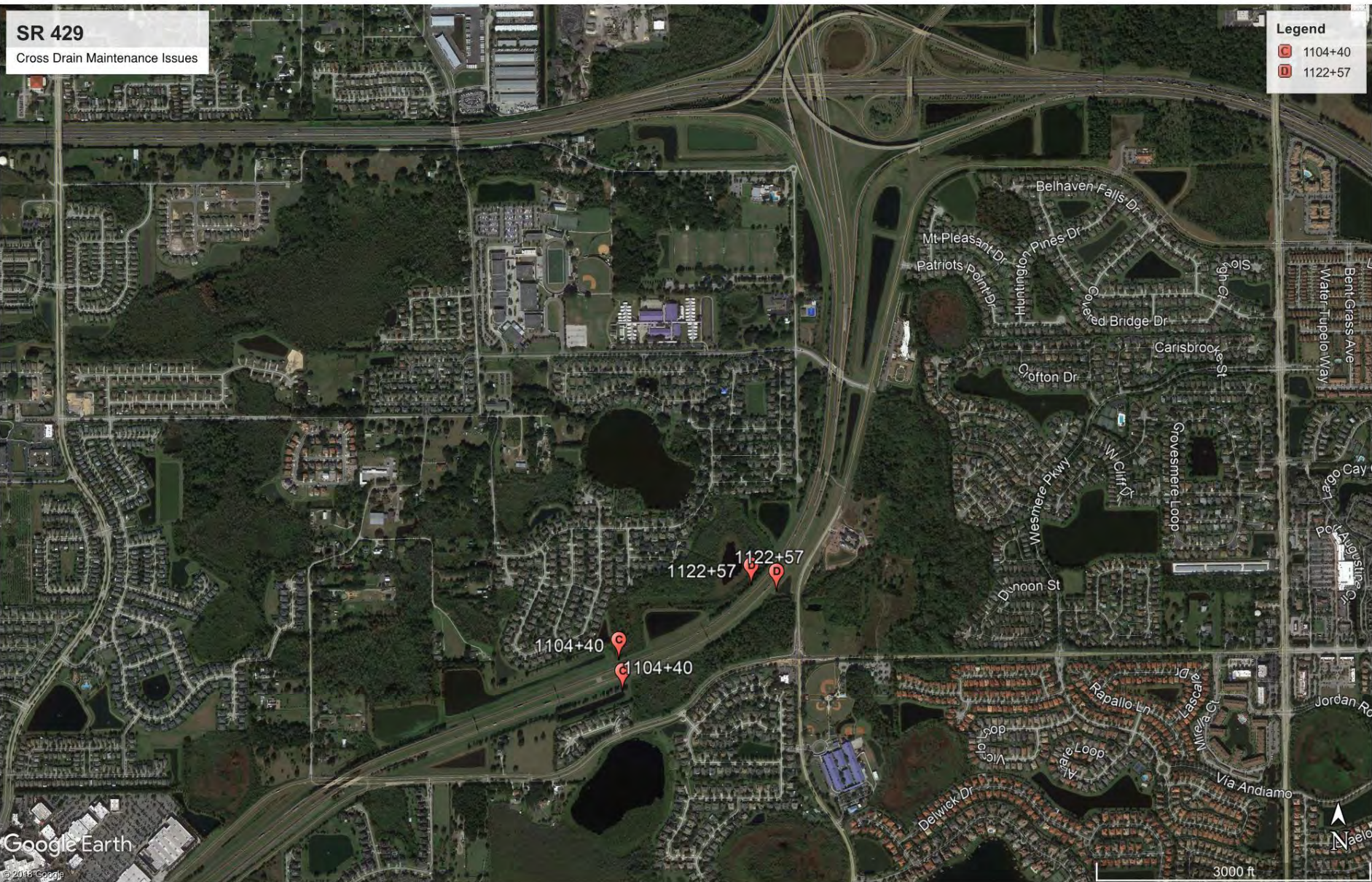
Left

- Structure is beyond fence line, fence overgrown with vegetation
- Could not inspect



**SR 429**  
Cross Drain Maintenance Issues

- Legend**
- C 1104+40
  - D 1122+57





# SR 429- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-13	1104+40	655	MES	60" RCP	1



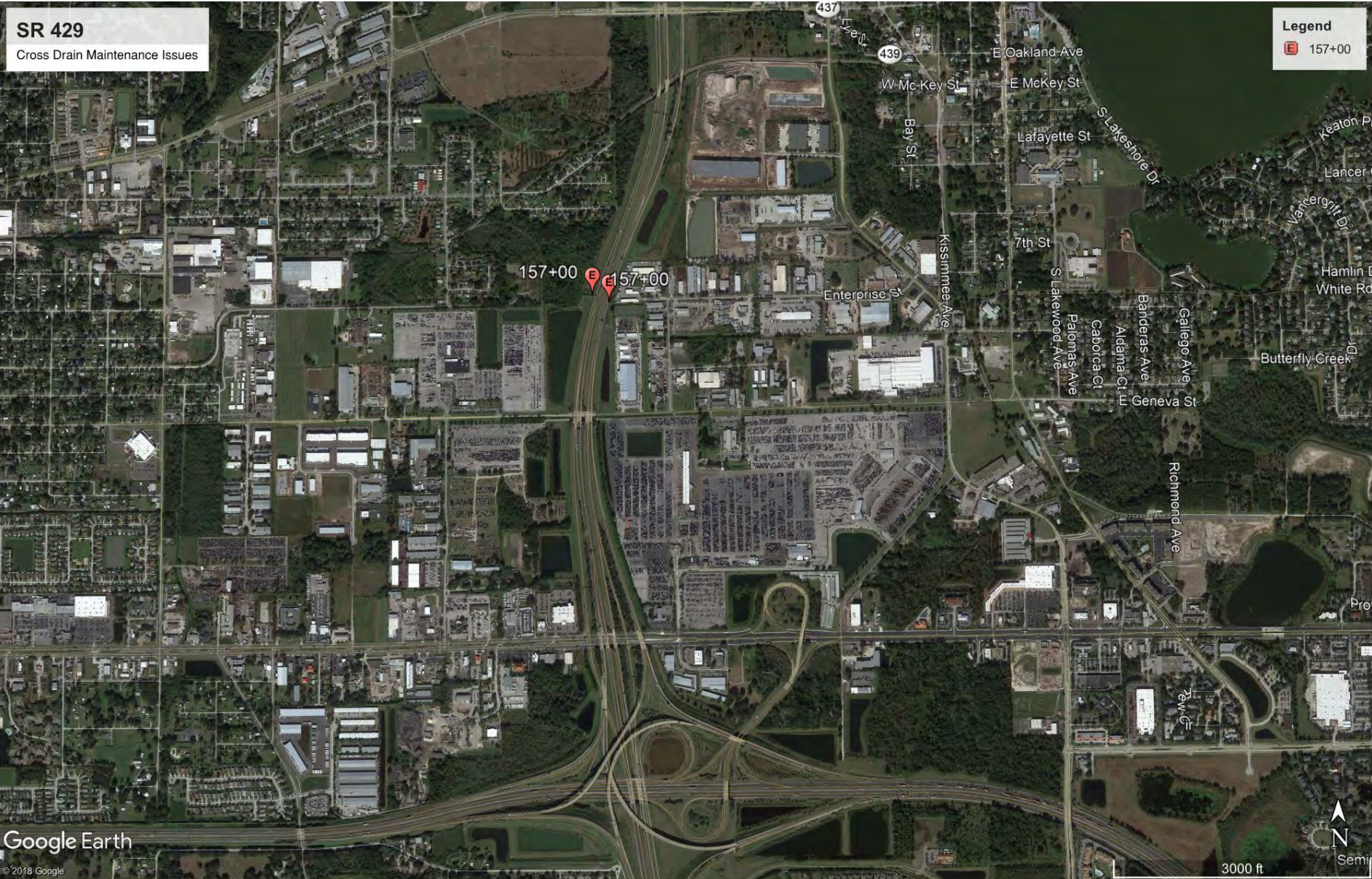
Right



Left

- Left Structure is beyond fence line
- Could not inspect on Left side







# SR 429- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
OS-1	157+00	602	Straight Endwall	3 - 8' x 5' CBC	1



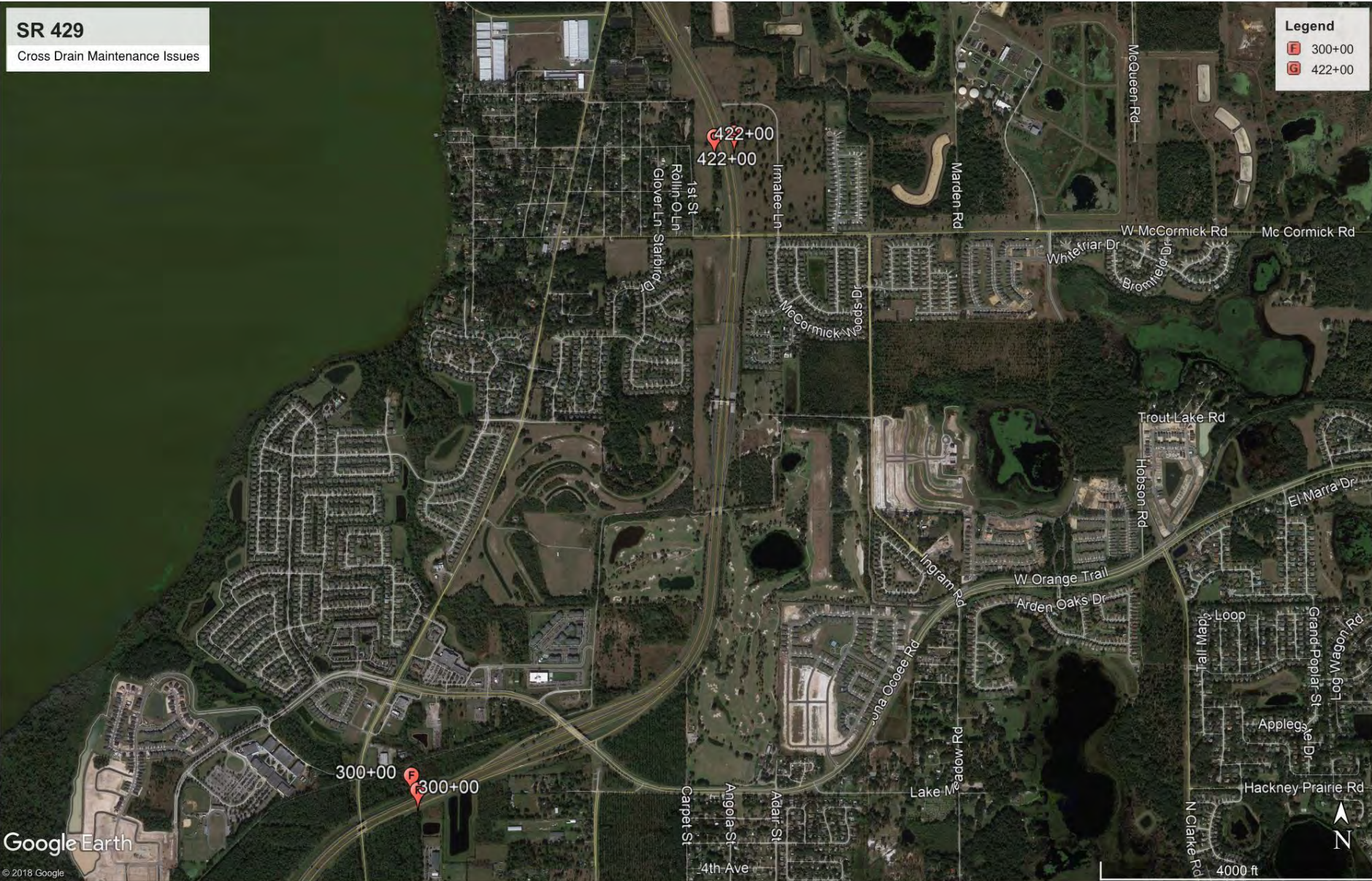
Left



Right

- Left Structure heavy vegetation. Right Structure beyond fence line
- Could not inspect Right structure
- Damage to fence







# SR 429- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
OS-11	300+00	603	Straight Endwall	3 - 34" x 53" RCP	1



Left



Right

- Both ends covered in heavy vegetation







# SR 429- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD-1	587+00	201	Straight Endwall	36" RCP	1



Left



Right

- Right Structure is beyond fence line, Left Structure heavy vegetation
- Could not inspect Right Structure



# SR 429- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD-2	605+00	201	Straight Endwall	30" RCP	1



- Structure is beyond fence line
- Could not inspect

# SR 429- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD-4	640+00	201	Straight Endwall	2 - 42" RCP	1



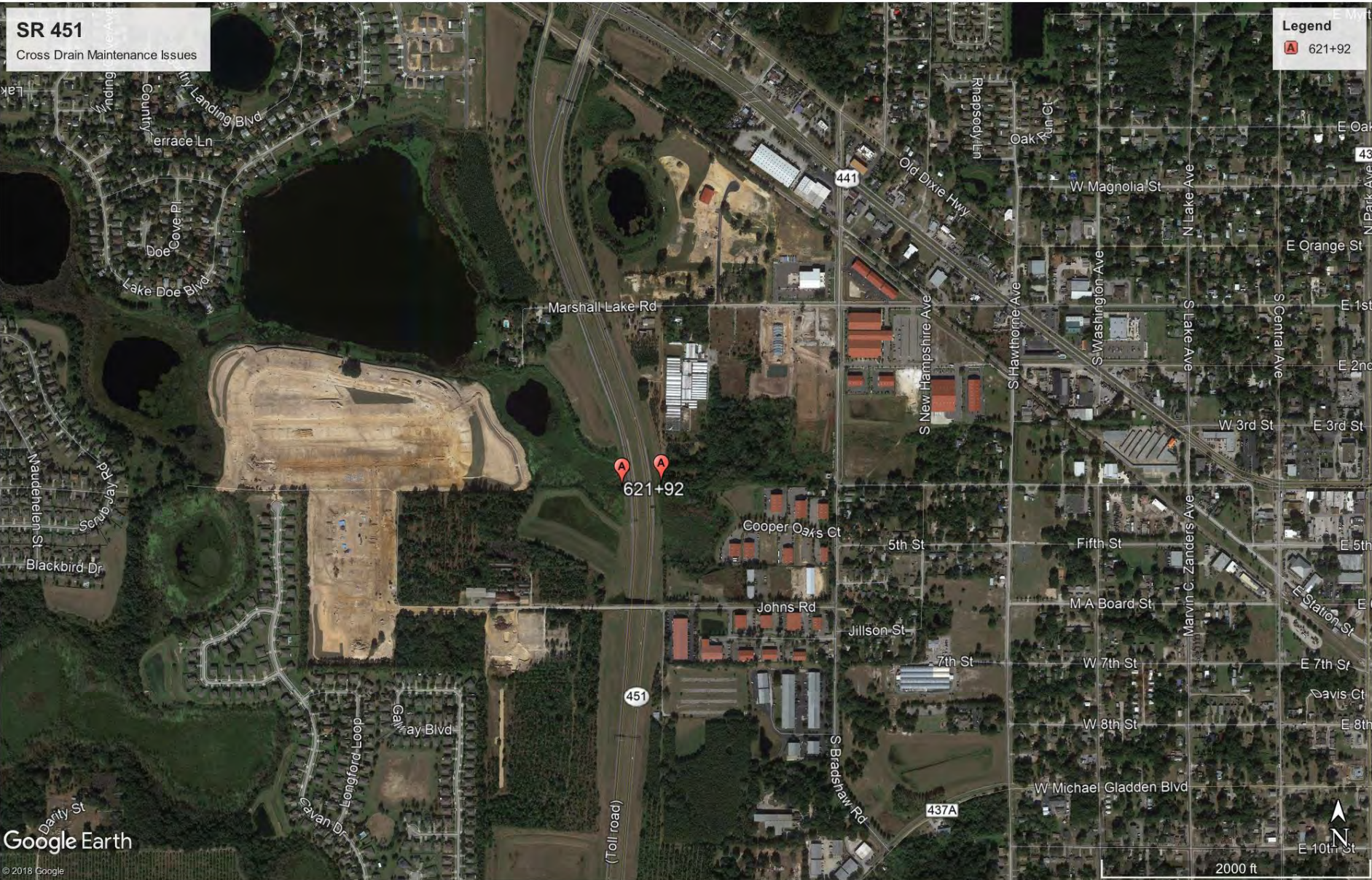
Left



Right

- Heavy vegetation surrounding structures
- 24" of sediment observed in 42" pipes







# SR 451- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-5	621+92	451-604	Straight Endwall	84" RCP	1



Left



Right

- Heavy vegetation surrounding structures, Left structure beyond fence
- 60" of sediment measured in 84" pipe on Right structure



# SR 528- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
N/A	684+00	405	Straight Endwall to DBI	N/A	(1) Requires Immediate Attention Vegetation
CD-1	692+40	405	Straight Endwall	2 - 60" RCP	None
CD-2	759+00	405	Straight Endwall	2 - 9' x 10' CBC	(1) Requires Immediate Attention-Scour
S-1	898+50	900	Straight Endwall	2 - 4' x 6' CBC	No Access
N/A	1017+50	N/A	MES	3 - 24" x 38" RCP	(3) Minor
S-23	1096+20	457	Straight Endwall	2 - 4' x 6' CBC	(2) Medium
S-27	1164+00	1.1	Straight Endwall	2 - 8' x 3' CBC	(2) Medium
S-29	1201+00	1.1	Straight Endwall	3 - 30" RCP	None
C-2	1228+00	900A	MES	24" RCP	(3) Minor
S-37	1295+00	1.1	Straight Endwall	3 - 7' x 3' CBC	None
N/A	1372+00	N/A	Straight Endwall	2 - 10' x 7' CBC	(2) Medium

# SR 528- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-55	1551+00	1.1	Straight Endwall	24" RCP	None
S-70	1716+50	1.1	Straight Endwall	3 - 42" RCP	(3) Minor
S-73	1745+00	1.1	Straight Endwall	2 - 36" RCP	(2) Medium
S-75	1779+50	1.1	Straight Endwall	2 - 36" RCP	None
S-76	1792+00	1.1	Straight Endwall	2 - 36" RCP	None
N/A	1815+00	N/A	Straight Endwall	3 - 10' x 4' CBC	None

- Total- 17, Requires Immediate Attention- 3 (1 No Access, 1 Scour, 1 Vegetation), Medium- 4, Minor- 3, None- 7







# SR 528- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
N/A	684+00	405	Straight Endwall to DBI	N/A	1



Right

- Structure overgrown with heavy vegetation



# SR 528- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD-2	759+00	405	Straight Endwall	2 - 9' x 10' CBC	1



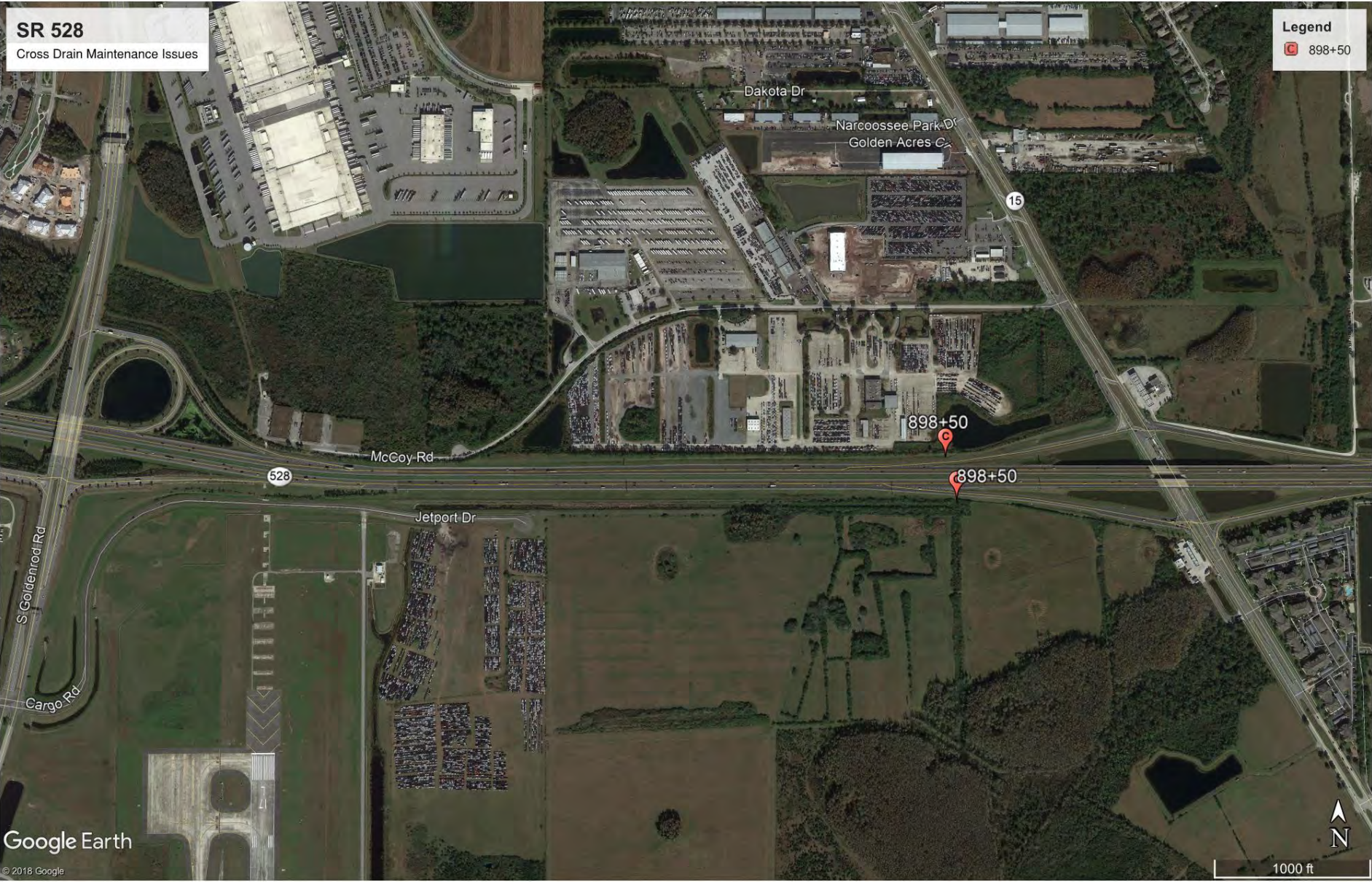
Right



Right

- Concrete flume near Right end damaged
- 6" of scour on Right structure







# SR 528- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-1	898+50	900	Straight Endwall	2 - 4' x 6' CBC	1



Left



Right

- Both end structures behind R/W fence line
- Could not inspect

# SR 417- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-27	433+50	450	Straight Endwall	72" RCP	(2) Medium
S-12	435+00	450	MES	2 - 34" x 53" RCP	(2) Medium
C-18	458+20	450	MES	2 - 36" RCP	None
S-13	510+50	450	Straight Endwall	15 - 12' x 4' CBC	(3) Minor
S-24	594+30	450	MES	48" RCP	(3) Minor
S-5	685+00	451	Straight Endwall	2 - 9' x 3' CBC	(1) Requires Immediate Attention Vegetation
B-30	687+50	451	Straight Endwall	84" RCP	(1) Requires Immediate Attention Sediment
S-6	692+40	451	Straight Endwall	8' x 3' CBC	(1) Requires Immediate Attention Sediment



# SR 417- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-8	747+00	451	Straight Endwall	4 - 36" RCP	(1) Requires Immediate Attention No Access
S-9	756+00	451	Straight Endwall	2 - 24" RCP	None
S-63A	887+57	453	Straight Endwall	2 - 9' x 4' CBC	(1) Requires Immediate Attention No Access
S-73	923+25	453	MES	3 - 29" x 45" RCP	(1) Requires Immediate Attention Vegetation
S-5	1005+00	301C	MES	2 - 36" RCP	(3) Minor
S-520 to S-521	1021+15	454	MES	2 - 38" x 60" RCP	(1) Requires Immediate Attention Sediment

# SR 417- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-523A to S-523B	1022+70	454	MES	2 - 38" x 60" RCP	(1) Requires Immediate Attention Vegetation
S-523C to S-523D	1024+30	454	MES	2 - 38" x 60" RCP	(1) Requires Immediate Attention Vegetation
S-525 to S-526	1025+85	454	MES	2 - 38" x 60" RCP	(1) Requires Immediate Attention Vegetation
S-7	1072+00	455	Straight Endwall	2 - 29" x 45"	(1) Requires Immediate Attention Major Vegetation
S-21	1123+00	455	Straight Endwall	2 - 29" x 45"	(1) Requires Immediate Attention Vegetation



# SR 417- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-34	1176+50	455	Straight Endwall to U-Endwall	30" RCP	(1) Requires Immediate Attention Vegetation
S-3	1268+00	457	Wingwall	6 - 8' x 4' CBC	(1) Requires Immediate Attention Sediment
B-9A	1324+00	457	Straight Endwall	4 - 34" x 53" RCP	(1) Requires Immediate Attention Vegetation
B-9B	1326+00	457	Straight Endwall	3 - 29" x 45" RCP	(1) Requires Immediate Attention Sediment
D-1A	1377+60	457	Straight Endwall	2 - 9' x 4' CBC	No Access
S-6	183+00	402	Straight Endwall to MES	2 - 14" x 23" RCP	(2) Medium

# SR 417- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-14	235+00	402	MES	3 - 19" x 30" RCP	(1) Requires Immediate Attention Sediment
CD-17	516+25	253E-E1	Straight Endwall	12' x 7' CBC	None
OS-5B05 to OS-5B04	520+10	253E-E1	Straight Endwall to DBI	42" RCP	(2) Medium

- Total- 28, Requires Immediate Attention - 18 (3 No Access, 6 Sediment, 9 Vegetation), Medium- 4, Minor- 3, None- 3



## SR 417

Cross Drain Maintenance Issues

### Legend

- 685+00
- 687+50
- 692+40
- 747+00

433+50

433+50

Central Florida GreeneWay

Google Earth

1000 ft



# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-27	433+50	450	Straight Endwall	72" RCP	1



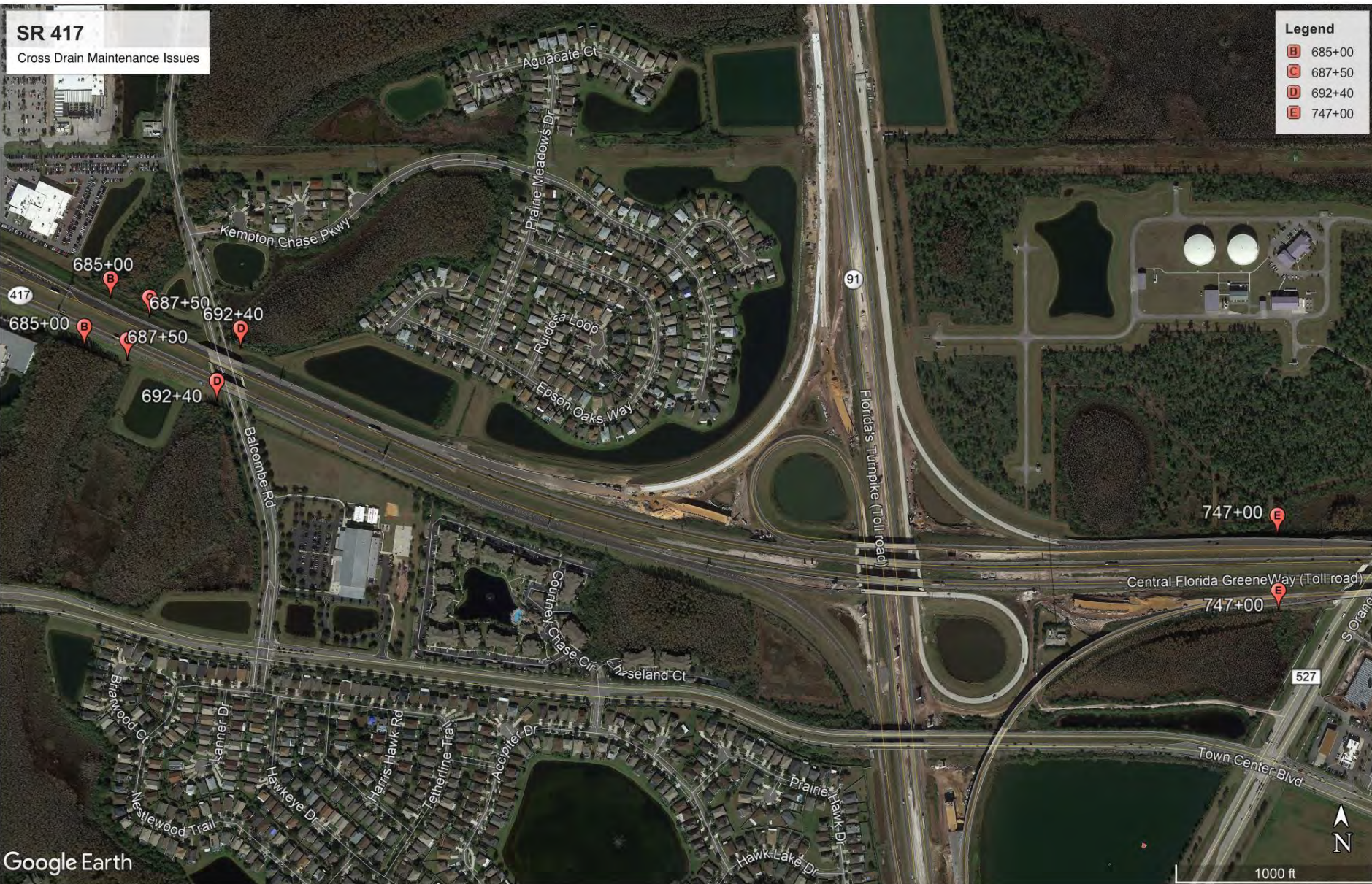
Left



Right

- 12" of sediment measured on both ends







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-5	685+00	451	Straight Endwall	2 - 9' x 3' CBC	1



Left



Right

- Right structure covered in heavy vegetation, structure not observed



# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
B-30	687+50	451	Straight Endwall	84" RCP	1



Left



Right

- Left structure covered in heavy vegetation, structure not observed
- Left structure: 13" of sediment observed in 84" pipe

# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-6	692+40	451	Straight Endwall	8' x 3' CBC	1



Left



Right

- Up to 16" of sediment observed in 8' x 3' CBC
- Moderate vegetation around culvert openings



# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-8	747+00	451	Straight Endwall	4 - 36" RCP	1



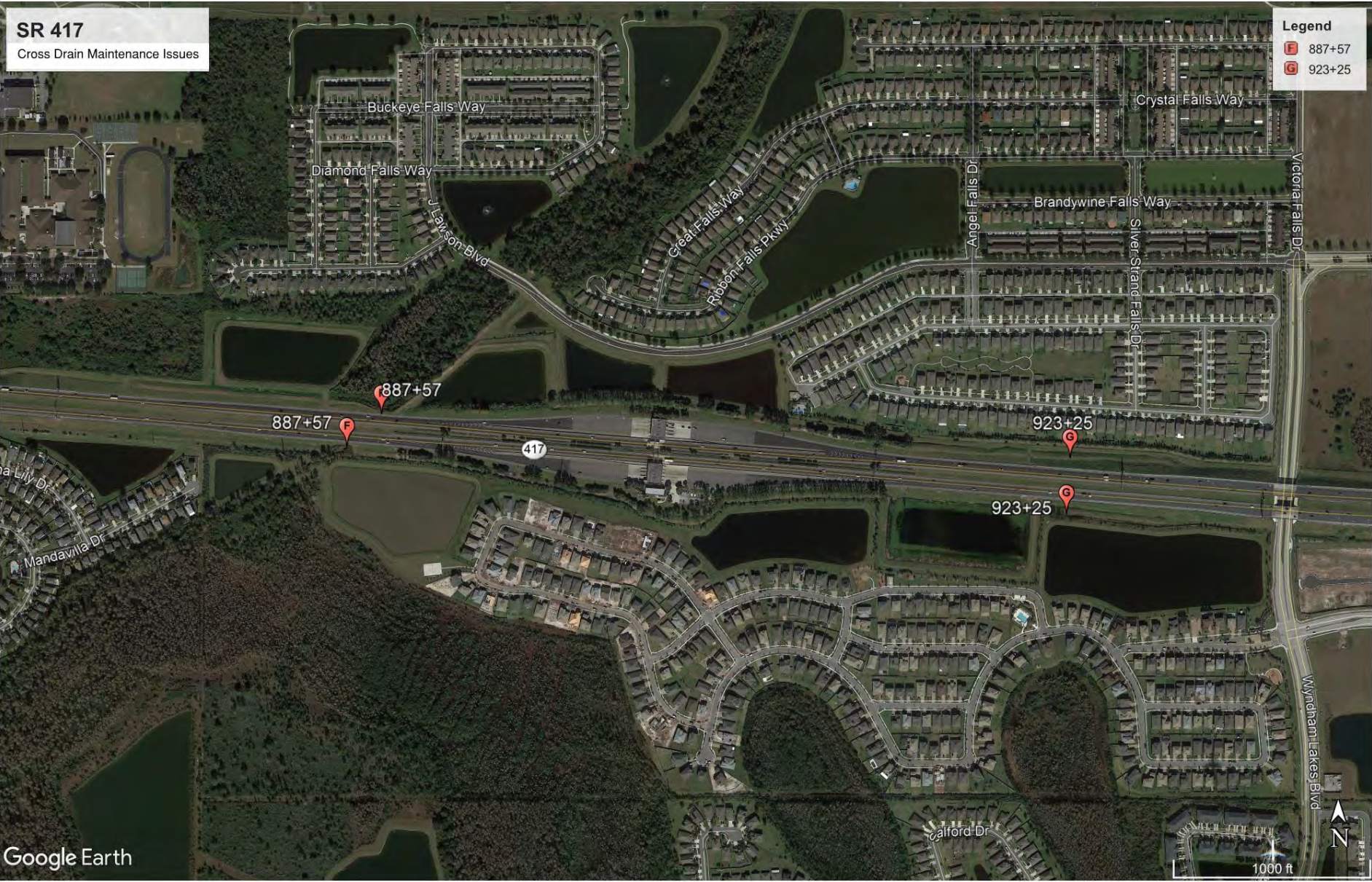
Right



Left

- Right structure behind fence line
- Could not inspect Right structure







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-63A	887+57	453	Straight Endwall	2 - 9' x 4' CBC	1



Left



Right

- Structures beyond fence line
- Could not inspect

# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-73	923+25	453	MES	3 - 29" x 45" RCP	1



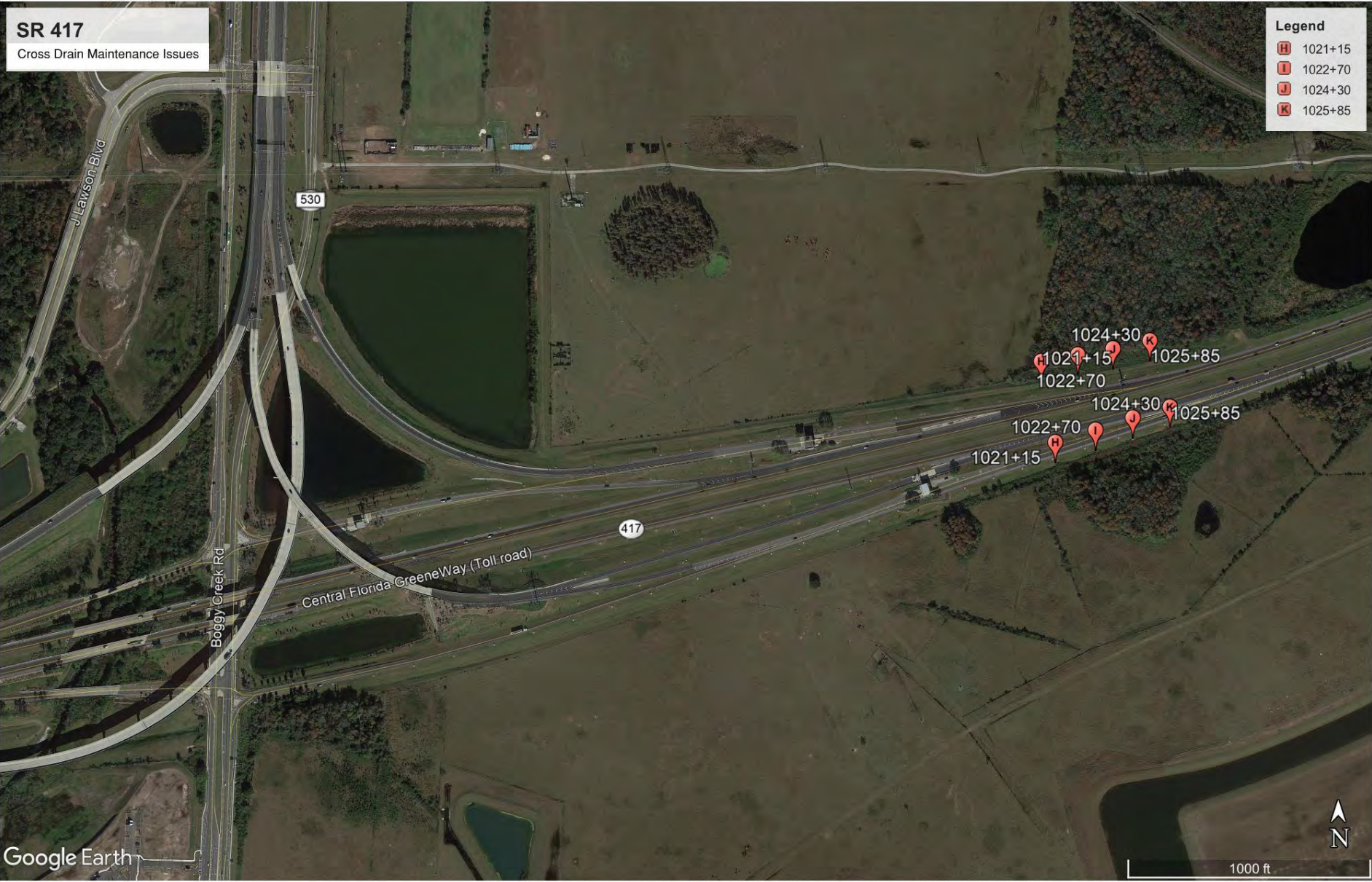
Right



Left

- Heavy vegetation surrounding structures
- Difficult access for maintenance







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-520 to S-521	1021+15	454	MES	2 - 38" x 60" RCP	1



Left



Right

- Heavy vegetation surrounding structures, difficult access
- 16" Sediment measured



# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-523A to S-523B	1022+70	454	MES	2 - 38" x 60" RCP	1



- Heavy vegetation surrounding structures, difficult access
- 8" Sediment measured

# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-523C to S-523D	1024+30	454	MES	2 - 38" x 60" RCP	1



Left



Right

- Heavy vegetation surrounding structures, difficult access
- 9" Sediment measured



# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-525 to S-526	1025+85	454	MES	2 - 38" x 60" RCP	1



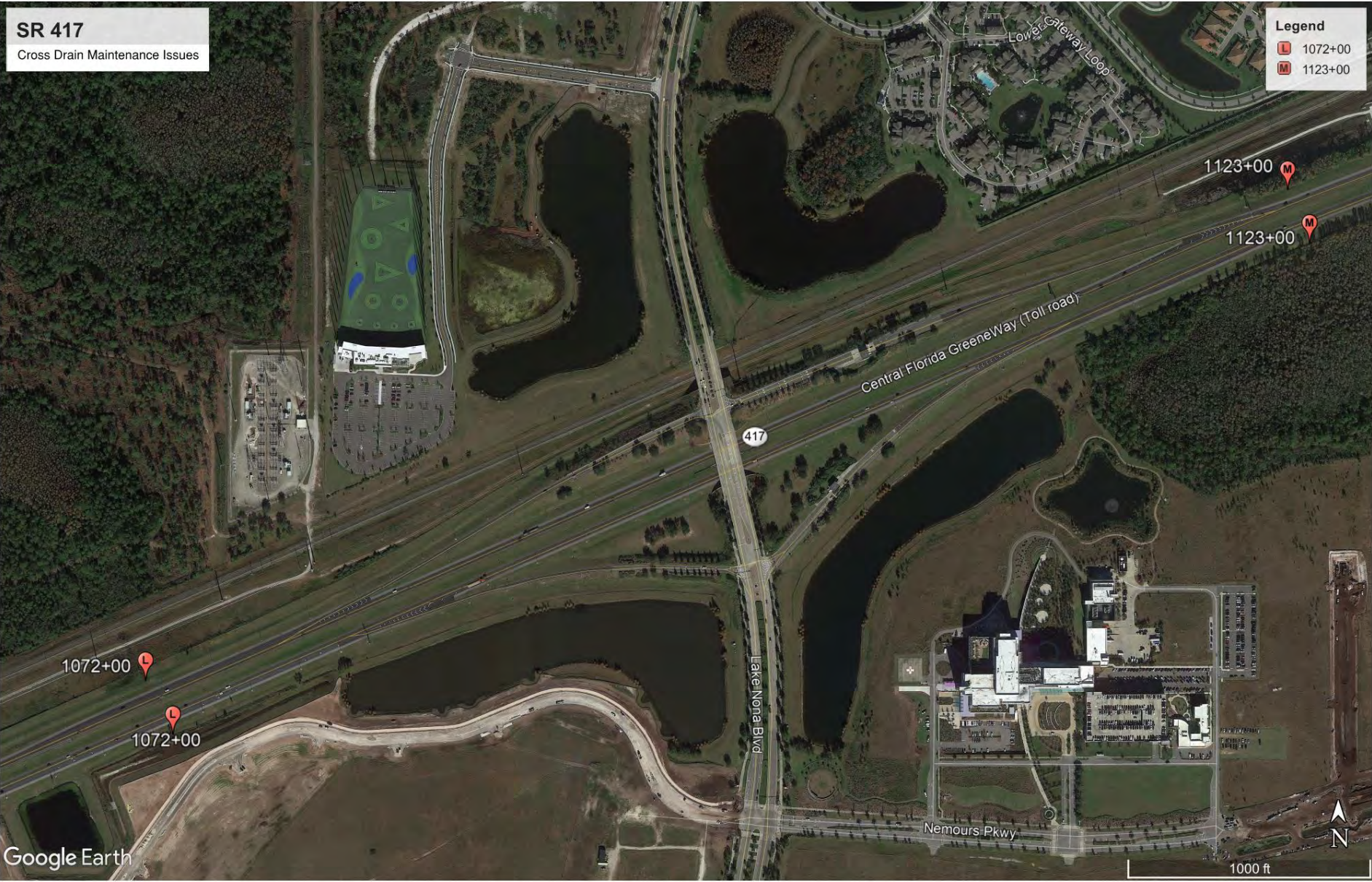
Left



Right

- Heavy vegetation surrounding structures, difficult access
- 9" Sediment measured







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-7	1072+00	455	Straight Endwall	2 - 29" x 45"	1



- Heavy vegetation surrounding EB structure, difficult access

# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-21	1123+00	455	Straight Endwall	2 - 29" x 45"	1



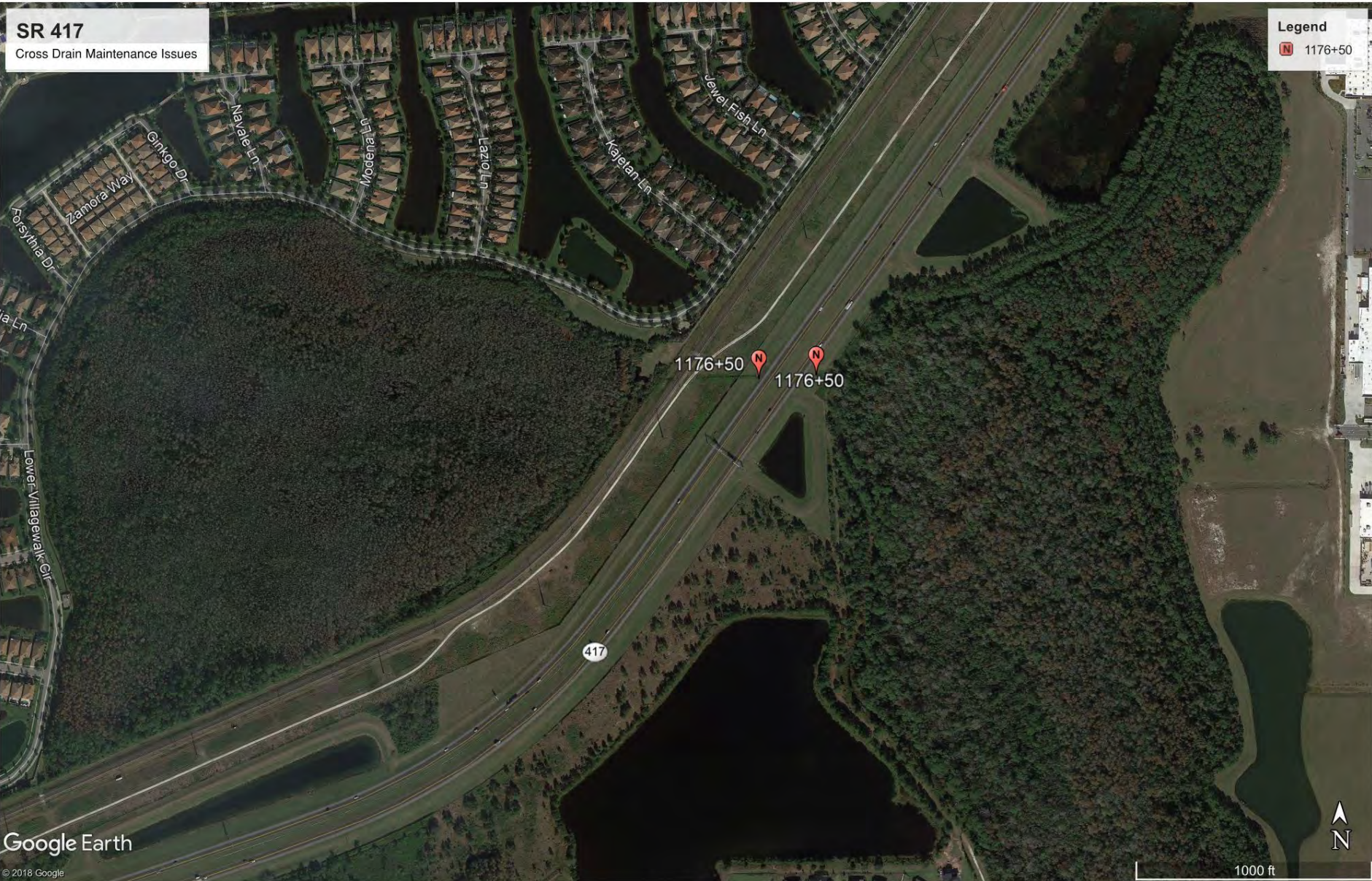
Left



Right

- Heavy vegetation surrounding Left structure







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-34	1176+50	455	Straight Endwall to U-Endwall	30" RCP	1



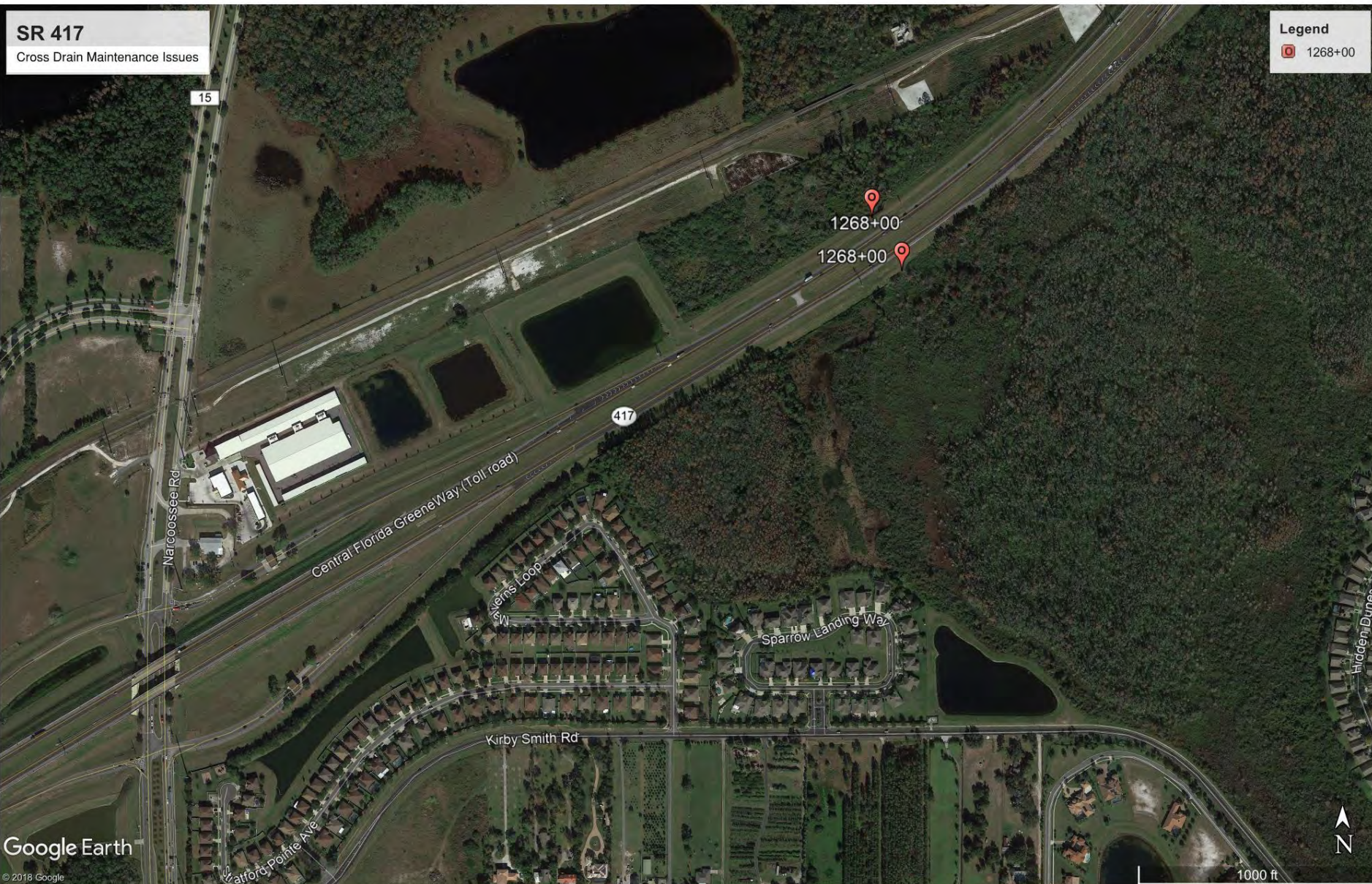
Left



Right

- Heavy vegetation surrounding Left structure







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-3	1268+00	457	Wingwall	6 - 8' x 4' CBC	1



Right



Left

- 6" Sediment observed end of Right structure







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
B-9A	1324+00	457	Straight Endwall	4 - 34" x 53" RCP	1



Left



Right

- Heavy vegetation, difficult access



# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
B-9B	1326+00	457	Straight Endwall	3 - 29" x 45" RCP	1



Left



Right

- 8" Sediment measured







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
D-1A	1377+60	457	Straight Endwall	2 - 9' x 4' CBC	1



Right



Left

- Left structure behind fence, no access
- Could not inspect







# SR 417- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-14	235+00	402	MES	3 - 19" x 30" RCP	1



Right



Left

- 8" Sediment measured



## Cross Drain Maintenance Issues

V 1083+60

**U** 531+30





# SR 408- All Evaluated Cross-Drains

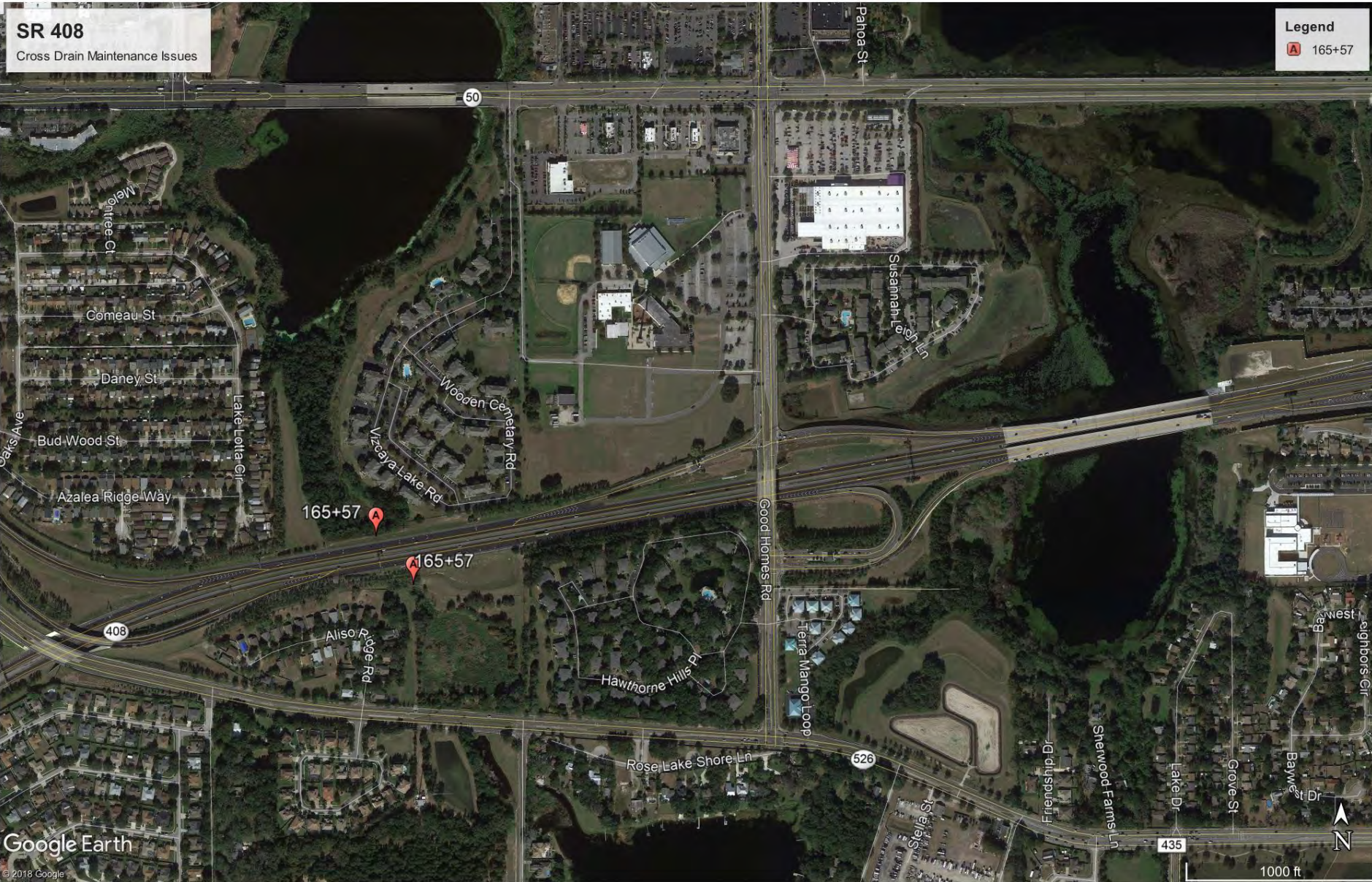
Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-4	165+57	502	Straight Endwall	10' x 6' CBC	(1) Requires Immediate Attention No Access
S-99	500+50	1.1	Straight Endwall	2 - 7' x 3' CBC	(1) Requires Immediate Attention Heavy Structural Issue
S-111	524+50	1.1	Straight Endwall	2 - 9' x 3' CBC	None
C-1	582+37	252A	Straight Endwall	6' x 3' CBC	(1) Requires Immediate Attention No Access
N/A	719+20	253A	Straight Endwall	6' x 8' CBC	(3) Minor
S-436A to S-433	818+00	253B	Straight Endwall to DBI	2 - 34" x 53" RCP	(3) Minor
A-9	1933+00	253D-D1	Straight Endwall	2 - 6' x 7' CBC	(1) Requires Immediate Attention Scour

# SR 408- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-9	408+85	113	MES	3 - 38" x 60" RCP	(1) Requires Immediate Attention No Access
S-14	416+00	113	MES	2 - 36" RCP	(1) Requires Immediate Attention Vegetation
S-17	426+00	113	MES	2 - 38" x 60" RCP	(1) Requires Immediate Attention Vegetation

- Total- 12, Requires Immediate Attention- 8 (4 No Access, 2 Vegetation, 1 Scour, 1 Structural), Medium- 1, Minor- 2, None- 1







# SR 408- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-4	165+57	502	Straight Endwall	10' x 6' CBC	1



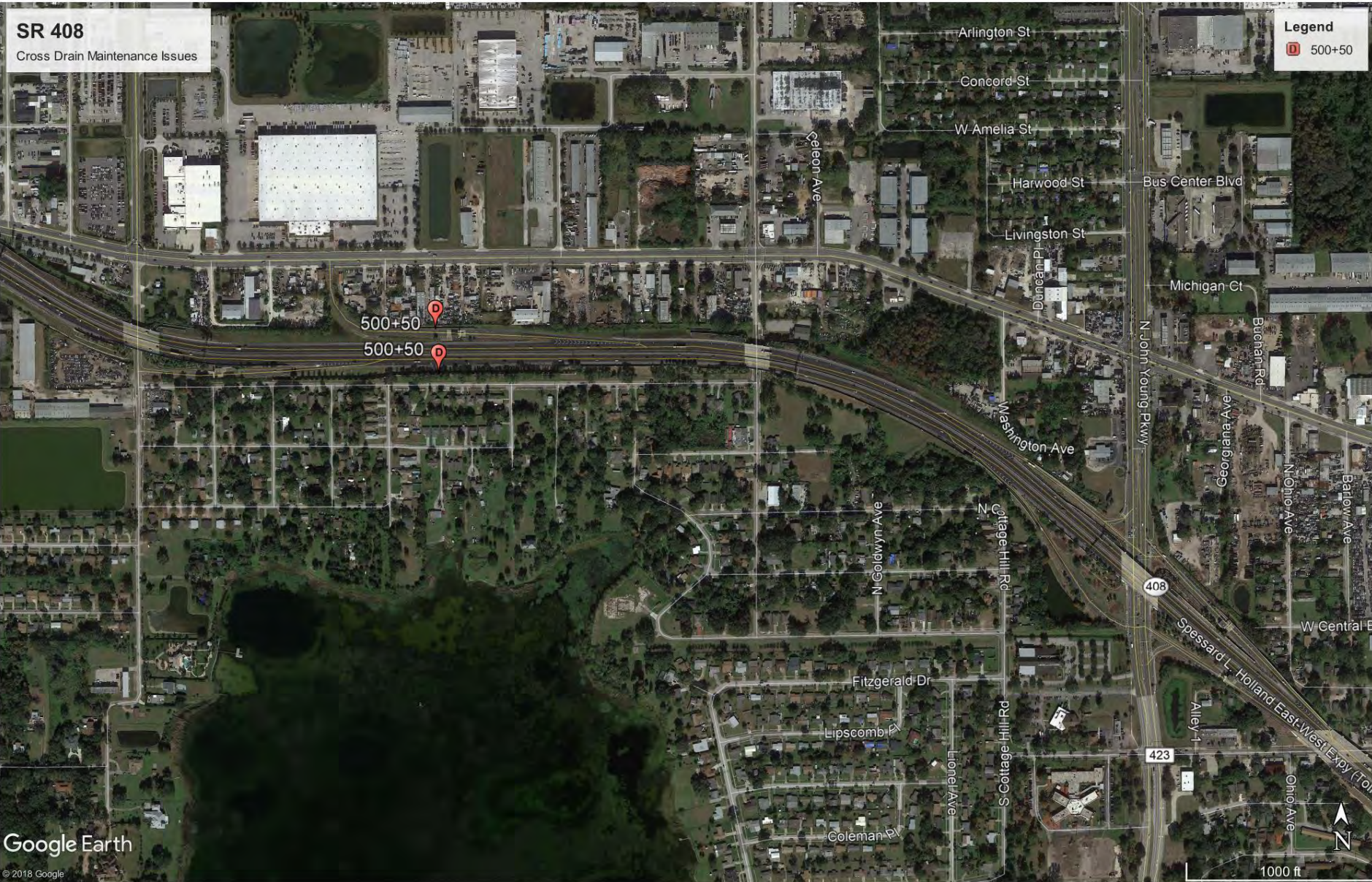
Left



Right

- SB structure behind fence, no access
- Could not inspect







# SR 408- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-99	500+50	1.1	Straight Endwall	2 - 7' x 3' CBC	1



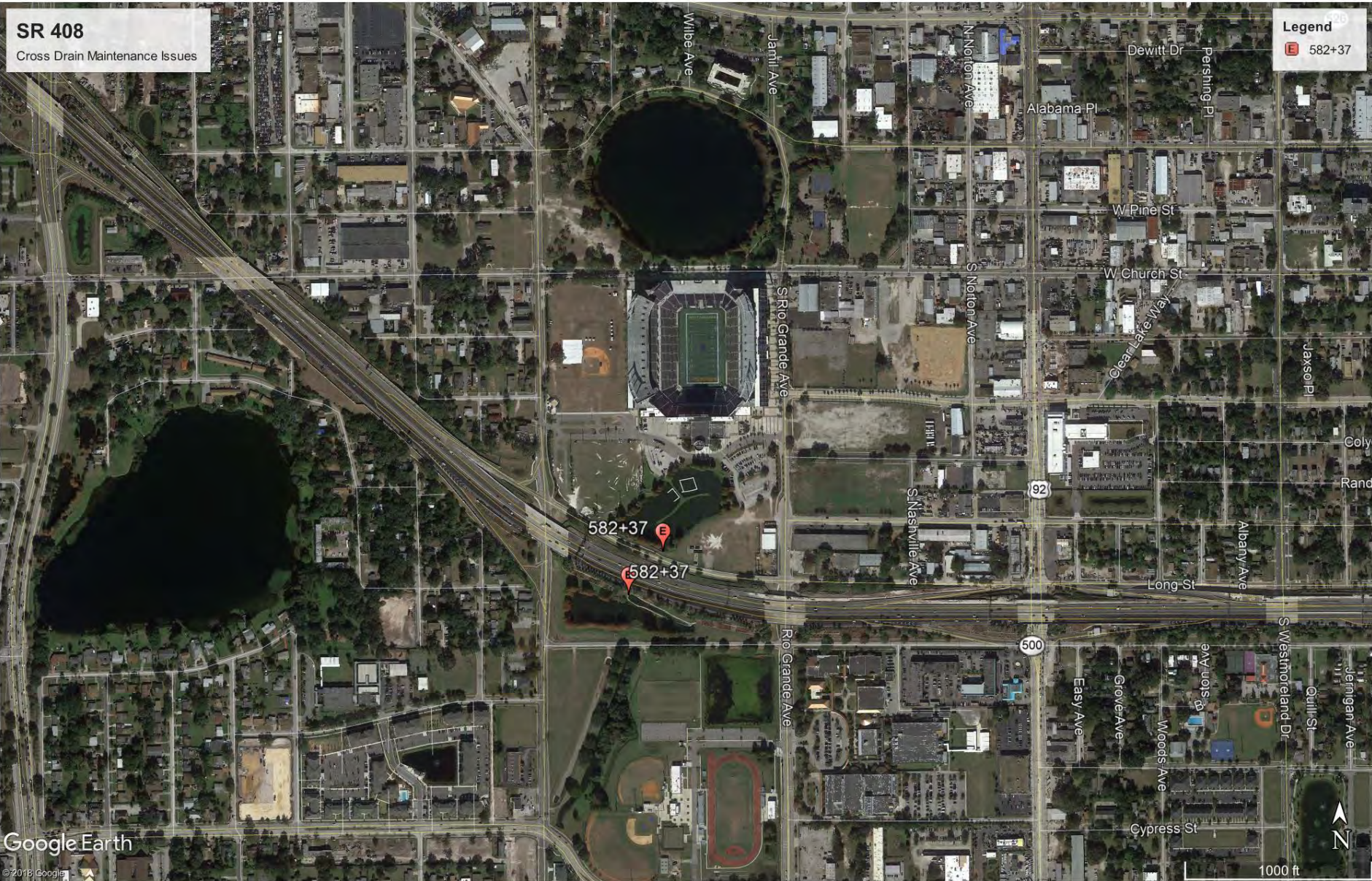
Left



Left

- Piles of sediment up to 8" in depth
- Cracking in concrete around opening- 36" deep







# SR 408- Rating Level 1 Issues

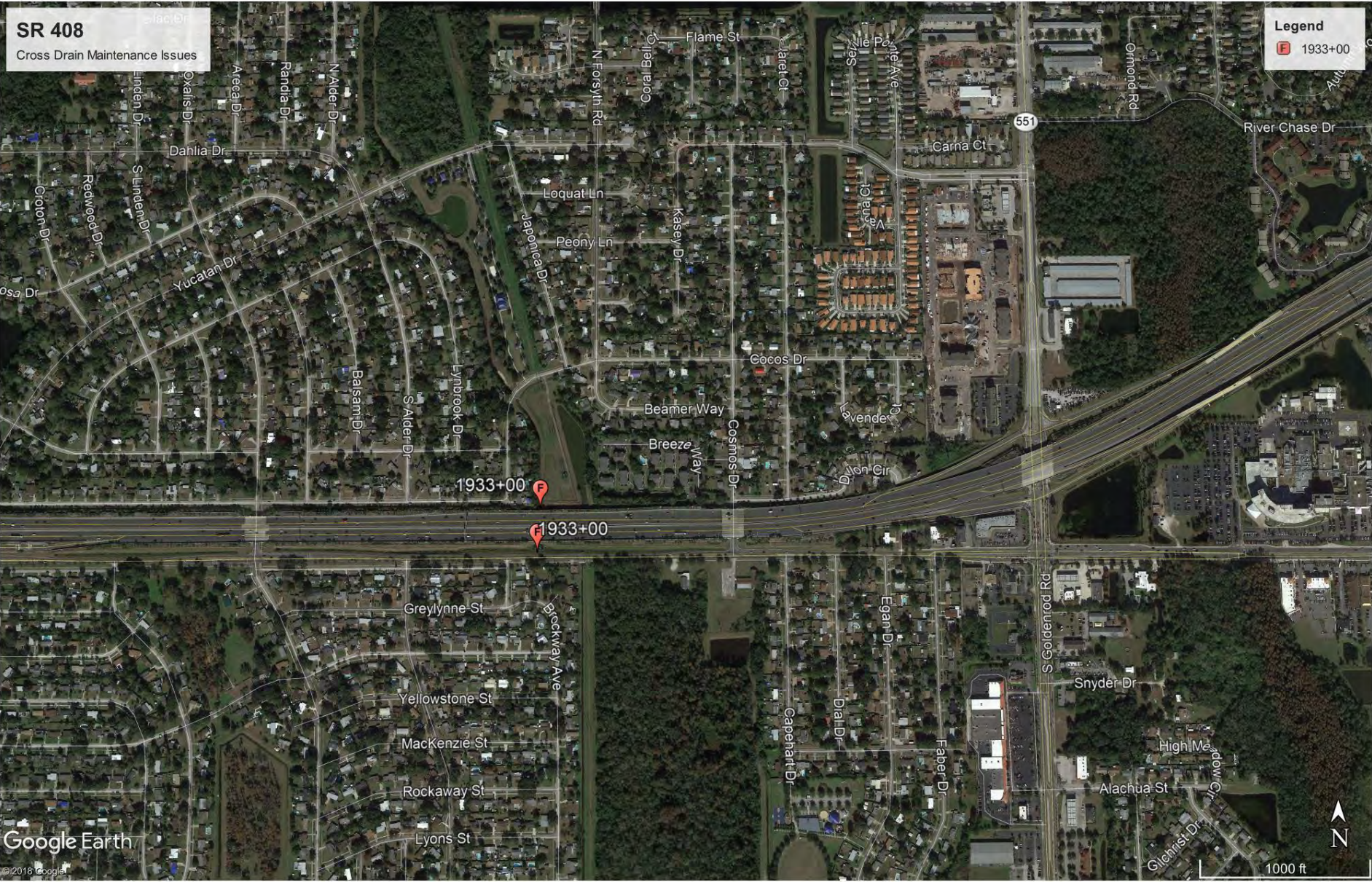
Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
C-1	582+37	252A	Straight Endwall	6' x 3' CBC	1



Right

- WB structure behind fence line, no access
- Could not inspect







# SR 408- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
A-9	1933+00	253D-D1	Straight Endwall	2 - 6' x 7' CBC	1



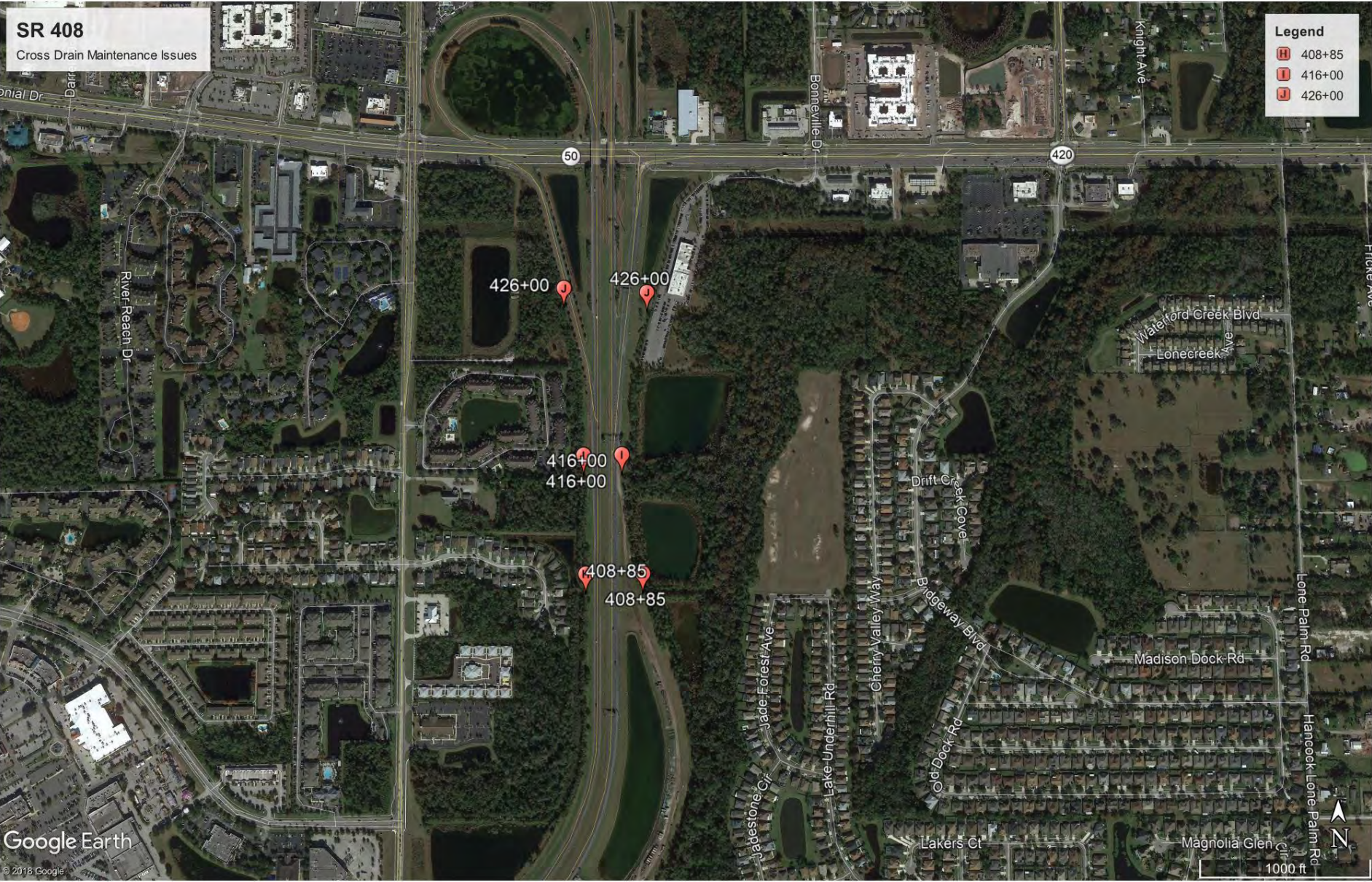
Right



Left

- 30" scour measured Right structure







# SR 408- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-9	408+85	113	MES	3 - 38" x 60" RCP	1



Left



Right

- Right structure behind fence line, no access
- Could not inspect



# SR 408- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-14	416+00	113	MES	2 - 36" RCP	1



Left



Right

- Left structure covered in heavy vegetation
- Right structure moderate vegetation

# SR 408- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S-17	426+00	113	MES	2 - 38" x 60" RCP	1



Left



Right

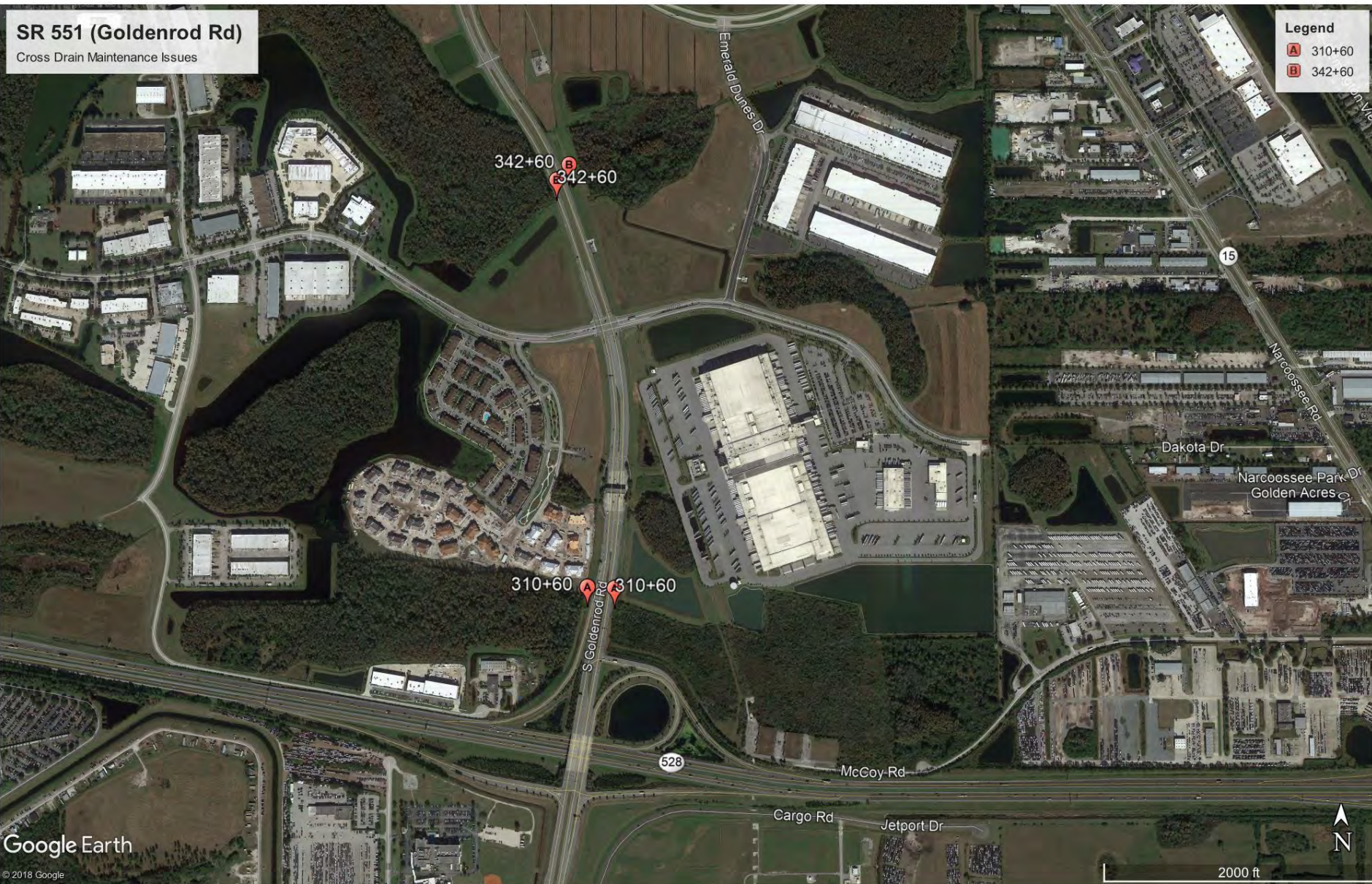
- Left structure covered in heavy vegetation
- Right structure moderate vegetation



# SR 551 (Goldenrod Rd)- All Evaluated Cross-Drains

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S0-26	284+00	903A	MES	2 - 42" RCP	None
S1-12	310+60	903	MES	3 - 29" x 45" RCP	(1) Requires Immediate Attention Vegetation
S4-27	342+60	903B	Straight Endwall	3 - 48" RCP	(1) Requires Immediate Attention Vegetation
S5-21	372+50	903B	MES to MH	3 - 29" x 45" RCP	(1) Requires Immediate Attention Vegetation
S5-22	389+20	903B	MES to MH	2 - 24" x 38" RCP	(2) Medium

- Total- 5, Requires Immediate Attention - 3 (3 Vegetation), Medium- 1, Minor- 0, None- 1





# SR 551- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S1-12	310+60	903	MES	3 - 29" x 45" RCP	1



Left



Right

- Both structures covered in heavy vegetation, pipes submerged

# SR 551- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S4-27	342+60	903B	Straight Endwall	3 - 48" RCP	1



Left


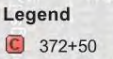


Right

- Left structure covered by heavy vegetation, inaccessible



## Cross Drain Maintenance Issues



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2000 ft



# SR 551- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
S5-21	372+50	903B	MES to MH	3 - 29" x 45" RCP	1



Right



Right

- Right structure covered by heavy vegetation



# SR 538 (Poinciana Pkwy)- All Evaluated Cross-Drains



Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD-6	174+64	Segment 3	Straight Endwall	2 - 24" x 38" RCP	None
CD-7	324+00	Segment 3	Straight Endwall	2 - 36" RCP	(1) Requires Immediate Attention Scour
CD-8	328+00	Segment 3	Straight Endwall	2 - 36" RCP	(1) Requires Immediate Attention Scour
CD 4-7	596+78	Segment 4	Straight Endwall	2 - 8' x 4' CBC	(1) Requires Immediate Attention No Access
N/A	551+25	Segment 4	Straight Endwall	2 - 10' x 4' CBC	(1) Requires Immediate Attention No Access
CD 4-4	466+09	Segment 4	Straight Endwall	2 - 42" RCP	(2) Medium

- Total- 6, Requires Immediate Attention- 4 (2 No Access, 2 Scour), Medium- 1, Minor- 0, None- 1

## SR 538 (Poinciana Pkwy)

Cross Drain Maintenance Issues

### Legend

-  324+00
-  328+00

Google Earth

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324+00 324+00

328+00 328+00



2000 ft



# SR 538- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD-7	324+00	Segment 3	Straight Endwall	2 - 36" RCP	1



Left



Right

- 8" scour measured Right structure
- Washout around Right headwall

# SR 538- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD-8	328+00	Segment 3	Straight Endwall	2 - 36" RCP	1



Left



Right

- 9" scour measured Right structure
- Washout around both headwalls



## SR 538 (Poinciana Pkwy)

Cross Drain Maintenance Issues

### Legend

- 551+25
- 596+78

596+78

596+78

551+25

551+25

Google Earth

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# SR 538- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
CD 4-7	596+78	Segment 4	Straight Endwall	2 - 8' x 4' CBC	1



Left

- Left structure behind fence
- No CFX lock on gate, no access
- Could not inspect



Right



# SR 538- Rating Level 1 Issues

Structure No.	Station	Project No.	End Treatment Type	Pipe Size/Type	Maintenance Rating Level
N/A	551+25	Segment 4	Straight Endwall	2 - 10' x 4' CBC	1



Left



Right

- Both structures behind fence
- No CFX lock on gates, no access
- Could not inspect



[CFXway.com](http://CFXway.com)