

Volume I

2020

Annual Inspection Report





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January 29, 2021

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

Re: 2020 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 2020 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 2020 inspection was performed, portions of the CFX System were under construction and not inspected. Those portions are identified in the report.

Dewberry completed the System inspection from June –December 2020 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.

We believe that this Annual Inspection Report continues to be an important tool in the identification of maintenance needs and planning asset management strategies. For FY 2020, the CFX continued to meet or exceed the Florida Transportation Commission's performance measures for pavement condition (at least 85% of lane miles rated "excellent or good") and bridge condition ratings (at least 95% of bridge structures rated "excellent or good").

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

Sincerely,

A handwritten signature in blue ink that reads "R. Keith Jackson".

R. Keith Jackson, P.E.
Program Manager

Attachments

cc: Don Budnovich (3 copies; includes copies for ICA & Jorgensen)
Matt Lewis (1 copy) Robert Glasemann (1 copy)
Steve Geiss (1 copy) James Martin (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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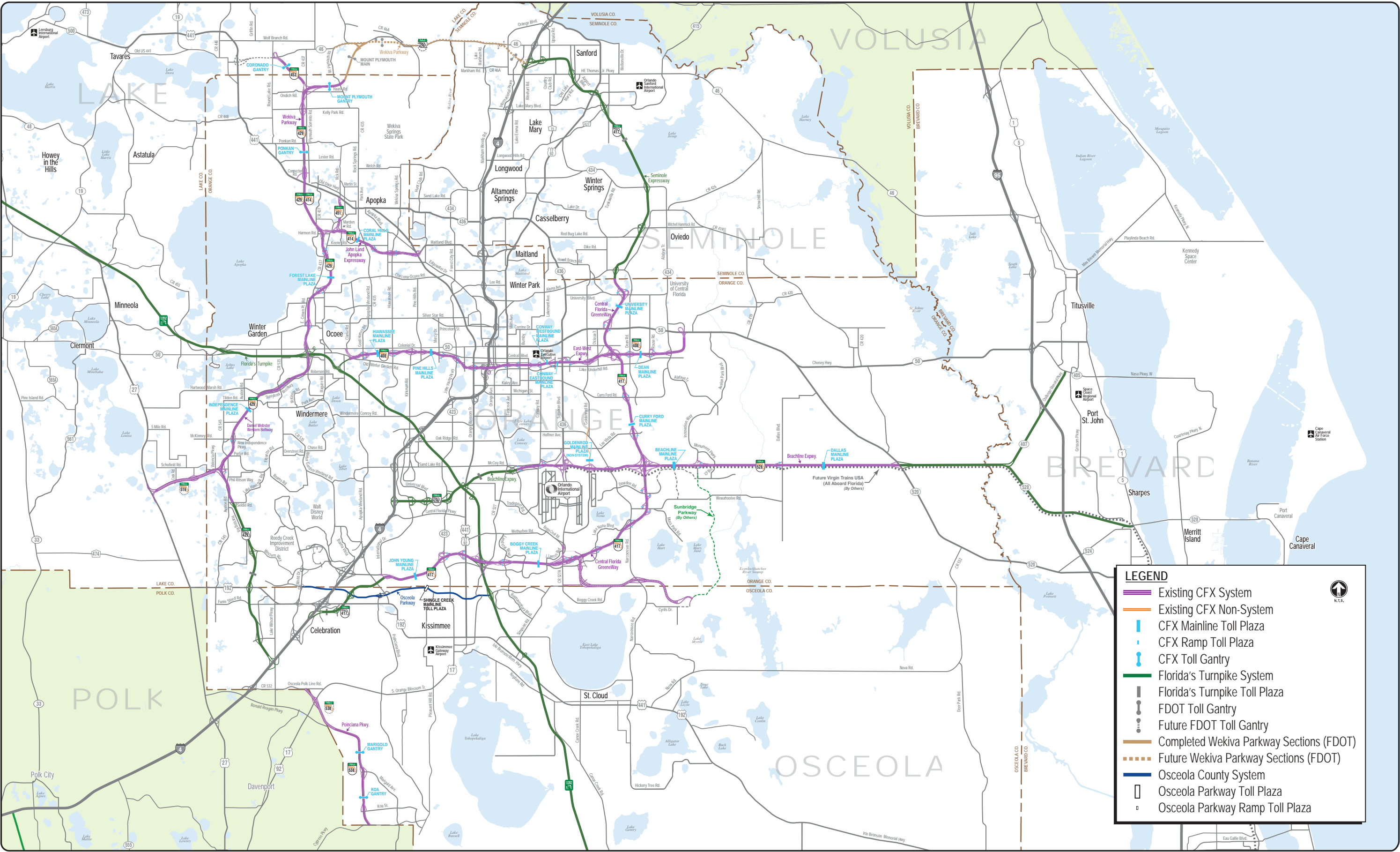
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CFX System Wide Map

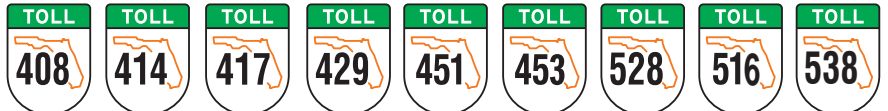
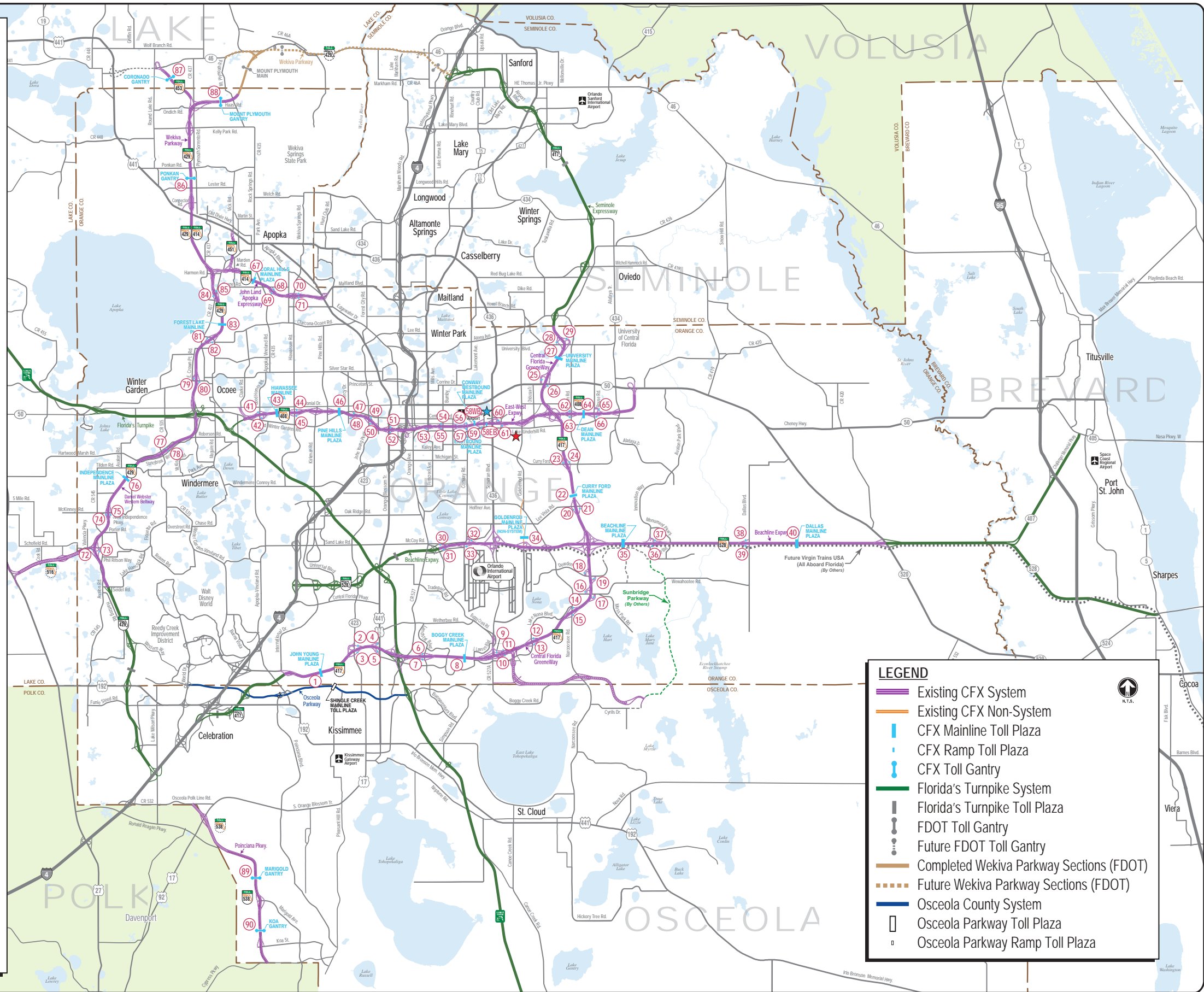


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17	Moss Park Ramp - On	63	Dean Road Ramp - Off
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19	Innovation Way Ramp - On	65	Rouse Road Ramp - Off
20	Lee Vista Ramp - On	66	Rouse Road Ramp - On
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CFX System Wide Toll Facilities Map

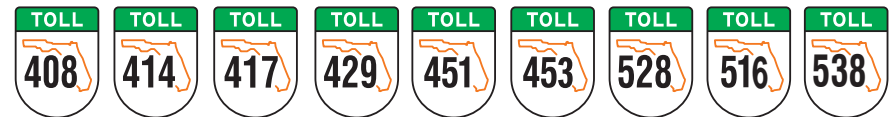


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Executive Summary

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY



Executive Summary

The 2020 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 toll facility building, canopy aesthetics and facades.

CFX's roadway system includes SR 408 (Spessard L. Holland East-West Expressway and Arnold Palmer 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).

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

Based on the findings for the 2020 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 CFX continue the implementation of routine maintenance as budgeted and scoped and continue to implement Renewal and Replacement projects as identified in CFX's Five-Year Work Plan. Further, this will allow the CFX to continue to meet or exceed the Florida Transportation Commission's performance measures for pavement condition (at least 85% of lane miles rated "excellent or good") and bridge condition ratings (at least 95% of bridge structures rated "excellent or good").





Report

2020 Annual Inspection Report CENTRAL FLORIDA EXPRESSWAY AUTHORITY



1.0 Introduction

1.1 Background

Between July and November 2020, Dewberry, Central Florida Expressway Authority's 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, ramp plazas, and the CFX Operations and Administration building.

Bridge and Sign Structure 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 2020 inspection process, the following major construction projects were underway:

- SR408 EB Mills Ave Exit Ramp Improvement

- SR 408 / I-4 Interchange (FDOT Project)
- SR 417 Widening from Econlockhatchee Canal to Seminole County Line
- SR 417 / Turnpike Interchange (FDOT Project)
- SR 429 / Stoneybrook West Blvd. Interchange

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

The system consists of 128 centerline miles and 830 lane miles of highway with 72 interchanges, 14 mainline toll plazas, 5 mainline gantries, 71 ramp toll plazas, 3 ramp gantries, and 339 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 and Arnold Palmer Expressway)

SR 408 (Spessard L. Holland East-West Expressway and Arnold Palmer 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 the Orange-Seminole County line, south of SR 426 (Aloma Avenue).

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)

In 2020, SR 538 (Poinciana Parkway) became part of the CFX System. This roadway is a two lane 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, five mainline gantries, one back-up data center, and one administration and operations center (Figure 2).

CFX also owns facilities at 7001 McCoy Road, which functions as a maintenance facility and at 525 South Magnolia Avenue to be repurposed as an E-Pass service center. 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, traffic signals, and facilities.

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

4. DBI maintains CFX facilities

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, Aero 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
- Maintenance Rating Program Inspections via subconsultant
- 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, landscape design, 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 2020) and the goals and objectives for the upcoming fiscal year (FY 2021).

The following are identified as major achievements during the past fiscal year (FY 2020):

- Achieved an MRP score of at least 90.
- Continued to increase routine observation of Asset Management Contracts to identify areas of maintenance activities in need of improvement.
- Continued to implement systemwide signing upgrades and rehabilitation.
- Continued the identification of projects that should be funded under the Renewal and Replacement budget.
- Continued the identification of projects that require routine maintenance and should be included in the maintenance budget.

- Maintained pavement striping at a high level of reflectivity by identifying areas in need of rehabilitation.
- Proceeded with design for the next phases of the systemwide coatings upgrades.

CFX Maintenance Staff has identified the following goals and objectives for the coming fiscal year (FY 2021). These items involve activities associated with construction and maintenance of roadways, bridges, facilities, and landscape.

- Achieve an 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 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 \$19.9 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 \$3.1 million for

maintenance administration and routine maintenance.

1.4.4 Maintenance Rating Program

CFX has instituted an independent Maintenance Rating Program (MRP), in addition of their FDOT provided program, to evaluate the performance of roadway and bridge maintenance contractors. This independent program includes systemwide ramps that are not completed as part of the FDOT's inspection process. 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 FDOT Certified Bridge Inspectors. 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 2020. 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 339 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 also inspects overhead sign structures every two years and traffic signals every five years.

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 2020 Pavement Condition Survey data shows 91% 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 3 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, one major area was under construction and not inspected:

1. The area in and around the SR 408 / I-4 interchange

Clusters of observations were located along SR 408 at Kirkman Road, just east of Chickasaw Trail, and at the east SR 50 interchange. The observations included erosion and obstructed or overgrown drainage structures, and pavement marking degradation. Pavement marking degradation was prevalent along the mainline just east of Chickasaw Trail.



Figure 3: Pavement Marking Degradation east of Chickasaw Trail.

2.1.2 SR 408 (Spessard L. Holland East-West Expressway and Arnold Palmer Expressway) Bridges

Bridge observations along SR 408 included asphalt cracking at an approach slab, fence corrosion, minor spall/chip on internal beam face, and general coatings degradation.

Discoloration of architectural columns and bridge features were observed at the SR 408 overpass of Goldenrod Road.



Figure 4: Discoloration on Architectural Column.

2.1.3 SR 408 (Spessard L. Holland East-West Expressway and Arnold Palmer 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: Barrier Wall damage east of Andes Road.

2.1.4 SR 408 (Spessard L. Holland East-West Expressway and Arnold Palmer Expressway) Facilities

SR 408 consists of 5 Mainline Toll Plazas (Hiawassee, 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 outlets. There was roof fascia damage observed at the SR 408 Yucatan on Ramp.

Individual summaries of facilities along SR 408 are indicated in Appendix 2 System/Non-System Facility Reports included in this document.

2.2 SR 414 (John Land Apopka Expressway) Findings - Ratings 2 or 3

See Appendix 4 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 roadside erosion, worn striping, and overgrown or inaccessible drainage structures.

Roadside erosion was observed at the Hiawassee Road and Marden Road interchanges.

Obstructed and overgrown drainage structures were observed throughout the roadway with a concentration at the ponds east of Hiawassee Road.



Figure 6: Roadside erosion SR 414.

2.2.2 SR 414 (John Land Apopka Expressway) Bridges

Bridge observations included spalling at expansion joints, vertical cracks in bridge barriers, and debris filled bridge inlets.

Observations of spalling adjacent to expansion joints was observed at the bridge over the Landfill Service Road.

Debris filled inlets were observed at both the Landfill Service Road and the SR 451 Ramp over SR 414.



Figure 7: Spalling at expansion joint SR 414 over Landfill Service 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. MSE wall vegetation was observed at the bridge over FGT Gas Service Road.



Figure 8: MSE wall vegetation FGT Gas Access 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, ceiling tiles, and algae growth on facility coatings. Individual summaries of facilities along SR 414 are indicated in the Appendix 2 System/Non-System Facility Reports included in this document.



Figure 9: Algae growth and wasp nest at Coral Hills Mainline Plaza.

2.3 SR 417 (Central Florida GreeneWay) Findings – Ratings 2 or 3

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

2.3.1 SR 417 (Central Florida GreeneWay) Roadway

Observations for SR 414 included minor slope erosion, minor shoulder drop-off conditions, and drainage structure obstructions both sediment and vegetation.

Minor slope erosion as well as shoulder erosion was observed in various locations throughout the corridor.

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



Figure 10: Overgrown fence SR 417 north of I-Drive

2.3.2 SR 417 (Central Florida GreeneWay) Bridges

Bridge observations included small amounts of graffiti, vegetation in MSE wall joints, slope pavement with minor vegetation in joints, minor spalling at expansion joints, and missing reflectors on bridge barrier walls.

Vegetation on MSE walls and graffiti was observed at the SR 417 bridge over the OUC rail line, while vegetation growing from the slope

pavement was observed at SR 417 and Wyndham Lakes Boulevard.



Figure 11: SR 417 over Wyndham Lakes slope pavement vegetation.

2.3.3 SR 417 Central Florida GreeneWay Walls and Fencing

Overall the SR 417 walls were in good standing with no noticeable issues.

Fencing observations included minor fence damage and pockets of overgrown fence lines throughout the corridor with no concentration in one area.

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, ceiling tile damage, duct work, and mildew/mold growth on outdoor coatings.

Individual summaries of facilities along SR 417 are indicated in Appendix 2 System/Non-System Facility Reports included in this document.



Figure 12: SR 417 Moss Park on ramp stained ceiling tile.

2.4 SR 429 (Daniel Webster Western Beltway / Wekiva Parkway) Findings - Ratings 2 or 3

See Appendix 6 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 pavement marking degradation as well as pavement degradation in travel lanes.

Roadside erosion was observed along the shoulders, front slopes, and swales in various locations of the roadway with the heaviest concentration observed from Seidel Road to the New Independence Mainline Plaza, and in and around the Forest Lake Mainline Plaza.

A heavy concentration of drainage structure obstructions was observed at the Franklin Street Interchange.



Figure 13: SR 429 obstructed drainage structure at Franklin Street.

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

Fiscal Year 2020 Bridge observations included minor spalling at approach slabs and dirt and debris in the expansion joints. Observation points centered around the SR 429 bridge over the Central Florida Railroad and Connector road bridge.

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

SR 429 wall and fence observations were limited to, vegetation overgrown fence lines, open gates, and damaged wall gutter.

Fencing observations for both ROW and retaining wall were noted at various locations including vegetation overgrown fence lines, open gates along Wekiva Parkway. Damaged wall gutter was noted at the Schofield Road interchange.

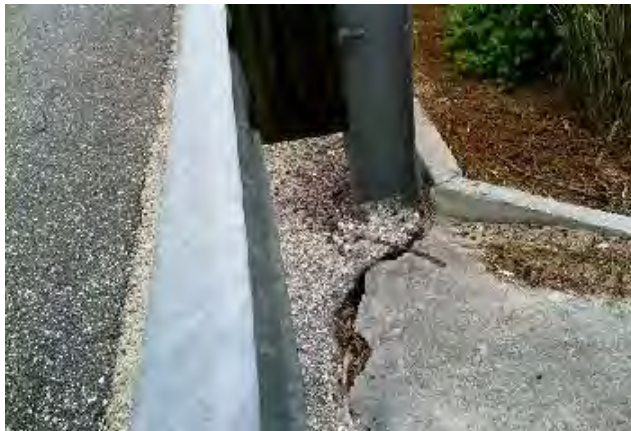


Figure 14: SR 429 wall gutter cracking Schofield Road

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 to include the canvas covers over the pedestrian walkway at Dallas Boulevard Mainline Plaza.

Individual summaries of facilities along SR 429 are indicated in Appendix 2: System/Non-System Facility Reports included in this



Figure 15: SR 429 Forest Lake Mainline Plaza mold growth on pedestrian bridge.

2.5 SR 451 Findings - Ratings 2 or 3

See Appendix 7 for detailed inspection sheets, maps, and photos.

2.5.1 SR 451 Roadway

FY 2020 SR 451 roadway observations consisted of roadside erosion and missing or damaged pavement markings.

Roadside erosion was prevalent along SR 451 just south of SR 441, while pavement marking damage was observed just north the systems interchange.



Figure 16: SR 451 damaged striping.

2.5.2 SR 451 Bridges

No observations were noted on the SR 451 bridges.

2.5.3 SR 451 Walls and Fencing

No observations were noted on SR 451 walls; however, overgrown ROW fencing was observed in a few 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 8 for detailed inspection sheets, maps, and photos.

2.6.1 SR 453 Roadway

SR 453 observations were minimal with minor slope erosion and damaged sign panels.

2.6.2 SR 453 Bridges

No observations were noted on SR 453 bridges.

2.6.3 SR 453 Walls and Fencing

Fence observations included damaged fence and scuffed barrier walls along 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. Anderson Beachline Expressway) Findings - Ratings 2 or 3

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

2.7.1 SR 528 (Martin Andersen Beachline Expressway) Roadway

FY 2020 SR 528 roadway observations included roadside erosion, erosion around drainage structures, vegetation obstructed drainage structures, and debris in and around shoulder gutter inlets.

Drainage structure obstructions and erosion were observed at various locations throughout the roadway with concentrated areas east of ICP Boulevard.



Figure 17: SR 528 overgrown drainage structure east of ICP Boulevard.

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

Bridge observations minor spalling at expansion joints, vertical cracking on barrier walls, and vegetation on slope pavement.

These conditions were observed at the SR 528 westbound bridge over Farm Access Road.

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

No observations were noted on SR 528 fence minor barrier wall damage was observed east of Boggy Creek Road.



Figure 18: SR 528 barrier wall coating damage east of Boggy Creek Road.

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, and exterior coatings systems with mold growth.

Individual summaries of facilities along SR 528 are indicated in Appendix 2: System/Non-System Facility Reports included in this document.



Figure 19: Toll Gantry with mold growth SR 528 Dallas Boulevard on ramp

2.8 SR 538 (Poinciana Parkway) Findings - Ratings 2 or 3

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

2.8.1 SR 538 (Poinciana Parkway) Roadway

SR 538 roadway observations consisted of overgrown and damaged drainage structures, sediment filled ditch pavement, and roadside erosion.



Figure 20: SR 538 sediment in ditch pavement west of KOA Street.

2.8.2 SR 538 (Poinciana Parkway) Bridges

Bridge observations included ponding on bridge shoulder and base of MSE walls, and expansion joints missing backer rods.

2.8.3 SR 538 (Poinciana Parkway) Walls and Fencing

SR 538 fence and wall observations included damaged or leaning fence lines, and minor barrier wall damage.



Figure 21: Damaged leaning fence on KOA Street.

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 plazas as well as apparent vandalism on the plaza exterior.

Individual summaries of facilities along SR 538 are indicated in Appendix 2: System/Non-System Facility 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 Administration and Operations Building

The CFX Administration and Operations 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.

An individual summary of the CFX Headquarters Building is included in Appendix 2: System/Non-System Facility Reports included in this document.

3.0 Projects Completed Since 2019 Inspection

Listed below are Renewal and Replacement Projects completed (July 1, 2019 to June 30, 2020), after the 2019 Annual Inspection.

3.1 Roadway

- SR 528 Milling and Resurfacing Innovation Way to SR 520
- SR 528 Econ River Bridge Replacement
- SR 408 Guide Sign Replacements
- SR 408 Milling and Resurfacing I-4 to Lake Underhill Bridge

3.2 Facilities

- CFX Headquarters 1st and 3rd Floor Renovations

4.0 Future Renewal and Replacement Projects

Listed below are Renewal and Replacement Projects funded for design and construction or in construction during the Fiscal Year 2021.

4.1 Roadway

- 408-763 SR 408 Milling and Resurfacing Yucatan Drive to SR 417
- 408-764 SR 408 Milling and Resurfacing Woodbury Road to SR 50
- 599-756 SR 408 Coatings I-4 to Chickasaw Trail



Figure 22: Cladding wall coating degradation SR 408.

- 414-754 SR 414 Milling and Resurfacing SR 451 to Keene Road
- 414-755 SR 414 Milling and Resurfacing Keene Road to US 441



Figure 23: Asphalt Raveling and Cracking SR 414.

- 414-640 SR 414 Guide Sign Replacement SR 429 to US 441
- 417-760 SR 417 Milling and Resurfacing SR 528 to Berry Dease
- 417-761 SR 417 Milling and Resurfacing SR 408 to E-4 Canal Bridge
- 599-759 SR 417 South Access Road Slope Repair

- 417-751 SR 417 Bridge Over SR 528 Preservation



Figure 24: Extruded elastomer at Abutment bearings SR 417 over SR 528 bridge.

- 429-758 SR 429 Pavement Improvements
- SR 451 Milling and Resurfacing SR 414 to US 441

4.2 Non-System Facilities

- 599-416A/B East District Facility Water and Sewer Upgrades

5.0 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 91. 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 91% 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

2020 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

2020 Annual Inspection Report
CENTRAL FLORIDA EXPRESSWAY AUTHORITY





2020 Annual Facilities Inspection Report



Hiawassee Main Plaza

November 6, 2020

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: 11/06/20
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:

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

Tunnel Observations:

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

Exterior Observations:

- Exterior handhole missing cover in area behind mainline building. (Figure 1 & Figure 2)
- Exterior mainline building in need of pressure wash. (Figure 5 & Figure 6)
- Exterior generator exhaust in need of repair located behind mainline building. (Figure 7 & Figure 8)
- Exterior generator has erosion beneath concrete pad located behind mainline building. (Figure 9)
- Exterior maintenance shed located behind mainline building in need of pressure. (Figure 10)

Recommendations:

- Recommend installing missing handhole cover located along toll plaza building.
- Recommend general maintenance to pressure wash building exterior.
- Recommend general maintenance to repair generator located behind mainline building.

41 – Good Homes Ramp – On Observations:

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

42 – Good Homes Ramp – Off Observations:

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

44 – Hiawassee Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza, general maintenance on bollard and cover electrical trough is recommended.
(Figure 15, Figure 16, Figure 17 & Figure 18)

45 – Hiawassee Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza and cover electrical trough is recommended.
(Figure 19, Figure 20, 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 Hiawasse Mainline



Figure 2 Hiawasse Mainline



Figure 3 Hiawasse Mainline



Figure 4 Hiawasse Mainline



Figure 5 Hiawasse Mainline



Figure 6 Hiawasse Mainline



Figure 7 Hiawassee Mainline



Figure 8 Hiawassee Mainline



Figure 9 Hiawassee Mainline



Figure 10 Hiawassee Mainline



Figure 11 Good Homes Ramp On



Figure 12 Good Homes Ramp On



Figure 13 Good Homes Ramp Off



Figure 14 Good Homes Ramp Off



Figure 15 Hiawassee Ramp Off



Figure 16 Hiawassee Ramp Off



Figure 17 Hiawassee Ramp Off

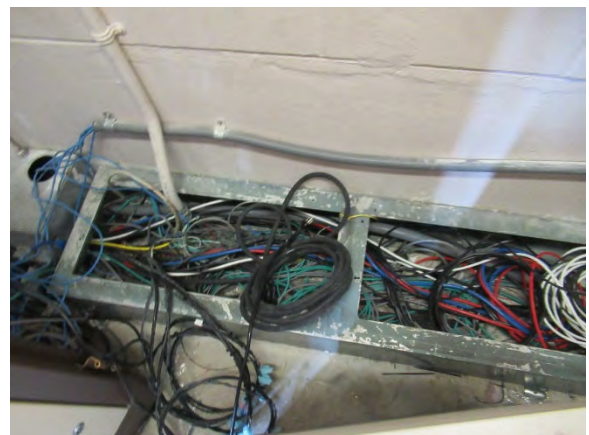


Figure 18 Hiawassee Ramp Off



Figure 19 Hiawassee Ramp On



Figure 20 Hiawassee Ramp On



Figure 21 Hiawassee Ramp On



Figure 22 Hiawassee Ramp On

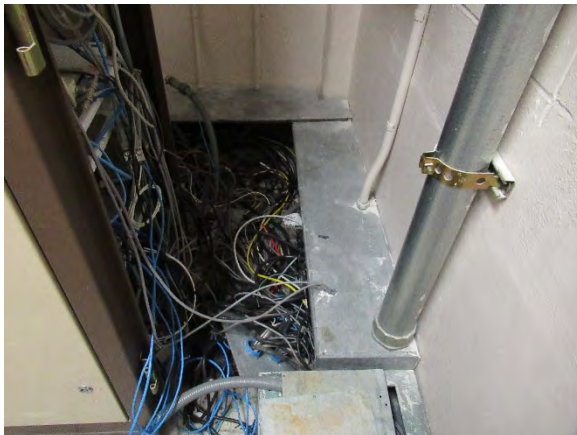


Figure 23 Hiawassee Ramp On

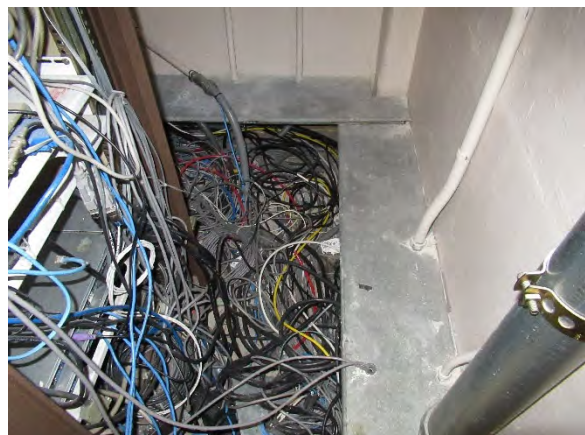


Figure 24 Hiawassee Ramp On

2020 Annual Facilities Inspection Report



Pine Hills Main Plaza

November 13, 2020

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: 11/13/20
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 temporary HVAC equipment.
(Figure 1 & Figure 2)
- Mainline computer room has missing vent covers.
(Figure 3 & Figure 4)

Overpass Observations:

- The above referenced overpass has identified rusted members.
(Figure 5, Figure 6, Figure 7 & Figure 8)

Exterior Observations:

- Exterior mainline walkway and building façade in need of pressure wash.
(Figure 9 & Figure 10)
- Exterior erosion areas under concrete pads located behind mainline building.
(Figure 11 & Figure 12)
- Exterior concrete at toll plaza barrier has damage at base.
(Figure 13 & Figure 14)

Recommendations:

- Recommend general maintenance to replace vent covers.
- Recommend general repairs to ventilation system in elevator machine room.
- Recommend routine maintenance to pressure wash and repaint overpass.
- Recommend general patch and repair of damage to base of toll plaza barrier.
- Recommend routine maintenance to address erosion under concrete pads located behind mainline building.

47 – Old Winter Garden Ramp – Off Observations:

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

48 – Ortman/Mercy Drive Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza, overhead sign structure and repair potential leak above ceiling tile is recommended.
(Figure 17, Figure 18, Figure 19 & Figure 20)

49 – John Young Parkway Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to repair erosion area under wrong way sign structure is recommended.
(Figure 21, Figure 22, Figure 23 & Figure 24)

50 – John Young Parkway Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to repair potential leak above ceiling tile is recommended.
(Figure 25, Figure 26, Figure 27 & Figure 28)

51 – OBT Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some maintenance to remove debris surrounding plaza and patch and repair concrete at overhead sign structure is recommended.
(Figure 29, Figure 30, Figure 31, Figure 32, Figure 33, Figure 34, Figure 35 & Figure 36)

52 – OBT Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza, remove sign debris and patch and paint canopy is recommended.
(Figure 37, Figure 38, Figure 39, Figure 40, Figure 41 & Figure 42)

53 – Mills Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance on guardrail, paint remainder of utility pole, repair potential leak above ceiling tile and fireproof ceiling penetration is recommended.
(Figure 43, Figure 44, Figure 45, Figure 46, Figure 47 & Figure 48)

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

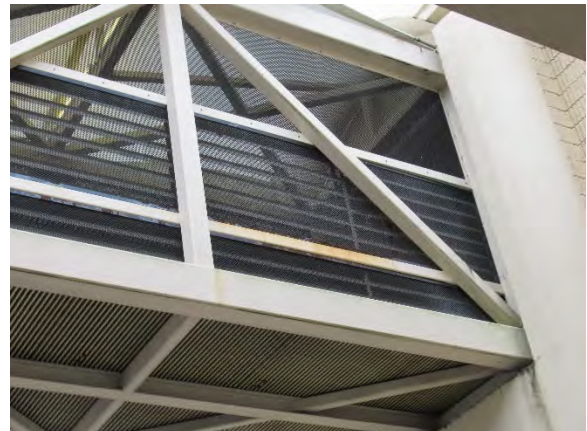


Figure 8 Pine Hills Mainline



Figure 9 Pine Hills Mainline



Figure 10 Pine Hills Mainline



Figure 11 Pine Hills Mainline



Figure 12 Pine Hills Mainline



Figure 13 Pine Hills Mainline



Figure 14 Pine Hills Mainline



Figure 15 Old Winter Garden Ramp Off



Figure 16 Old Winter Garden Ramp Off



Figure 17 Ortman Mercy Drive Ramp On



Figure 18 Ortman Mercy Drive Ramp On



Figure 19 Ortman Mercy Drive Ramp On



Figure 20 Ortman Mercy Drive Ramp On



Figure 21 John Young Parkway Ramp Off



Figure 22 John Young Parkway Ramp Off



Figure 23 John Young Parkway Ramp Off



Figure 24 John Young Parkway Ramp Off



Figure 25 John Young Parkway Ramp On



Figure 26 John Young Parkway Ramp On



Figure 27 John Young Parkway Ramp On



Figure 28 John Young Parkway Ramp On



Figure 29 OBT Ramp Off



Figure 30 OBT Ramp Off



Figure 31 OBT Ramp Off



Figure 32 OBT Ramp Off



Figure 33 OBT Ramp Off



Figure 34 OBT Ramp Off



Figure 35 OBT Ramp Off



Figure 36 OBT Ramp Off



Figure 37 OBT Ramp On



Figure 38 OBT Ramp On



Figure 39 OBT Ramp On



Figure 40 OBT Ramp On



Figure 41 OBT Ramp On



Figure 42 OBT Ramp On



Figure 43 OBT Ramp On



Figure 44 OBT Ramp On



Figure 45 Mills Ramp Off



Figure 46 Mills Ramp Off



Figure 47 Mills Ramp Off



Figure 48 Mills Ramp Off



2020 Annual Facilities Inspection Report



Conway Main Plaza

December 4, 2020

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: 12/04/20
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 Interior mainline computer room has potential leaks above ceiling tiles.
(Figure 1 & Figure 2)

Tunnel Observations:

- The above referenced tunnel is in good condition overall.

Exterior Observations:

- EB Exterior building canopy has visible cracks near the signing and lighting.
(Figure 3 & Figure 4)
- EB Exterior light at toll booth entrance areas has identified paint shedding. (Figure 5)
- EB Exterior prefab toll booth rooftop mounted HVAC unit has identified unsecured ductwork/sheet metal. (Figure 6)
- WB Exterior building facade has identified cracks / separation in overhead canopy.
(Figure 9, Figure 10, Figure 11 & Figure 12)
- WB Exterior light at toll booth entrance areas has identified paint shedding. (Figure 13)
- WB Exterior doorstop located at entrance to mainline needs replacement. (Figure 14)
- WB Exterior letter "Y" mounted to building façade is unsecured and pulling away from building.
(Figure 15 & Figure 16)
- WB Exterior retaining wall in loading dock area has identified separation in the concrete at the railing location. (Figure 17 & Figure 18)

Recommendations:

- Recommend general maintenance to repair doorstop and fasten letters to the building façade.
- Recommend general maintenance to repair unsecured ductwork on toll booth HVAC unit.
- Recommend routine maintenance to patch and seal cracks in canopy and building facade.

54 – Bumby Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza, ensure wrong way detection lighting is secured properly, cover electrical trough and fireproof ceiling penetration is recommended.
(Figure 19, Figure 20, Figure 21 & Figure 22)

55 – Bumby Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza, ensure wrong way detection lighting is secured properly, cover electrical trough and fireproof wall penetration is recommended.
(Figure 23, Figure 24, Figure 25, Figure 26, Figure 27 & Figure 28)

56 – Conway Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to remove debris around the landscaping is recommended.
(Figure 29, Figure 30, Figure 31 & Figure 32)

57 – Conway Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to remove debris around the landscaping and cover electrical trough is recommended.
(Figure 33, Figure 34, Figure 35 & Figure 36)

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

The above referenced ramp is in good condition overall.
(Figure 37 & Figure 38)

60 – Semoran Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure, ensure wrong way detection lighting is secured properly, cover electrical trough and fireproof ceiling penetration is recommended.
(Figure 39, Figure 40, Figure 41, Figure 42, Figure 43 & Figure 44)

61 – Yucatan Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to repair guardrail, ensure wrong way detection lighting is secured properly, cover electrical trough, weather seal interior joints at coin machine and patch and seal identified areas on building façade is recommended.
(Figure 45, Figure 46, Figure 47, Figure 48, Figure 49, Figure 50, Figure 51 & Figure 52)

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



Figure 3 Conway EB Mainline



Figure 4 Conway EB Mainline



Figure 5 Conway EB Mainline

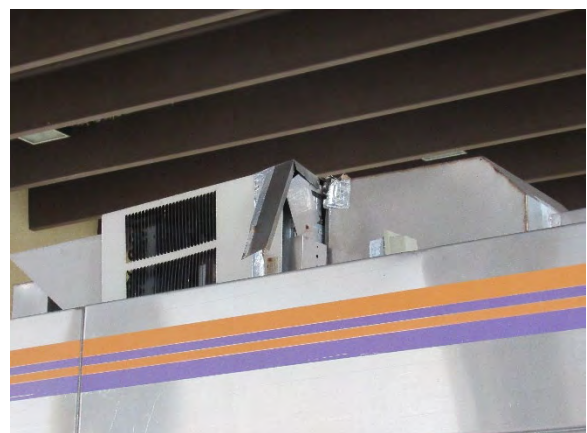


Figure 6 Conway EB Mainline



Figure 7 Conway EB Mainline



Figure 8 Conway EB Mainline



Figure 9 Conway WB Mainline

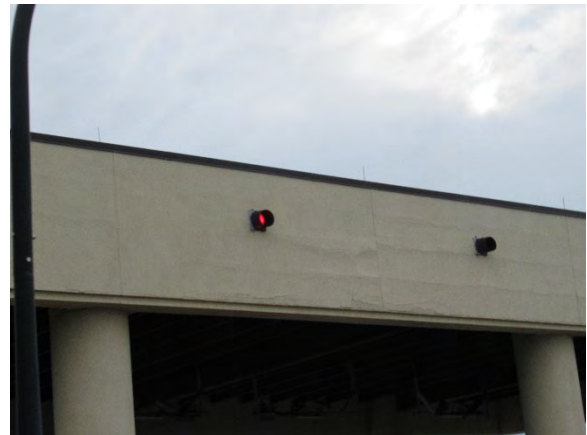


Figure 10 Conway WB Mainline



Figure 11 Conway WB Mainline



Figure 12 Conway WB Mainline



Figure 23 Conway WB Mainline



Figure 14 Conway WB Mainline



Figure 15 Conway WB Mainline



Figure 16 Conway WB Mainline



Figure 17 Conway WB Mainline



Figure 18 Conway WB Mainline



Figure 19 Bumby Ramp On



Figure 20 Bumby Ramp On



Figure 21 Bumby Ramp On



Figure 22 Bumby Ramp On



Figure 23 Bumby Ramp Off



Figure 24 Bumby Ramp Off



Figure 25 Bumby Ramp Off



Figure 26 Bumby Ramp Off



Figure 27 Bumby Ramp Off

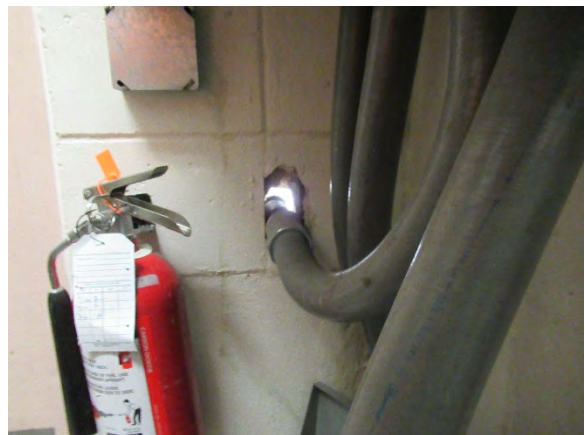


Figure 28 Bumby Ramp Off



Figure 29 Conway Ramp On



Figure 30 Conway Ramp On



Figure 31 Conway Ramp On



Figure 32 Conway Ramp On



Figure 33 Conway Ramp Off



Figure 34 Conway Ramp Off



Figure 35 Conway Ramp Off

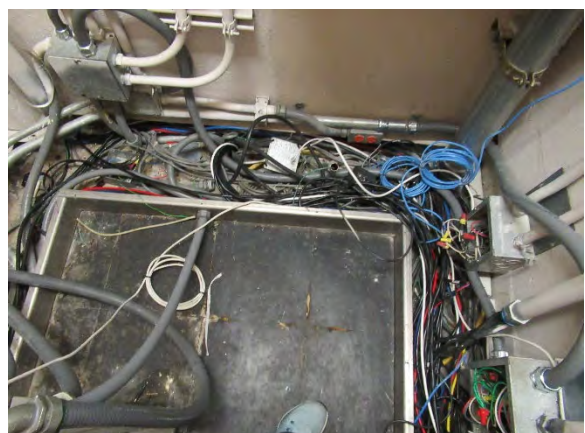


Figure 36 Conway Ramp Off



Figure 37 Andes Ave/LkUndehill/436 Ramp Off



Figure 38 Andes Ave/LkUndehill/436 Ramp Off



Figure 39 Semoran Ramp Off



Figure 40 Semoran Ramp Off

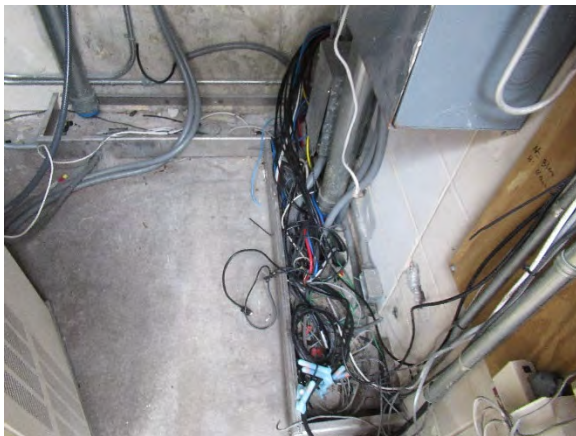


Figure 41 Semoran Ramp On



Figure 42 Semoran Ramp On



Figure 43 Semoran Ramp Off



Figure 44 Semoran Ramp Off



Figure 45 Yucatan Ramp On



Figure 46 Yucatan Ramp On



Figure 47 Yucatan Ramp On



Figure 48 Yucatan Ramp On



Figure 49 Yucatan Ramp On



Figure 50 Yucatan Ramp On



Figure 51 Yucatan Ramp On



Figure 52 Yucatan Ramp On



2020 Annual Facilities Inspection Report



Dean Main Plaza

October 16, 2020

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: 10/16/20
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, Figure 5 & Figure 6)

Exterior Observations:

- Exterior maintenance to address ponding and exterior shed in need of pressure wash located behind mainline building.
(Figure 1 & Figure 2)

Recommendations:

- Recommend general maintenance to replace rusted enclosure in the tunnel panels.
- Recommend general maintenance to pressure wash maintenance shed behind mainline building.

62 – Dean Road Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to repaint light fixture, cover electrical trough and fireproof ceiling penetration is recommended.
(Figure 7, Figure 8, Figure 9 & Figure 10)

63 – Dean Road Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to patch and seal control joints, cover electrical trough and fireproof ceiling penetration is recommended.
(Figure 11, Figure 12, Figure 13, Figure 14, Figure 15 & Figure 16)

65 – Rouse Road Ramp – Off Observations:

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

66 – Rouse Road Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to ensure wrong way detection light is working, pressure wash plaza overhead sign structure, cover electrical trough and fireproof ceiling penetration is recommended.
(Figure 19, Figure 20, 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 Dean Mainline



Figure 2 Dean Mainline



Figure 3 Dean Mainline



Figure 4 Dean Mainline



Figure 5 Dean Mainline



Figure 6 Dean Mainline



Figure 7 Dean Ramp On



Figure 8 Dean Ramp On



Figure 9 Dean Ramp On



Figure 10 Dean Ramp On



Figure 11 Dean Ramp Off



Figure 12 Dean Ramp Off



Figure 13 Dean Ramp Off



Figure 14 Dean Ramp Off



Figure 15 Dean Ramp Off

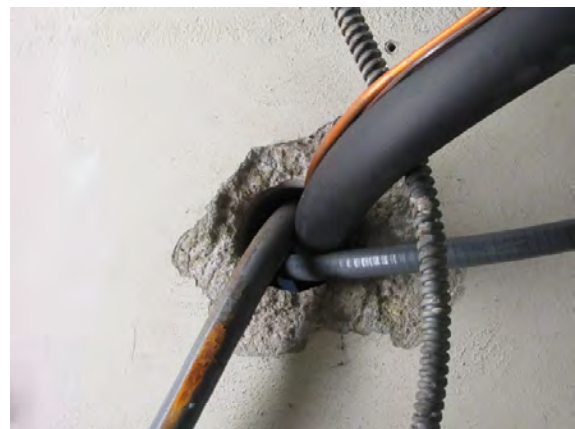


Figure 16 Dean Ramp Off



Figure 17 Rouse Road Ramp Off



Figure 18 Rouse Road Ramp Off



Figure 19 Rouse Road Ramp On



Figure 20 Rouse Road Ramp On



Figure 21 Rouse Road Ramp On



Figure 22 Rouse Road Ramp On



Figure 23 Dean Road Ramp On



Figure 24 Dean Road Ramp On



2020 Annual Facilities Inspection Report



Coral Hills Main Plaza

September 11, 2020

SUBMITTED BY:

Dewberry Engineers Inc.

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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: 09/11/20
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 leaks above ceiling tiles in multiple locations.
(Figure 1, Figure 2, Figure 3 & Figure 4)
- Mainline has cracks in the glass windows in the manager's office and break room.
(Figure 5 & Figure 6)

Overpass Observations:

- The above referenced overpass is in good condition overall with some identified wasp nests located on overpass underdeck.
(Figure 7 & Figure 8)

Exterior Observations:

- Exterior building has identified cracks in control joints on building façade and at plaza canopy wrong way detection lighting locations.
(Figure 9, Figure 10, Figure 11 & Figure 12)

Recommendations:

- Recommend maintenance to locate and repair any potential roof leaks.
- Recommend routine pest control to remove wasp nests under overpass and building exterior.
- Recommend routine maintenance to patch and seal cracks in building facade.

68 – Keene Road Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 13 & Figure 14)

69 – Keene Road Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to weather seal interior joints at coin machine is recommended.
(Figure 15 & Figure 16)

70 – Hiawassee Ramp – Off Observations:

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

71 – Hiawassee Ramp – On Observations:

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

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

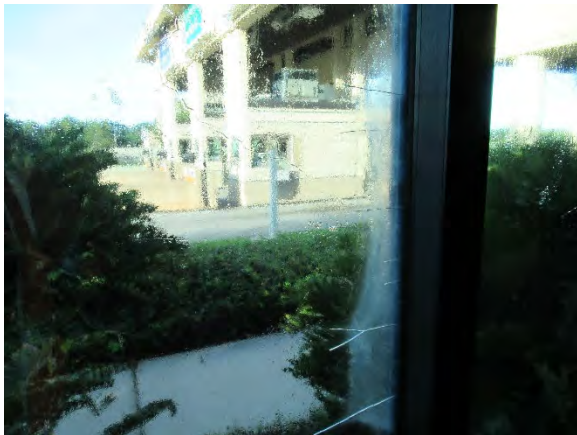


Figure 5 Coral Hills Mainline



Figure 6 Coral Hills Mainline



Figure 7 Coral Hills Mainline



Figure 8 Coral Hills Mainline



Figure 9 Coral Hills Mainline



Figure 10 Coral Hills Mainline



Figure 11 Coral Hills Mainline



Figure 12 Coral Hills Mainline



Figure 13 Keene Road Ramp Off



Figure 14 Keene Road Ramp Off



Figure 15 Keene Road Ramp On



Figure 16 Keene Road Ramp On



Figure 17 Hiawasse Ramp Off



Figure 18 Hiawasse Ramp Off



Figure 19 Hiawassee Ramp On



Figure 20 Hiawassee Ramp On



2020 Annual Facilities Inspection Report



John Young Main Plaza

August 7, 2020

SUBMITTED BY:

Dewberry Engineers Inc.

800 N. Magnolia Avenue, Suite 1000
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407.843.5120

SUBMITTED TO:

Central Florida Expressway Authority

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

Inspection Date: 08/07/20
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:

- The above referenced mainline interior is in good condition overall.

Tunnel Observations:

- The above referenced mainline tunnel is in good condition overall.

Exterior Observations:

- Exterior prefab toll booths have missing light covers.
(Figure 1 & Figure 2)
- Exterior erosion areas identified surrounding utility pole located adjacent to toll lanes.
(Figure 3, Figure 4 & Figure 5)
- Exterior palm trees are identified showing overgrowth into the overhead tolling structure.
(Figure 6)

Recommendations:

- Recommend replacing missing light covers at prefab toll booths.
- Recommend general maintenance to repair exterior erosion areas near utility poles.
- Recommend general landscaping to trim palm trees away from overhead toll structure.

2 - John Young Parkway Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead canopy is recommended.
(Figure 7, Figure 8, Figure 9 & Figure 10)

3 - John Young Parkway Ramp – On Observations:

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

4 – US 441 Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to repair wrong way detection light and general landscaping at canopy is recommended.
(Figure 13, Figure 14, Figure 15 & Figure 16)

5 – US 441 Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior, overhead canopy and replace bollard at underground propane tank location is recommended.
(Figure 17, Figure 18, Figure 19 & Figure 20)

6 – Landstar Ramp – On Observations:

The above referenced ramp is in good condition overall.
(Figure 21, Figure 22, Figure 23 & Figure 24)

7 – Landstar Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general landscaping to replace ground cover erosion 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 Ramp Off



Figure 8 John Young Pkwy Ramp Off



Figure 9 John Young Pkwy Ramp Off



Figure 10 John Young Pkwy Ramp Off



Figure 11 John Young Pkwy Ramp On

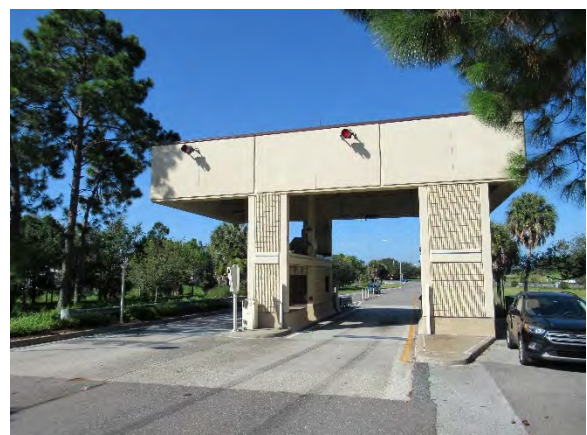


Figure 12 John Young Pkwy Ramp On



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 US-441 Ramp On



Figure 20 US-441 Ramp On



Figure 21 Landstar Ramp On



Figure 22 Landstar Ramp On



Figure 23 Landstar Ramp On

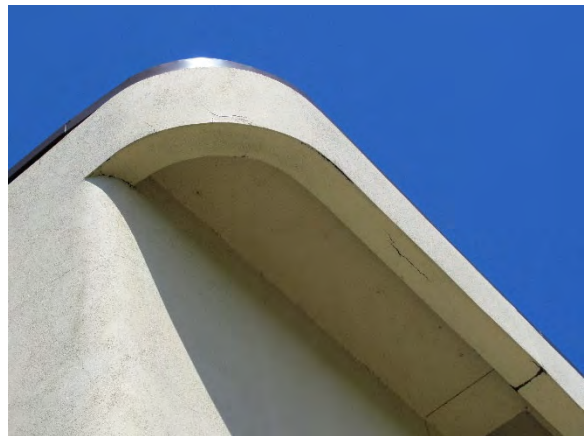


Figure 24 Landstar Ramp On



Figure 25 Landstar Ramp Off



Figure 26 Landstar Ramp Off



Figure 27 Landstar Ramp Off



Figure 28 Landstar Ramp Off

2020 Annual Facilities Inspection Report



Boggy Creek Main Plaza

August 14, 2020

SUBMITTED BY:

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Orlando, FL 32807**

Inspection Date: 08/14/20
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:

- Mainline interior has portable HVAC equipment in computer room and missing vent cover. (Figure 1, Figure 2, Figure 3 & Figure 4)
- Mainline interior has potential leaks above ceiling tiles in computer room and restrooms. (Figure 5 & Figure 6)

Tunnel Observations:

- The above referenced mainline tunnel is in good condition overall.

Exterior Observations:

- Exterior elevator equipment room has identified deficiency in door threshold. (Figure 7)
- Exterior handhole cover is missing behind main building. (Figure 8)
- Exterior canopy has identified cracks in building façade. (Figure 9, Figure 10, Figure 11 & Figure 12)
- Exterior prefab toll booth lighting missing covers. (Figure 13 & Figure 14)
- Exterior erosion surrounding utility poles located adjacent to toll lanes. (Figure 15, Figure 16, Figure 17, Figure 18, Figure 19 & Figure 20)

Recommendations:

- Recommend general maintenance on HVAC system.
- Recommend maintenance to locate and repair any potential roof leaks.
- Recommend routine maintenance to patch and seal cracks in building facade.
- Recommend general maintenance to address exterior erosion areas near utility poles.

9 – Boggy Creek Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and add vent between interior rooms is recommended.
(Figure 21, Figure 22, Figure 23 & Figure 24)

10 – Boggy Creek Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure is recommended.
(Figure 25, Figure 26, Figure 27 & Figure 28)

11 – South Access Ramp – Off Observations:

The above referenced ramp is in good condition overall. (Figure 29 & Figure 30)

12 – Lake Nona Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure and general maintenance on guardrail is recommended.
(Figure 31, Figure 32, Figure 33 & Figure 34)

13 – Lake Nona Ramp – On Observations:

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

14 – Narcoossee Ramp – Off Observations:

The above referenced ramp is in good condition overall.
(Figure 37, Figure 38, Figure 39 & Figure 40)

15 – Narcoossee Ramp – On Observations:

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

16 – Moss Park Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure is recommended. (Figure 43 & Figure 44)

17 – Moss Park Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure, locate potential leaks and replace asphalt striping is recommended. (Figure 45, Figure 46, Figure 47, Figure 48, Figure 49 & Figure 50)

18 – Innovation Way Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure and repair utility cover is recommended.
(Figure 51, Figure 52, Figure 53 & Figure 54)

19 – Innovation Way Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure, repair utility cover and general landscape is recommended.
(Figure 55, Figure 56, Figure 57, Figure 58, Figure 59 & Figure 60)

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



Figure 6 Boggy Creek Mainline



Figure 7 Boggy Creek Mainline



Figure 8 Boggy Creek Mainline



Figure 9 Boggy Creek Mainline



Figure 10 Boggy Creek Mainline



Figure 11 Boggy Creek Mainline



Figure 12 Boggy Creek Mainline



Figure 13 Boggy Creek Mainline



Figure 14 Boggy Creek Mainline



Figure 15 Boggy Creek Mainline



Figure 16 Boggy Creek Mainline



Figure 17 Boggy Creek Mainline



Figure 18 Boggy Creek Mainline



Figure 19 Boggy Creek Mainline



Figure 20 Boggy Creek Mainline



Figure 21 Boggy Creek Ramp Off



Figure 22 Boggy Creek Ramp Off



Figure 23 Boggy Creek Ramp Off



Figure 24 Boggy Creek Ramp Off



Figure 25 Boggy Creek Ramp On



Figure 26 Boggy Creek Ramp On



Figure 27 Boggy Creek Ramp On



Figure 28 Boggy Creek Ramp On



Figure 29 South Access Ramp Off



Figure 30 South Access Ramp Off



Figure 31 Lake Nona Ramp Off



Figure 32 Lake Nona Ramp Off



Figure 33 Lake Nona Ramp Off



Figure 34 Lake Nona Ramp Off



Figure 35 Lake Nona Ramp On



Figure 36 Lake Nona Ramp On



Figure 37 Narcoossee Ramp Off



Figure 38 Narcoossee Ramp Off



Figure 39 Narcoossee Ramp Off



Figure 40 Narcoossee Ramp Off



Figure 41 Narcoossee Ramp On



Figure 42 Narcoossee Ramp On



Figure 43 Moss Park Ramp Off



Figure 44 Moss Park Ramp Off



Figure 45 Moss Park Ramp On



Figure 46 Moss Park Ramp On



Figure 47 Moss Park Ramp On



Figure 48 Moss Park Ramp On



Figure 49 Moss Park Ramp On



Figure 50 Moss Park Ramp On



Figure 51 Innovation Ramp Off



Figure 52 Innovation Ramp Off



Figure 53 Innovation Ramp Off



Figure 54 Innovation Ramp Off



Figure 55 Innovation Ramp On



Figure 56 Innovation Ramp On



Figure 57 Innovation Ramp On



Figure 58 Innovation Ramp On



Figure 59 Innovation Ramp On



Figure 60 Innovation Ramp On



2020 Annual Facilities Inspection Report



Curry Ford Main Plaza

August 21, 2020

SUBMITTED BY:

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Central Florida Expressway Authority
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Orlando, FL 32807**

Inspection Date: 08/21/20
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:

- Interior break room windowsill above sink area has identified cracks and paint peeling. (Figure 1 & Figure 2)
- Interior break room telephone jack is connected by duct tape. (Figure 3 & Figure 4)
- Interior locker area has potential leaks above ceiling tile. (Figure 5)
- Interior break room overhead lighting has crack (Figure 6)

Tunnel Observations:

- Main Plaza tunnel ceiling seam/wood separation from ceiling. (Figure 7 & Figure 8)

Exterior Observations:

- Electrical box has identified separation from building exterior. (Figure 9 & Figure 10)
- Exterior building façade identified in need of pressure wash. (Figure 11 & Figure 12)

Recommendations:

Recommend general maintenance to locate and repair any potential roof leaks.
Recommend general maintenance to repair deficiencies in break room area.
Recommend general maintenance to pressure wash building exterior.

20 – Lee Vista Ramp – On Observations:

The above referenced on ramp is in good condition overall. Maintenance to repair, patch and seal identified deficiencies on building façade is recommended.

(Figure 13, Figure 14, Figure 15, Figure 16, Figure 17, Figure 18, Figure 19, Figure 20, Figure 21 & Figure 22)

21 – Lee Vista Ramp – Off Observations:

The above referenced on ramp is in good condition overall. Some general maintenance to patch and seal identified deficiencies on building façade, paint exterior door and install vent cover is recommended.

(Figure 23, Figure 24, Figure 25, Figure 26, Figure 27 & Figure 28)

23 – Curry Ford Ramp – Off Observations:

The above referenced on ramp is in good condition overall. Some general maintenance to pressure wash overhead sign structure, weather seal interior joints at coin machine and fireproof ceiling penetration is recommended.

(Figure 29, Figure 30, Figure 31, Figure 32, Figure 33 & Figure 34)

24 – Curry Ford Ramp – On Observations:

The above referenced on ramp is in good condition overall. Some general maintenance to pressure wash overhead sign structure, address identified erosion deficiency at utility pole and repair and weather seal interior joints at coin machine is recommended.

(Figure 35, Figure 36, Figure 37, Figure 38, Figure 39, Figure 40, Figure 41 & Figure 42)

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

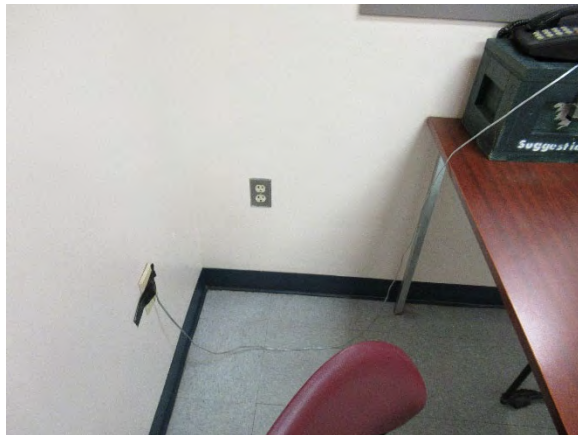


Figure 3 Curry Ford Mainline



Figure 4 Curry Ford Mainline



Figure 5 Curry Ford Mainline



Figure 6 Curry Ford Mainline



Figure 7 Curry Ford Mainline



Figure 8 Curry Ford Mainline



Figure 9 Curry Ford Mainline



Figure 10 Curry Ford Mainline



Figure 11 Curry Ford Mainline



Figure 12 Curry Ford Mainline



Figure 13 Lee Vista Ramp On



Figure 14 Lee Vista Ramp On



Figure 15 Lee Vista Ramp On f

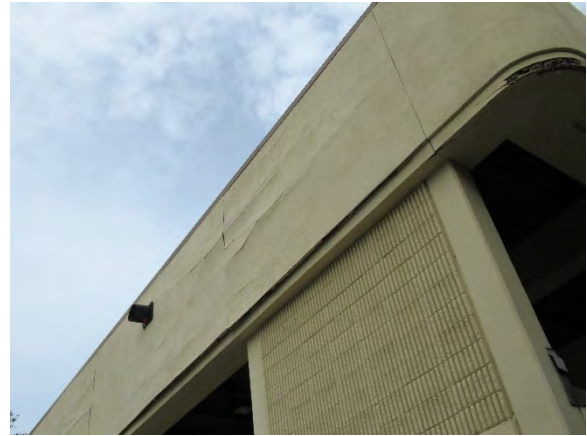


Figure 16 Lee Vista Ramp On



Figure 17 Lee Vista Ramp On



Figure 18 Lee Vista Ramp On



Figure 19 Lee Vista Ramp On



Figure 20 Lee Vista Ramp On



Figure 21 Lee Vista Ramp On



Figure 22 Lee Vista Ramp On



Figure 23 Lee Vista Ramp Off



Figure 24 Lee Vista Ramp Off



Figure 25 Lee Vista Ramp Off



Figure 26 Lee Vista Ramp Off

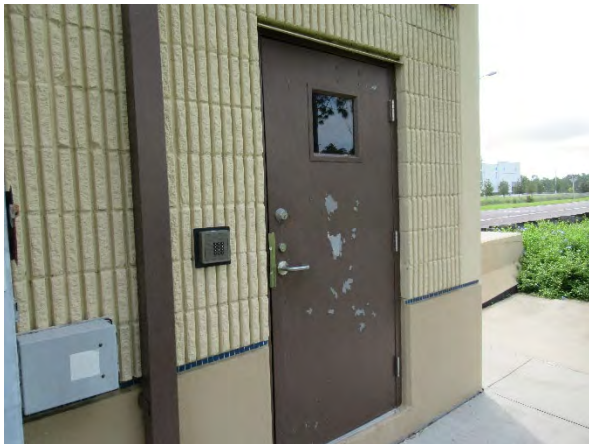


Figure 27 Lee Vista Ramp Off



Figure 28 Lee Vista Ramp Off



Figure 29 Curry Ford Ramp Off

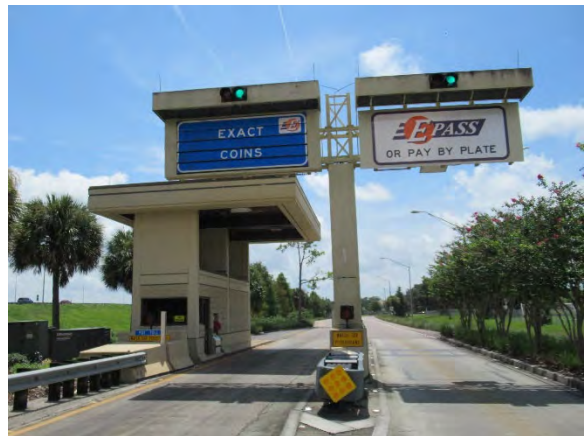


Figure 30 Curry Ford Ramp Off



Figure 31 Curry Ford Ramp Off



Figure 32 Curry Ford Ramp Off



Figure 33 Curry Ford Ramp Off



Figure 34 Curry Ford Ramp Off



Figure 35 Curry Ford Ramp On



Figure 36 Curry Ford Ramp On



Figure 37 Curry Ford Ramp On



Figure 38 Curry Ford Ramp On



Figure 39 Curry Ford Ramp On



Figure 40 Curry Ford Ramp On



Figure 41 Curry Ford Ramp On



Figure 42 Curry Ford Ramp On



2020 Annual Facilities Inspection Report



University Mainline Plaza

August 28, 2020

SUBMITTED BY:

Dewberry Engineers Inc.

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Orlando, Florida 32803
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Central Florida Expressway Authority

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

Inspection Date: 08/28/20
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 interior has identified missing vent covers in computer room.
(Figure 1 & Figure 2)

Tunnel Observations:

- The above referenced tunnel is in good condition overall.

Exterior Observations:

- Exterior building façade is in need of pressure wash and minor repairs.
(Figure 3 & Figure 4)
- Exterior maintenance shed located behind mainline facility has identified erosion located under concrete slab.
(Figure 5 & Figure 6)

Recommendations:

- Recommend general maintenance on HVAC system to replace missing vent covers and ensure proper functionality.
- Recommend general maintenance to address exterior erosion areas located behind mainline building.
- Recommend general maintenance to pressure wash building exterior.

25 – Colonial Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 7, Figure 8, Figure 9 & Figure 10)

26 – Colonial Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior, overhead sign structure and fireproof ceiling penetration is recommended.
(Figure 11, Figure 12, Figure 13 & Figure 14)

28 – University Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior, overhead sign structure and general landscape maintenance is recommended.
(Figure 15, Figure 16, Figure 17 & Figure 18)

29 – University Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure 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 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 On



Figure 20 University Ramp On



Figure 21 University Ramp On



Figure 22 University Ramp On



2020 Annual Facilities Inspection Report



Independence Main Plaza

October 2, 2020

SUBMITTED BY:

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

Inspection Date: 10/13/20
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 interior has identified pests located at ceiling tiles.
(Figure 1 & Figure 2)
- Mainline has missing vent covers and potential leaks above ceiling tiles in multiple locations.
(Figure 3, Figure 4, Figure 5 & Figure 6)

Overpass Observations:

- The above referenced overpass is in good condition overall.

Exterior Observations:

- Exterior building has identified cracks on building façade and at plaza canopy locations.
(Figure 7, Figure 8, Figure 9, Figure 10, Figure 11 & Figure 12)

Recommendations:

- Recommend routine pest control for building interior.
- Recommend maintenance to locate and repair any potential roof leaks.
- Recommend pressure wash, patch and paint as needed on building façade.
- Recommend routine maintenance to patch and seal cracks in building facade.

72 – Schofield Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to address painted guardrail and pressure wash plaza overhead sign structure is recommended. (Figure 13, Figure 14, Figure 15 & Figure 16)

73 – Schofield Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 17, Figure 18, Figure 19 & Figure 20)

74 – New Independence Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to address the peeling paint on signage post and weather seal interior joints at coin machine is recommended.
(Figure 21, Figure 22, Figure 23 & Figure 24)

75 – New Independence Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to weather seal interior joints at coin machine is recommended.
(Figure 25, Figure 26, Figure 27 & Figure 28)

77 – CR-535 Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to weather seal interior joints at coin machine and patch and seal cracks in building façade is recommended.
(Figure 29, Figure 30, Figure 31 & Figure 32)

78 – CR-535 Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to patch, seal and paint building façade at location of previous signage and paint door is recommended.
(Figure 33, Figure 34, Figure 35 & Figure 36)

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



Figure 2 Independence Mainline



Figure 3 Independence Mainline



Figure 4 Independence Mainline



Figure 5 Independence Mainline



Figure 6 Independence Mainline



Figure 7 Independence Mainline



Figure 8 Independence Mainline



Figure 9 Independence Mainline



Figure 10 Independence Mainline



Figure 11 Independence Mainline



Figure 12 Independence Mainline



Figure 13 Schofield Ramp On

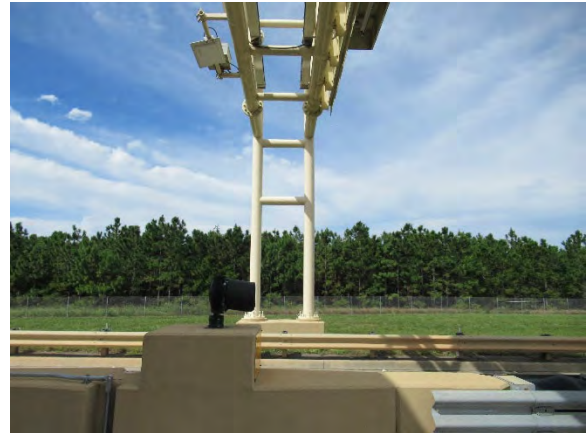


Figure 14 Schofield Ramp On



Figure 15 Schofield Ramp On



Figure 16 Schofield Ramp On



Figure 17 Schofield Ramp Off



Figure 18 Schofield Ramp Off



Figure 19 Schofield Ramp Off



Figure 20 Schofield Ramp Off



Figure 21 New Independence Ramp On

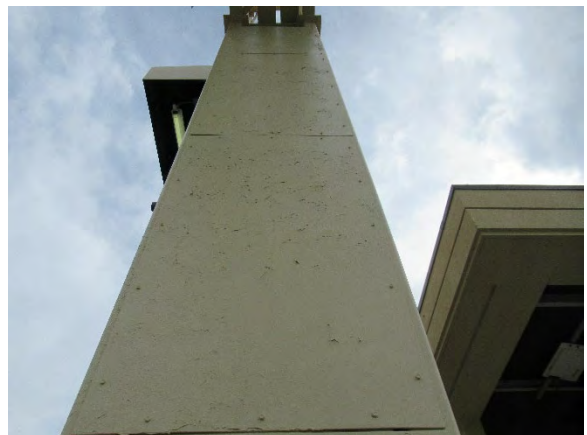


Figure 22 New Independence Ramp On



Figure 23 New Independence Ramp On

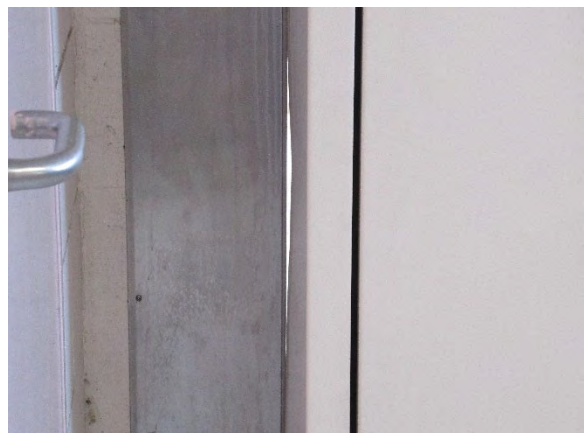


Figure 24 New Independence Ramp On



Figure 25 New Independence Ramp Off



Figure 26 New Independence Ramp Off



Figure 27 New Independence Ramp Off



Figure 28 New Independence Ramp Off



Figure 29 CR-535 Ramp Off



Figure 30 CR-535 Ramp Off

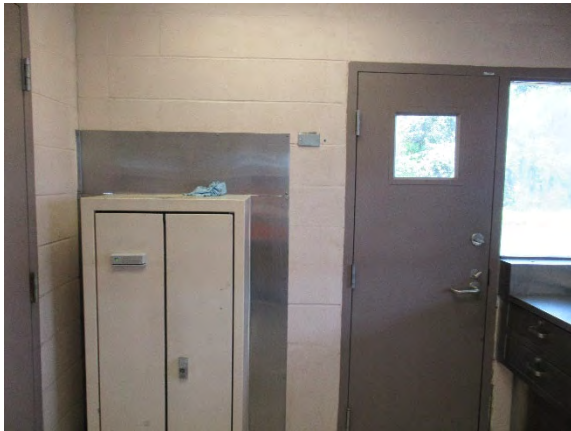


Figure 31 CR-535 Ramp Off



Figure 32 CR-535 Ramp Off



Figure 33 CR-535 Ramp On



Figure 34 CR-535 Ramp On



Figure 35 CR-535 Ramp On



Figure 36 CR-535 Ramp On



2020 Annual Facilities Inspection Report



Forest Lake Main Plaza

October 13, 2020

SUBMITTED BY:

Dewberry Engineers Inc.

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Central Florida Expressway Authority

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Attn: Robert Glasemann
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Orlando, FL 32807

Inspection Date: 10/13/20
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 interior has temporary HVAC equipment located in computer room.
(Figure 1 & Figure 2)
- Mainline interior has potential leaks above ceiling tile in computer room.
(Figure 3 & Figure 4)
- Elevator equipment room exterior door has identified rusting / corrosion at threshold.
(Figure 5 & Figure 6)

Overpass Observations:

- Overpass has identified areas in need of pressure wash.
(Figure 7 & Figure 8)

Exterior Observations:

- Exterior locations identified with large ponding areas are shown behind mainline building.
(Figure 9 & Figure 10)

Recommendations:

- Recommend general maintenance to locate and repair any potential roof leaks.
- Recommend general maintenance to ensure computer room HVAC is working properly.
- Recommend general maintenance to pressure wash overpass and building exterior.

79 – SR-438 Ramp – On Observations:

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

80 – SR-438 Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to repair missing portion of building façade beneath wrong way detection light and weather seal interior joints at coin machine is recommended.
(Figure 13, Figure 14, Figure 15, Figure 16, Figure 17 & Figure 18)

81 – West Road Ramp – On Observations:

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

82 – West Road Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to address ground cover erosion and weather seal interior joints at coin machine is recommended.
(Figure 21, Figure 22, Figure 23 & Figure 24)

84 – CR 437 Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure is recommended.
(Figure 25, Figure 26, Figure 27 & Figure 28)

85 – CR 437 Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 29, Figure 30, Figure 31 & Figure 32)

86 – Ponkan Gantry – Observations:

The above referenced ramp is in good condition overall. General maintenance is recommended to address interior condensation and general landscaping is recommended.
(Figure 33, Figure 34, Figure 35 & Figure 36)

88 – Mt. Plymouth Gantry – Observations:

The above referenced ramp is in good condition overall. General maintenance is recommended to pressure wash building exterior.
(Figure 37, Figure 38, Figure 39 & Figure 40)

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



Figure 2 Forest Lake Mainline



Figure 3 Forest Lake Mainline



Figure 4 Forest Lake Mainline

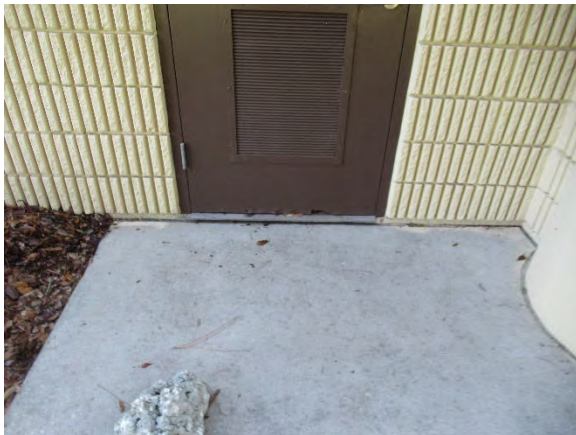


Figure 5 Forest Lake Mainline



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 SR-438 Ramp Off

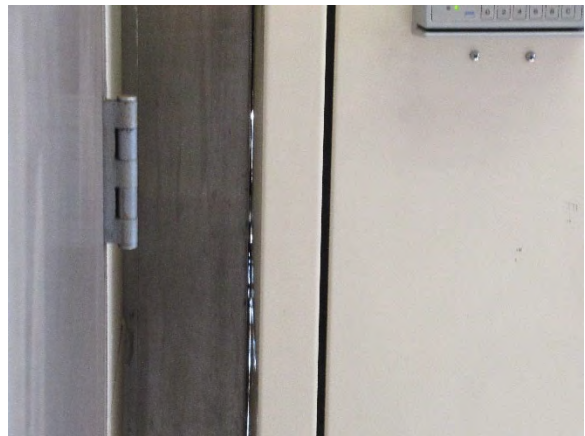


Figure 18 SR-438 Ramp Off



Figure 19 West Road Ramp On



Figure 20 West Road Ramp On



Figure 21 West Road Ramp Off



Figure 22 West Road Ramp Off



Figure 23 West Road Ramp Off



Figure 24 West Road Ramp Off



Figure 25 CR-437A Ramp Off



Figure 26 CR-437A Ramp Off



Figure 27 CR-437A Ramp Off



Figure 28 CR-437A Ramp Off



Figure 29 CR-437A Ramp On



Figure 30 CR-437A Ramp On



Figure 31 CR-437A Ramp On



Figure 32 CR-437A Ramp On



Figure 33 Ponkan Gantry



Figure 34 Ponkan Gantry



Figure 35 Ponkan Gantry



Figure 36 Ponkan Gantry



Figure 37 Mt. Plymouth Gantry



Figure 38 Mt. Plymouth Gantry



Figure 39 Mt. Plymouth Gantry



Figure 40 Mt. Plymouth Gantry



2020 Annual Facilities Inspection Report



Coronado Gantry

December 23, 2020

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: 12/23/2020
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 ramp is in good condition overall. General maintenance is recommended to address interior condensation and replace delineator markings located around buried propane tank.

(Figure 1, Figure 2, Figure 3, Figure 4, Figure 5 & Figure 6)

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

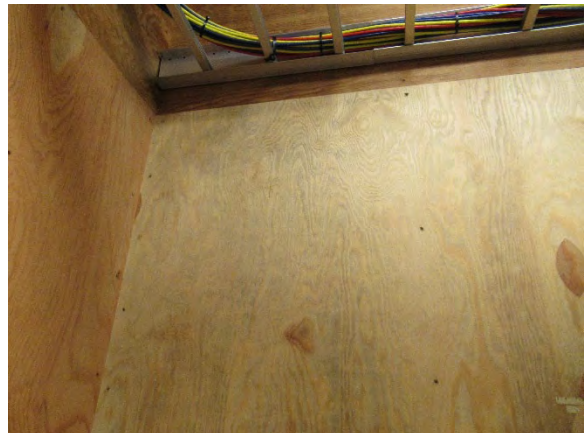


Figure 4 Coronado Gantry



Figure 5 Coronado Gantry



Figure 6 Coronado Gantry



2020 Annual Facilities Inspection Report



Beachline Main Plaza

July 31, 2020

SUBMITTED BY:

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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: 07/31/20
Arrived: 7:30 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 covers missing and potential leaks above ceiling tiles.
(Figure 1, Figure 2 & Figure 3)
- Mainline has isolated HVAC issue in computer room and is not working properly.
(Figure 4)
- Mainline electric room ceiling mounted smoke detector is identified as covered.
(Figure 5 & Figure 6)

Tunnel Observations:

- Interior tunnel wall has isolated deficiency. (Figure 7 & Figure 8)

Exterior Observations:

- Exterior fence has identified tear in fence along with overgrown landscaping located behind mainline facility.
(Figure 9, Figure 10, Figure 11 & Figure 12)

Recommendations:

- Recommend maintenance on electric room ceiling smoke detector to remove covering.
- Recommend maintenance on interior tunnel wall.
- Recommend general maintenance to ensure computer room HVAC is working properly.
- Recommend general landscaping and repair tear in fence located behind mainline facility.

30 – McCoy Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 13, Figure 14, Figure 15 & Figure 16)

31 – Jetport Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure overhead sign structure is recommended.
(Figure 17 & Figure 18)

32 – Conway Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 19, Figure 20, Figure 21 & Figure 22)

33 – Tradeport Ramp – On Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 23, Figure 24, Figure 25 & Figure 26)

36 – ICP Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 27, Figure 28, Figure 29 & Figure 30)

37 – ICP Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza exterior and overhead sign structure is recommended.
(Figure 31, Figure 32, Figure 33, Figure 34, Figure 35 & Figure 36)

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

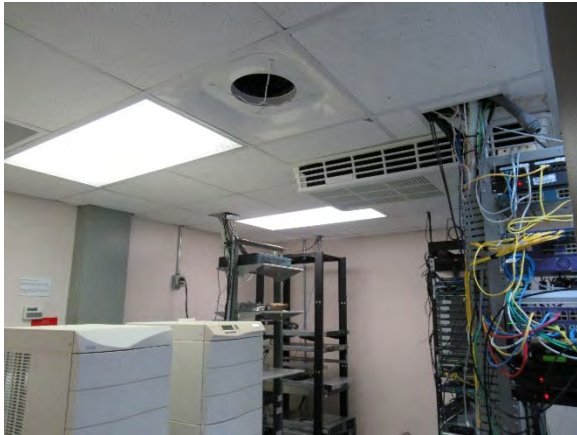


Figure 3 Beachline Mainline

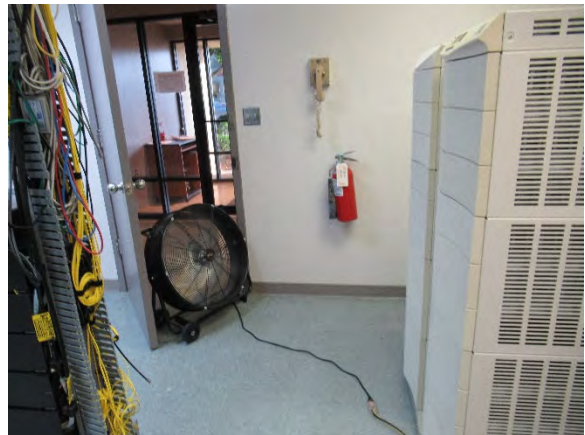


Figure 4 Beachline Mainline



Figure 5 Beachline Mainline

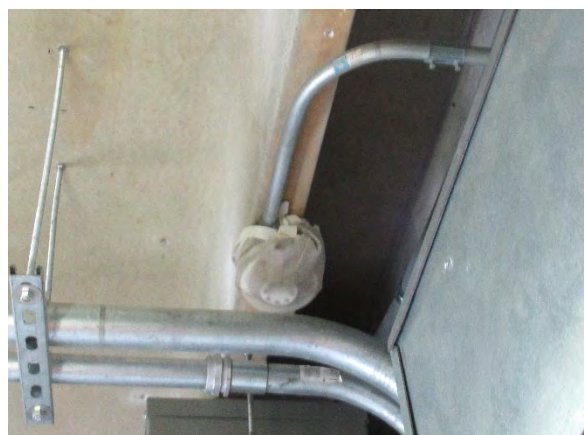


Figure 6 Beachline Mainline



Figure 7 Beachline Mainline



Figure 8 Beachline Mainline



Figure 9 Beachline Mainline



Figure 10 Beachline Mainline



Figure 11 Beachline Mainline



Figure 12 Beachline Mainline



Figure 13 McCoy Road Ramp Off



Figure 14 McCoy Road Ramp Off



Figure 15 McCoy Road Ramp Off



Figure 16 McCoy Road Ramp Off



Figure 17 Jetport Ramp On



Figure 18 Jetport Ramp On



Figure 19 Conway Ramp On



Figure 20 Conway Ramp On



Figure 21 Conway Ramp On



Figure 22 Conway Ramp On



Figure 23 Tradeport Ramp On



Figure 24 Tradeport Ramp On



Figure 25 Tradeport Ramp On



Figure 26 Tradeport Ramp On



Figure 27 ICP Ramp Off



Figure 28 ICP Ramp Off



Figure 29 ICP Ramp Off



Figure 30 ICP Ramp Off



Figure 31 ICP Ramp On



Figure 32 ICP Ramp On



Figure 33 ICP Ramp On



Figure 34 ICP Ramp On



Figure 35 ICP Ramp On



Figure 36 ICP Ramp On



2020 Annual Facilities Inspection Report



Dallas Main Plaza

July 24, 2020

SUBMITTED BY:

Dewberry Engineers Inc.

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

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Central Florida Expressway Authority

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

Inspection Date: 07/24/20
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 has potential leaks above ceiling tiles located in main corridor and computer room.
(Figure 1, Figure 2, Figure 3 & Figure 4)

Overpass Observations:

- Mainline overpass is in need of pressure wash. (Figure 5)
- Mainline overpass canopy has tear and needs repair.
(Figure 7, Figure 8 & Figure 9)

Exterior Observations:

- Exterior observations show building façade is in need of pressure wash. (Figure 6)
- Exterior observations show erosion area behind mainline facility.
(Figure 10, Figure 11 & Figure 12)

Recommendations:

- Recommend repair of tear located in overpass canopy.
- 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 ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure is recommended.
(Figure 13, Figure 14, Figure 15 & Figure 16)

40 – Dallas Ramp – Off Observations:

The above referenced ramp is in good condition overall. Some general maintenance to pressure wash plaza overhead sign structure is recommended.
(Figure 17, Figure 18, Figure 19 & Figure 20)

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



Figure 2 Dallas Mainline



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



Figure 12 Dallas Mainline



Figure 13 Dallas Ramp On



Figure 14 Dallas Ramp On



Figure 15 Dallas Ramp On



Figure 16 Dallas Ramp On



Figure 17 Dallas Ramp Off



Figure 18 Dallas Ramp Off



Figure 19 Dallas Ramp Off



Figure 20 Dallas Ramp Off



2020 Annual Facilities Inspection Report



Poinciana Parkway

July 30, 2020

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: 07/30/20
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 control joints, address any off-set blocks not fastened to guardrail and fasten HVAC strap to building exterior is recommended.
(Figure 1, Figure 2, Figure 3, Figure 4, Figure 5, Figure 6, Figure 7 & Figure 8)

90 – KOA AET Toll Plaza – Observations:

The above referenced plaza is in good condition overall. Some general maintenance to caulk/seal control joints and general landscaping to address ponding / erosion is recommended.
(Figure 9, Figure 10, Figure 11, Figure 12, 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 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

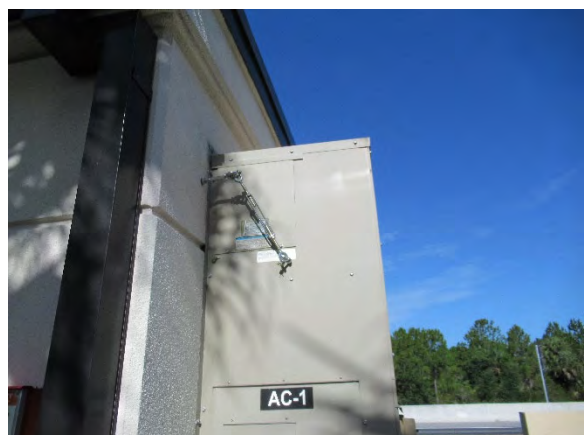


Figure 6 Marigold AET Toll Plaza



Figure 7 Marigold AET Toll Plaza



Figure 8 Marigold 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



Figure 13 KOA AET Toll Plaza



Figure 14 KOA AET Toll Plaza



Figure 15 KOA AET Toll Plaza



Figure 16 KOA AET Toll Plaza



2020 Annual Facilities Inspection Report



Building Headquarters

December 21, 2020

SUBMITTED BY:

Dewberry Engineers Inc.

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Orlando, Florida 32803
407.843.5120

SUBMITTED TO:

Central Florida Expressway Authority

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

Inspection Date: 12/21/2020
Arrived: 7:00 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 96)

First Floor – Observations:

- Identified areas with potential leak above ceiling tile.
(Figure 33, Figure 34)

Second Floor – Observations:

- Identified areas with potential leak above ceiling tile.
(Figure 55, Figure 56, Figure 57 & Figure 60)

Third Floor – Observations:

- Identified areas in need of patch and paint.
(Figure 66 & Figure 87)

Recommendations:

- Recommend general maintenance to locate potential leaks above ceiling.
- Recommend general maintenance to patch and paint 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

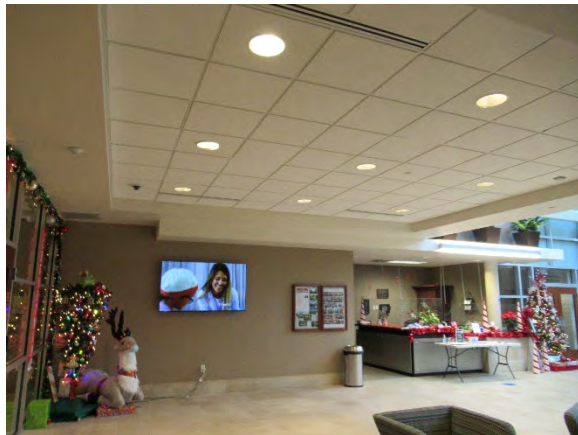


Figure 15 Building Headquarters First Floor

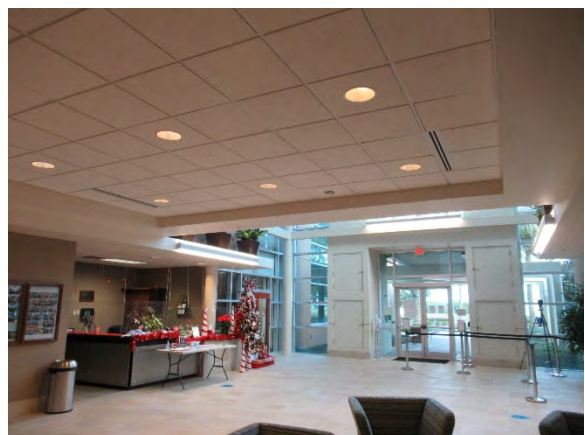


Figure 16 Building Headquarters First Floor



Figure 17 Building Headquarters First Floor



Figure 18 Building Headquarters First Floor



Figure 19 Building Headquarters First Floor



Figure 20 Building Headquarters First Floor

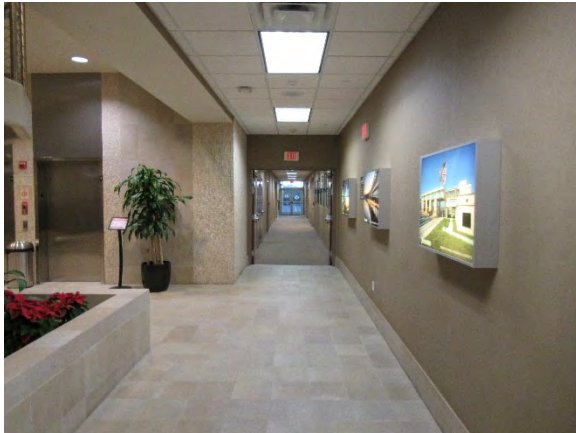


Figure 21 Building Headquarters First Floor



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

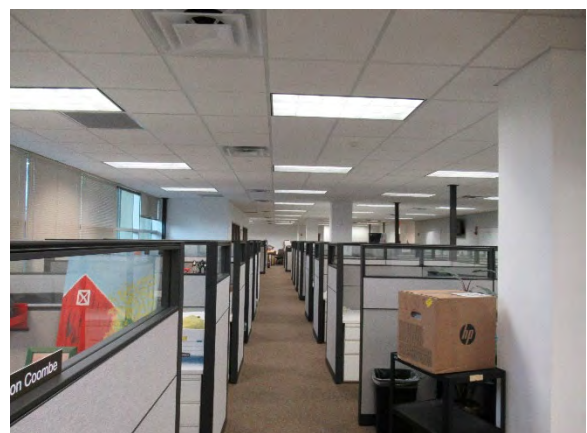


Figure 30 Building Headquarters First Floor



Figure 31 Building Headquarters First Floor



Figure 32 Building Headquarters First Floor



Figure 33 Building Headquarters First Floor

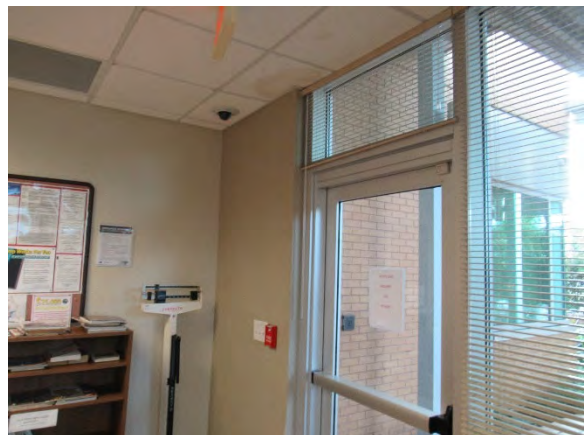


Figure 34 Building Headquarters First Floor



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

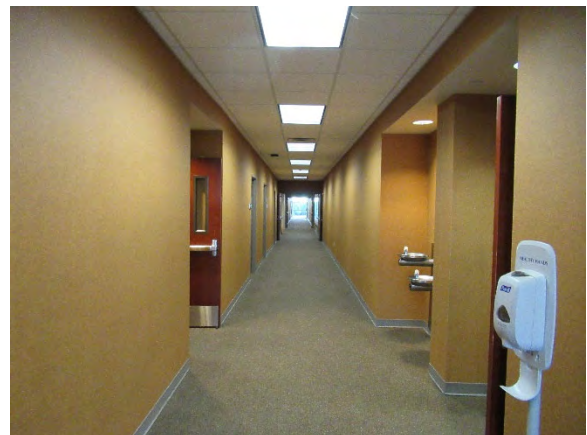


Figure 40 Building Headquarters Second Floor



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

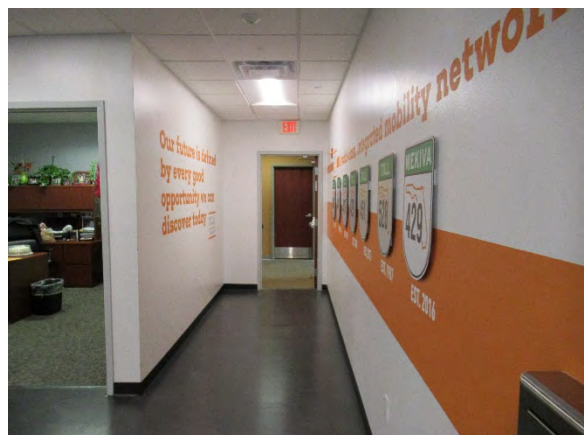


Figure 46 Building Headquarters Second Floor

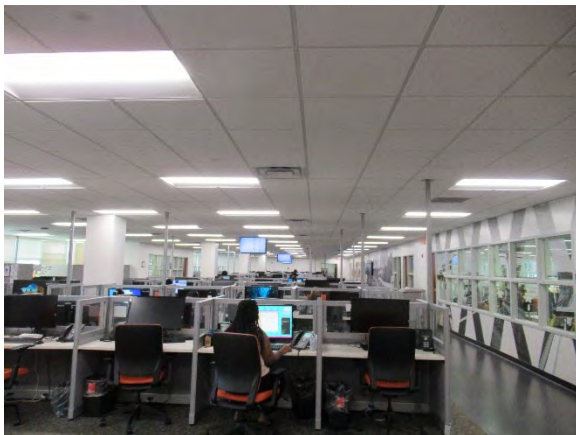


Figure 47 Building Headquarters Second Floor

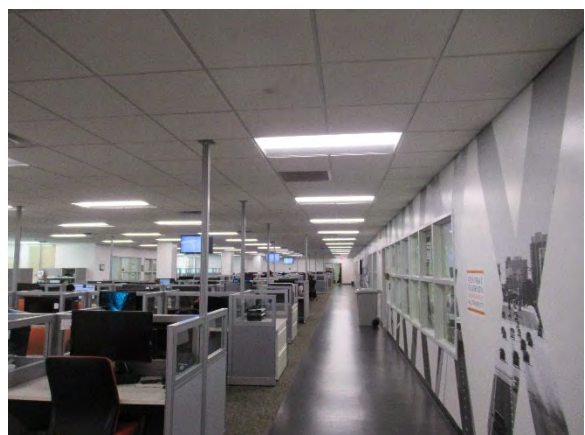


Figure 48 Building Headquarters Second Floor

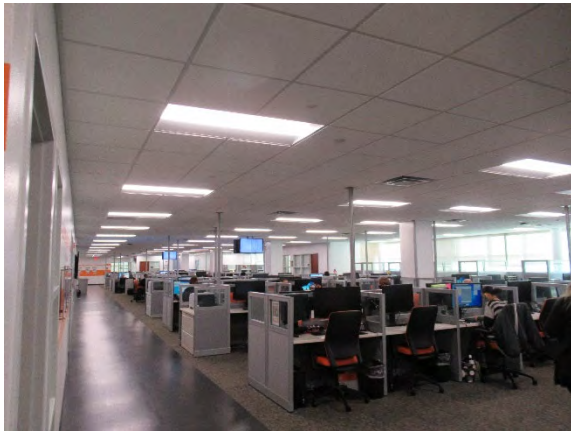


Figure 49 Building Headquarters Second Floor



Figure 50 Building Headquarters Second Floor



Figure 51 Building Headquarters Second Floor



Figure 52 Building Headquarters Second Floor

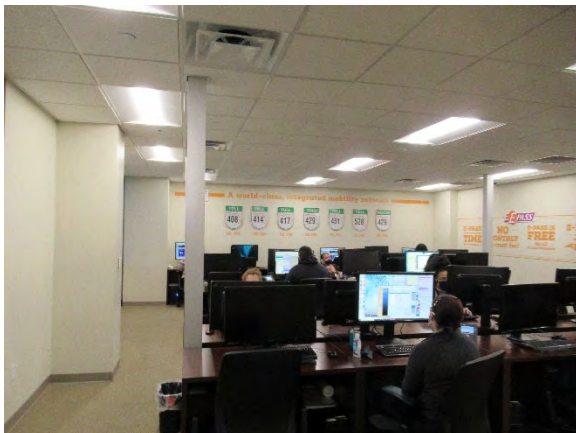


Figure 53 Building Headquarters Second Floor

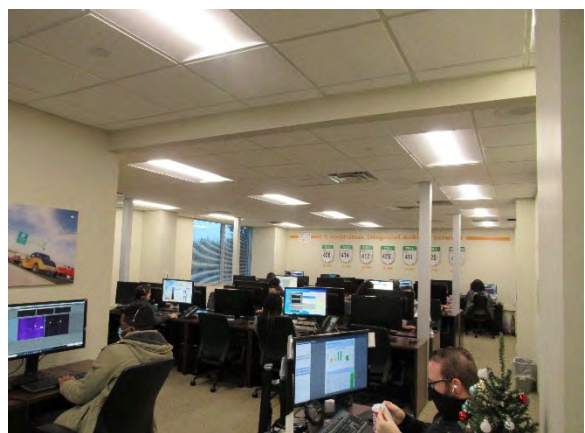


Figure 54 Building Headquarters Second Floor



Figure 55 Building Headquarters Second Floor



Figure 56 Building Headquarters Second Floor



Figure 57 Building Headquarters Second Floor



Figure 58 Building Headquarters Second Floor



Figure 59 Building Headquarters Second Floor

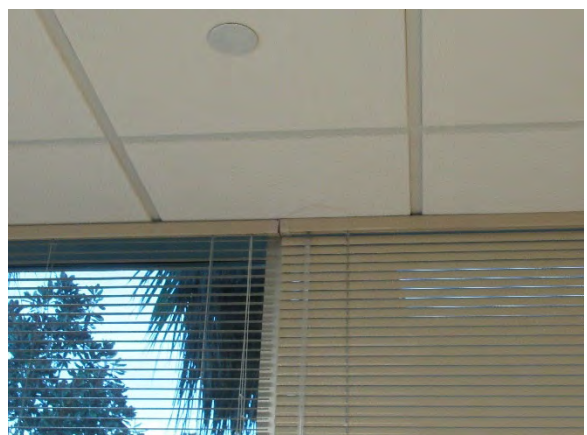


Figure 60 Building Headquarters Second Floor



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

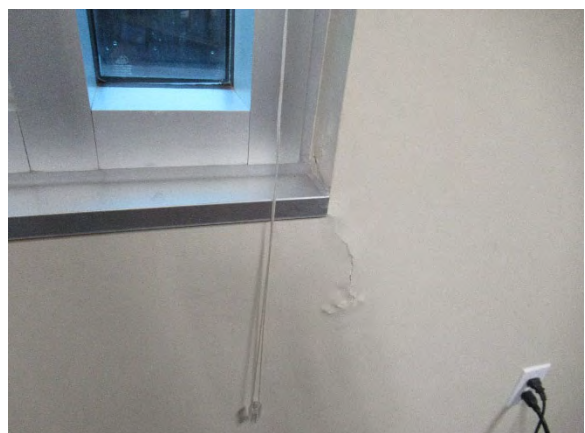


Figure 66 Building Headquarters Third Floor – Room 356



Figure 67 Building Headquarters Third Floor



Figure 68 Building Headquarters Third Floor

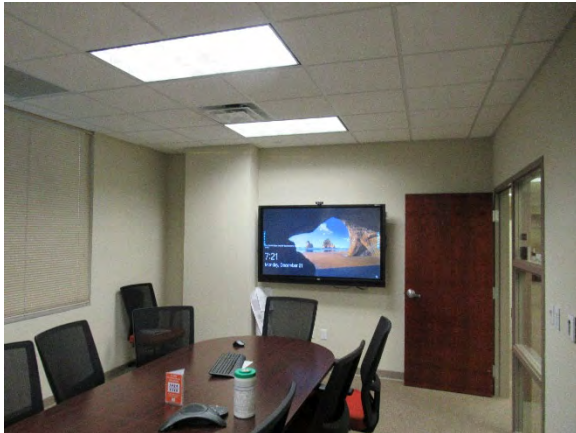


Figure 69 Building Headquarters Third Floor



Figure 70 Building Headquarters Third Floor



Figure 71 Building Headquarters Third Floor



Figure 72 Building Headquarters Third Floor



Figure 73 Building Headquarters Third Floor



Figure 74 Building Headquarters Third Floor



Figure 75 Building Headquarters Third Floor



Figure 76 Building Headquarters Third Floor

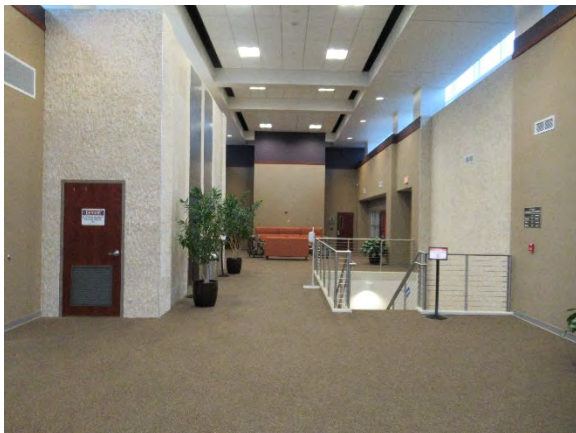


Figure 77 Building Headquarters Third Floor

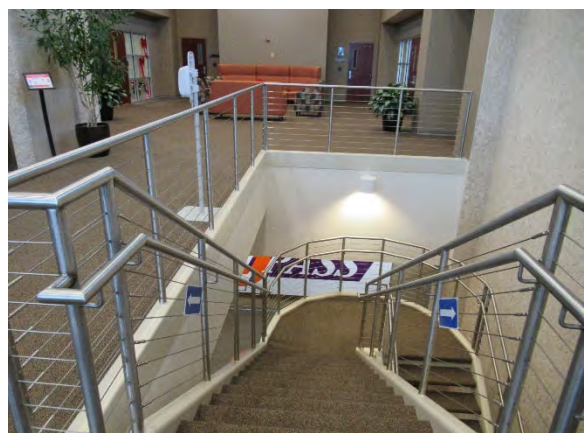


Figure 78 Building Headquarters Third Floor



Figure 79 Building Headquarters Third Floor



Figure 80 Building Headquarters Third Floor



Figure 81 Building Headquarters Third Floor



Figure 82 Building Headquarters Third Floor



Figure 83 Building Headquarters Third Floor

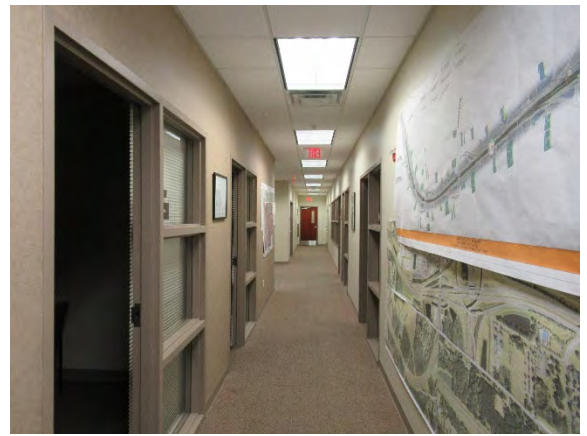


Figure 84 Building Headquarters Third Floor



Figure 85 Building Headquarters Third Floor



Figure 86 Building Headquarters Third Floor

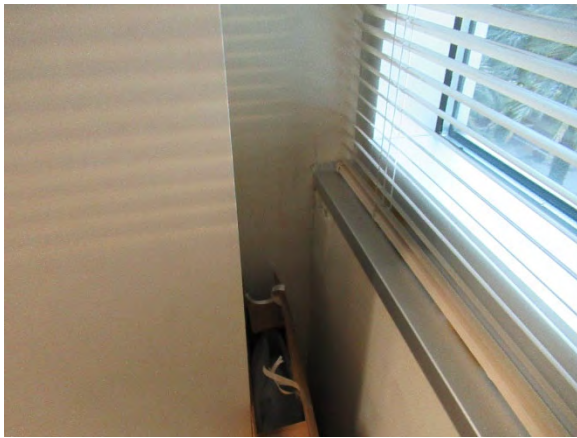


Figure 87 Building Headquarters Third Floor – Room 323



Figure 88 Building Headquarters Third Floor

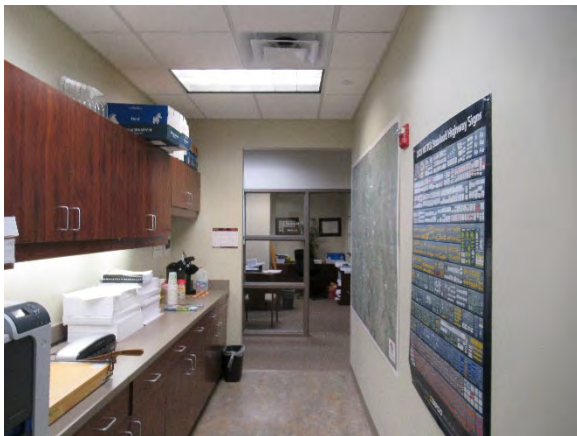


Figure 89 Building Headquarters Third Floor

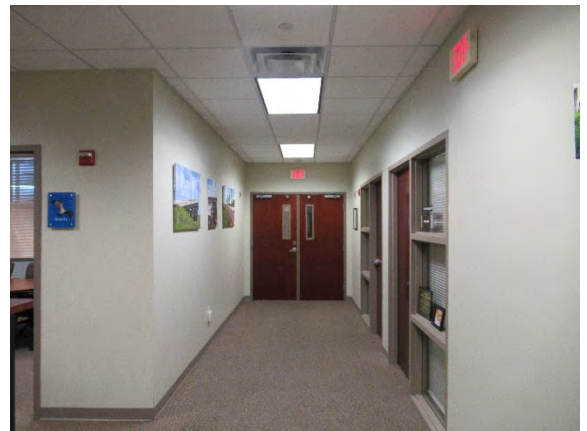


Figure 90 Building Headquarters Third Floor

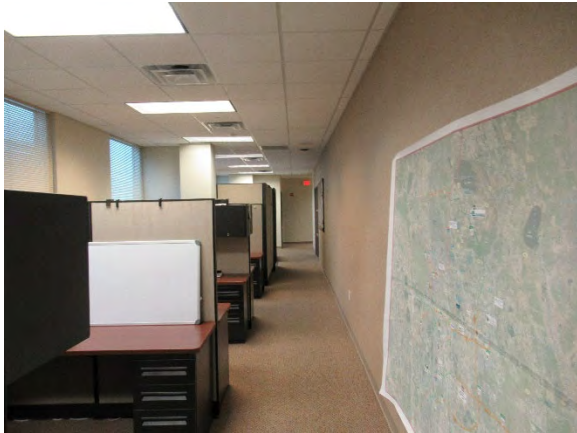


Figure 91 Building Headquarters Third Floor



Figure 92 Building Headquarters Third Floor



Figure 93 Building Headquarters Third Floor



Figure 94 Building Headquarters Third Floor



Figure 95 Building Headquarters Third Floor



Figure 96 Building Headquarters Third Floor

2020 Annual Facilities Inspection Report



Goldenrod Main Plaza

August 21, 2020

SUBMITTED BY:

Dewberry Engineers Inc.

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407.843.5120

SUBMITTED TO:

Central Florida Expressway Authority

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

Inspection Date: 08/21/20
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:

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

Exterior Observations:

- The above referenced site is in good condition overall with no identified deficiencies. Some general maintenance to the guardrail is recommended.
(Figure 3 & Figure 4)

Recommendations:

- Recommend general maintenance to guardrail.

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



CFXway.com