

Maintenance Rating Program Monroe Expressway

Quarter 4 MRP Assessment



February 2025

CONSULTANT CERTIFICATION OF COMPLETION

February 6, 2025

Alan Shapiro, P.E.
Director of Highway Operations, NCTA
1 South Wilmington Street
Raleigh, NC 27601

NCTA Monroe By-Pass Roadway Maintenance Performance Rating Program; Q4, 2024 Rating

This is to certify that I, Caroline Dickey, PE, am an authorized official representative of the company Mott MacDonald I&E, LLC, a subconsultant to HNTB North Carolina, P.C. Collaboratively; we are working as the NCTA Roadway and Facility Maintenance Performance Rating Program Consultants.

I know of my own personal knowledge, and do hereby certify, that the work of the contract described above has been independently performed in accordance with, and in conformity to, the *NCTA Roadway and Facility Maintenance Performance Standards v.7.1*.

Sincerely,

Mott MacDonald I&E, LLC

A handwritten signature in blue ink, appearing to read 'CD', is positioned above the printed name of the signatory.

Caroline Dickey, PE
Asset Management Engineer
PE #056138

2180 Satellite Boulevard, Suite 180
Duluth, GA 30606

Table of Contents

1.0 Executive Summary	1
2.0 Introduction	2
3.0 MRP Survey Procedure	2
4.0 Monroe Expressway Description	5
5.0 Survey Results	6
6.0 Analysis & Recommendations	9
MRP Elements	9
MRP Characteristics	9
7.0 Current Rolling MRP Rating	10
8.0 Conclusion	12

Figures

Table 1: MRP Element Results for the 2024 Fourth Quarter Assessment _____ 1

Table 2: MRP Rolling Element Results _____ 1

Figure 1: Maintenance Elements and Characteristics _____ 3

Figure 2: Monroe Expressway Map _____ 5

Table 3: Element Results for Q4 2024 _____ 6

Table 4: Characteristic Results for Q4 2024 _____ 7

Table 5: MRP Rolling Element Results _____ 11

Appendices

- A. Monroe Expressway 2024 Fourth Quarter Table Results of Assets Failing MRP
- B. Monroe Expressway 2024 Fourth Quarter Asset Assessment Locations

1.0 Executive Summary

The North Carolina Turnpike Authority (NCTA) Maintenance Rating Program (MRP) is a maintenance evaluation program for all roadway features and toll facilities on the Monroe Expressway. This report presents results from the 2024 Fourth Quarter Assessment of the Monroe Expressway.

The overall 2024 fourth quarter rating of the Monroe Expressway was 96.4. This score is above the target rating score of 90 for the overall system. As shown in **Table 1**, all five elements assessed achieved a rating greater than the target rating of 85.

Table 1: MRP Element Results for the 2024 Fourth Quarter Assessment

Element	MRP Rating	Target Rating
Road Surface	95.7	85.0
Unpaved Shoulders and Ditches	99.3	85.0
Drainage	95.8	85.0
Roadside	95.3	85.0
Traffic Control Devices	96.8	85.0
Overall MRP Performance Rating	96.4	90.0

This report also provides a rolling rating of the latest four quarterly inspections of the Monroe Expressway. As presented in **Table 2**, the rolling maintenance rating of the Monroe Expressway was 97.2.

Table 2: MRP Rolling Element Results

Element	Q1 2024 Rating	Q2 2024 Rating	Q3 2024 Rating	Q4 2024 Rating	Rolling Rating
Road Surface	98.5	98.8	100.0	95.7	98.2
Unpaved Shoulders and Ditches	96.5	100.0	98.7	99.3	98.7
Drainage	97.8	95.3	95.6	95.8	96.1
Roadside	96.5	98.2	98.4	95.3	97.1
Traffic Control Devices	95.5	95.7	96.8	96.8	96.2
Overall MRP Performance Rating	96.9	97.4	97.9	96.4	97.2

All the element ratings were above the desired rating of 85. It is important to note that these results are only representative of the fourth quarter sample, one of four quarterly surveys annually that provide an intermediate snapshot of seasonal conditions. Therefore, these results are not yet a statistically valid representation of the assets; only the total of all four quarterly inspections reported as a rolling rating, provides a 95% confidence level in statistical sampling.

2.0 Introduction

The North Carolina Turnpike Authority (NCTA) Maintenance Rating Program (MRP) is a maintenance evaluation program for roadway features and toll facilities on the NCTA system. It is a comprehensive planning, measuring, and managing process that provides a means for communicating to managers, stakeholders, and key customers the impacts of policy and budget decisions on program service delivery.

Using outcome-based performance measures and the service level scale (0 through 100), the survey results are rated against established threshold criteria. The program analysis is accomplished by implementing sampling procedures that capture the level of service being provided for individual asset features. Over time, these ratings will be charted to identify work needs and subsequent necessary actions. The evaluations are based on the establishment of "threshold" conditions that quantify the maximum defect allowed to exist for a characteristic before it is considered unacceptable.

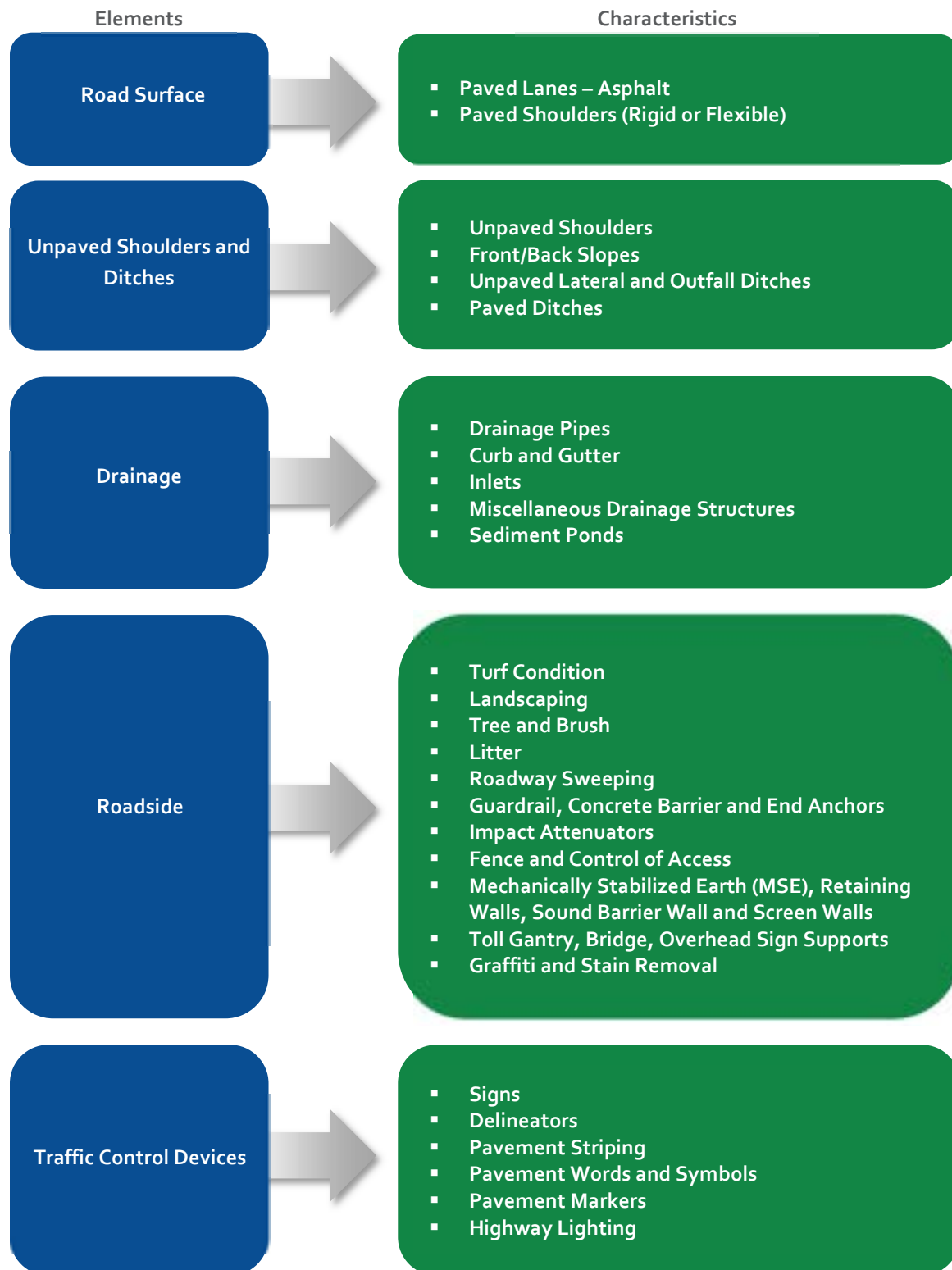
The NCTA performance standards, threshold criteria, and maintenance rating program were developed through a collaborative effort by NCTA managers, NCDOT maintenance staff, and consultants.

Using this field survey information, a maintenance matrix can be developed to show ties between maintenance activities and the characteristics of various roadway features. The purpose of this evaluation is to provide information that will be used to schedule and prioritize routine maintenance activities and provide uniform maintenance conditions that meet established objectives.

3.0 MRP Survey Procedure

Per the NCTA Roadway and Facility Maintenance Performance Standards, roadway assets on NCTA facilities have been grouped into characteristics which are categorized into 5 elements. These elements and their characteristics can be seen in **Figure 1** below:

Figure 1: Maintenance Elements and Characteristics



Because some roadway characteristics are of greater importance than others, a weighting system is applied to enable rational calculation of an overall level of service rating. Although one set of weighting factors for all characteristics could serve this purpose, a more useful system consists of two sets of weighting factors: one set that accounts for the importance of individual characteristics within a given maintenance element (1-9), and another set that accounts for the importance of the maintenance elements to the total rating (by % of score). This two-set system reveals deficiencies among characteristics and shows which maintenance elements are deficient.

The program analysis is accomplished using statistically valid, random sampling procedures that capture the level of service for individual assets with a 95% confidence level in sampling. Inspections are performed during the months of February, May, August, and November to account for dynamic changes in assets during the various seasons, such as vegetation growth. Each maintenance characteristic is evaluated and recorded according to the criteria developed by the NCTA performance standards. This inventory was completed with electronic data collection tablets and programs for accurate GPS coordinates of each transportation asset.

The evaluations are based on established "threshold" conditions that quantify the maximum defect allowed to exist for a characteristic before it is considered unacceptable. The ratings are done by comparing existing field conditions to the "threshold" value. If the characteristic meets or exceeds the "threshold," it is coded as YES to meeting the criteria. If it does not meet the criteria, it is coded as a NO. When the survey is complete, the number of YES's and NO's are totaled, and a composite number (using from 1 to 100 scale) is produced, which represents the level of maintenance currently being provided.

For any given asset, the number assigned as the target level of service represents the percentage of random samples in which the maintenance condition standard corresponding to the activity is to be met or exceeded. For instance, an activity with a level of service rating of 83 means that 83 percent of the sites met the condition standards.

The NCTA's overall target rating score is 90, with each element level scoring at or above 85 and every characteristic at or above 80.

4.0 Monroe Expressway Description

The Monroe Expressway extends for approximately 18.5 miles between the U.S. 74 interchange to the west and U.S. 74 near Marshville to the east. The Monroe Expressway consists of eight interchanges and seven all-electronic toll collection zones. A map of the Monroe Expressway can be seen in **Figure 2** below:

Figure 2: Monroe Expressway Map



5.0 Survey Results

The overall Q4 2024 MRP rating for the Monroe Expressway is 96.4. This score is above the target rating score of 90 for the overall system. All element ratings exceeded the desired threshold of 85, and all characteristics scored above the target rating of 80. Individual characteristic ratings will be discussed in detail in the analysis section of this report.

Appendix A shows each of the individual assets that failed the MRP criteria. **Appendix B** includes maps of each of the individual asset locations that failed to meet the criteria displayed in the tables below. The MRP rating value designated to each element and feature refers to the percentage of elements or features that pass the asset's particular threshold criteria. After developing an inventory by recording the total number of instances of a particular feature, each feature is analyzed based on threshold criteria and a pass/fail result is designated and recorded for each to determine the percentage of the sample passed. The passing samples and sample totals are then multiplied by their weighted value, which are designated to each element based on importance to determine the actual and available rating points. Lastly, an MRP Performance Rating is calculated for each asset and element group based on the ratio of the actual points over the available points.

The overall MRP Performance rating results of the survey are presented in **Tables 3 and 4**.

Table 3: Element Results for Q4 2024

Element	MRP Rating
Road Surface	95.7
Unpaved Shoulders	99.3
Drainage	95.8
Roadside	95.3
Traffic Control Devices	96.8
Overall MRP Performance Rating	96.4

The overall score is determined by summing the elements multiplied by weighted factors as follows: Road Surface (25%), Unpaved Shoulders (13%), Drainage (15%), Roadside (17%), and Traffic Control Devices (30%).

Table 4: Characteristic Results for Q4 2024

Road Surface	Sample Passed	Sample Total	Weighted Values	Actual PTS	Available PTS	Quarter Rating
Paved Lanes Asphalt	28	30	9	252	270	93
Paved Shoulder	30	30	5	150	150	100
Element Total				402	420	95.7
Unpaved Shoulders & Ditches	Sample Passed	Sample Total	Weighted Values	Actual PTS	Available PTS	Quarter Rating
Unpaved Shoulder	30	30	9	270	270	100
Front/Back Slopes	30	30	6	180	180	100
Lateral and Outfall Ditches, Unpaved	30	30	6	180	180	100
Ditches, Paved	7	8	5	35	40	88
Element Total				665	670	99.3
Drainage	Sample Passed	Sample Total	Weighted Values	Actual PTS	Available PTS	Quarter Rating
Drainage Pipes	32	32	7	224	224	100
Curb and Gutter	23	24	6	138	144	96
Inlets	28	30	7	196	210	93
Misc. Drainage Structure	16	18	4	64	72	89
Sediment Pond	2	2	7	14	14	100
Element Total				636	664	95.8
Roadside	Sample Passed	Sample Total	Weighted Values	Actual PTS	Available PTS	Quarter Rating
Turf Condition	29	32	7	203	224	91
Landscaping	14	14	4	56	56	100
Trees and Brush	14	14	4	56	56	100
Litter	30	30	4	120	120	100
Roadway Sweeping	30	30	5	150	150	100

Maintenance Rating Program for the Monroe Expressway
2024 Fourth Quarter (October - December)

Guardrail, Concrete Barrier and End Anchors	19	20	9	171	180	95
Impact Attenuators	6	6	9	54	54	100
Fence, Control Access	27	30	7	189	210	90
Retaining Walls and Sound Barrier Walls	11	13	5	55	65	85
Toll Gantry Supports	11	11	5	55	55	100
Graffiti and Stain Removal	30	30	4	120	120	100
Element Total				1229	1290	95.3
Traffic Control Devices	Sample Passed	Sample Total	Weighted Values	Actual PTS	Available PTS	Quarter Rating
Signs	33	35	7	231	245	94
Object Markers and Delineators	28	30	3	84	90	93
Pavement Striping/Marking	30	30	8	240	240	100
Words and Symbols	28	30	7	196	210	93
Pavement Markers	30	30	9	270	270	100
Highway Lighting	3	3	6	18	18	100
Element Total				1039	1073	96.8

6.o Analysis & Recommendations

MRP Elements

During the fourth quarter, all elements exceeded NCTA's quarter score threshold criteria of 85. All elements received a quarter score above 90.

MRP Characteristics

All characteristics exceeded the NCTA minimum threshold criteria of 80.

7.0 Current Rolling MRP Rating

The rolling maintenance rating of the Monroe Expressway was 97.2, exceeding NCTA's overall target rating of 90. All elements exceeded NCTA's rolling rating threshold criteria of 85. All characteristic rolling ratings met or exceeded the target rating of 80.

The 2024 results are presented in **Exhibit 1** and **Table 5**. These results are a collection of the latest four quarterly inspections.

Exhibit 1: MRP Element Results for 2024

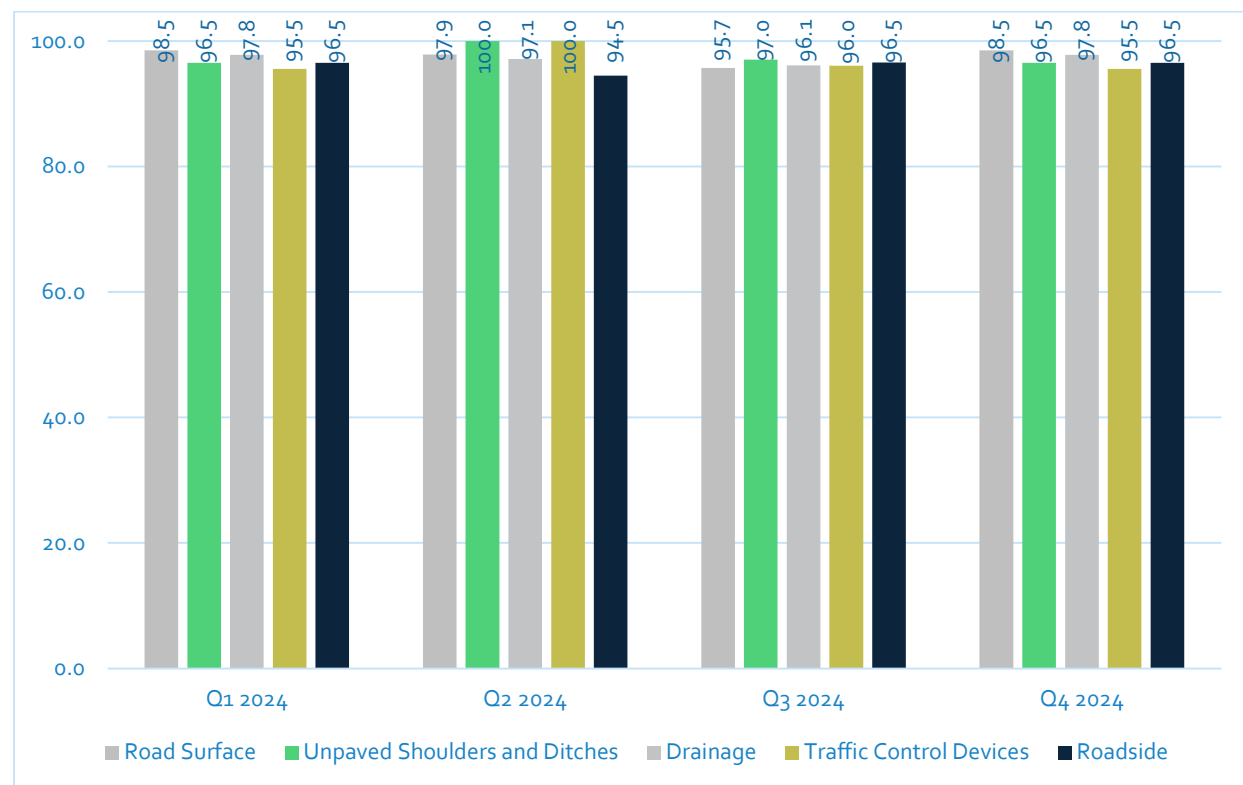


Table 5: MRP Rolling Element Results

Road Surface	Q1 2024 Rating	Q2 2024 Rating	Q3 2024 Rating	Q4 2024 Rating	Rolling Rating
Paved Lanes Asphalt	100	100	100	93	98
Paved Shoulder	96	97	100	100	98
Element Total					98.2
Unpaved Shoulders and Ditches	Q1 2024 Rating	Q2 2024 Rating	Q3 2024 Rating	Q4 2024 Rating	Rolling Rating
Unpaved Shoulder	96	100	97	100	98
Front/Back Slopes	96	100	100	100	99
Lateral and Outfall Ditches, Unpaved	100	100	100	100	100
Ditches, Paved	92	100	100	88	95
Element Total					98.7
Drainage	Q1 2024 Rating	Q2 2024 Rating	Q3 2024 Rating	Q4 2024 Rating	Rolling Rating
Drainage Pipes	100	100	100	100	100
Curb and Gutter	100	100	100	96	99
Inlets	97	87	90	93	92
Sediment Basins	100	100	100	100	100
Misc. Drainage Structure	89	94	89	89	90
Element Total					96.1
Roadside	Q1 2024 Rating	Q2 2024 Rating	Q3 2024 Rating	Q4 2024 Rating	Rolling Rating
Turf Condition	91	100	100	91	95
Landscaping	100	100	100	100	100
Trees and Brush	100	100	93	100	98
Litter	100	100	100	100	100
Roadway Sweeping	100	100	100	100	100
Guardrail, Concrete Barrier, and End Anchors	100	94	100	95	98
Impact Attenuators	100	100	83	100	96
Fence, Control Access	90	93	97	90	92
Retaining Walls and Sound Barrier Walls	93	100	100	85	94
Decorative Supports	100	100	100	100	100
Graffiti and Stain Removal	100	100	100	100	100
Element Total					97.1
Traffic Control Devices	Q1 2024 Rating	Q2 2024 Rating	Q3 2024 Rating	Q4 2023 Rating	Rolling Rating
Signs	91	90	88	94	91
Delineators	100	97	100	93	97
Pavement Striping/Marking	100	100	100	100	100
Words and Symbols	90	97	100	93	95
Pavement Markers	100	97	100	100	99
Highway Lighting	100	67	67	100	83
Element Total					96.2

8.0 Conclusion

This report presents the 2024 fourth quarter assessment of the Monroe Expressway. The NCTA's target ratings are 90 for the rolling rating, 90 for the overall quarter rating, 85 for elements, and 80 for characteristics. The fourth quarter rating was 96.4 and the rolling rating was 97.2, both ratings met the target rating of 90. Overall, all ratings met or surpassed the targets listed.

Appendix A

Monroe Expressway 2024 Fourth Quarter Table Results of Assets Failing MRP


Appendix A: Monroe Expressway 2024 Fourth Quarter Table Results of Assets Failing MRP

Provided below are a series of tables outlining the existing failures that occurred throughout the facility. Assets are defined by an Inventory ID, which is a unique identifier given to each individual asset. The components of the Inventory ID are an asset specific prefix along with a number, such as LS_1. The Inventory ID and GIS Reference Page number correspond to the provided map packets and allow for quick location of particular asset failures. Photos of failures were provided when applicable.


All assets and their respective prefixes are listed below:

Guardrail, Concrete Barrier and End Anchors (BR).....	2
Curb and Gutter (CG).....	3
Toll Gantry Supports (GN).....	4
Drainage Pipes (DP).....	5
Misc. Drainage Structure (MDD)	6
Fence and Control of Access (FN)	7
Graffiti (GR).....	8
Highway Lighting (HL)	9
Impact Attenuators (IA).....	10
Inlets (IN).....	11
Landscaping (PB).....	12
Paved Lanes – Asphalt (LS)	13
Paved Shoulders (LS)	14
Unpaved Shoulders (LS)	15
Front/Back Slopes (LS)	16
Unpaved Lateral and Outfall Ditches (LS)	17
Litter (LS).....	18
Roadway Sweeping (LS).....	19
Pavement Striping (LS)	20
Pavement Markers (LS)	21
Delineators (LS)	22
Paved Ditches (PD).....	23
Pavement Words and Symbols (PS)	24
Signs (SN)	25
Tree and Brush (TB)	26
Turf Condition (TF)	27
MSE/Retaining Walls, Sound Barrier Walls and Screen Walls (WL)	28
Sediment Basins(SB)	29

Guardrail, Concrete Barrier and End Anchors (BR)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Steel	BR_229	Functional Damage		B1

Curb and Gutter (CG)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	CG_27	Structural Damage		B23

Toll Gantry Supports (GN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------



This asset did not produce any failures.

Drainage Pipes (DP)




#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Misc. Drainage Structure (MDD)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	MDD_11	Blockage		B9
2	Concrete	MDD_66	Erosion		B12

Fence and Control of Access (FN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Woven	FN_454	Functional Damage		B24
2	Woven	FN_493	Hole Height		B25
3	Woven	FN_509	Functional Damage		B23

Graffiti (GR)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Highway Lighting (HL)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------



This asset did not produce any failures.

Impact Attenuators (IA)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Inlets (IN)



#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	IN_46	Erosion		B26
2	Concrete	IN_284	Erosion		B18

Landscaping (PB)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Paved Lanes – Asphalt (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	LS_409	Rutting		B14
2	Asphalt	LS_476	Pavement Flushing		B17

Paved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Unpaved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	------------------	--------------	--------------	-------	--------------------------

Front/Back Slopes (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Unpaved Lateral and Outfall Ditches (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Litter (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Roadway Sweeping (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Pavement Striping (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Pavement Markers (LS)


#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	LS_166	Missing Part	No Photo Provided	B5
2	Asphalt	LS_294	Nighttime Reflectivity		B9

Delineators (LS)



#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.


Paved Ditches (PD)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	PD_17	Blockage		B19

Pavement Words and Symbols (PS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	PS_271	Nighttime Reflectivity		B7
2	Asphalt	PS_283	Nighttime Reflectivity		B4

Signs (SN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Mile Marker	SN_58	Leaning		B1
2	Mile Marker	SN_434	Height Requirement		B8

Tree and Brush (TB)



#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Turf Condition (TF)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Turf	TF_139	Bare Ground		B1
2	Turf	TF_242	Bare Ground		B4
3	Turf	TF_501	Bare Ground		B7

MSE/Retaining Walls, Sound Barrier Walls and Screen Walls (WL)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Brick	WL_8	Scaling		B1
2	Brick	WL_25	Cracking		B7

Sediment Basins (SB)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
---	---------------	-----------	--------------	-------	--------------------

This asset did not produce any failures.

Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



Legend



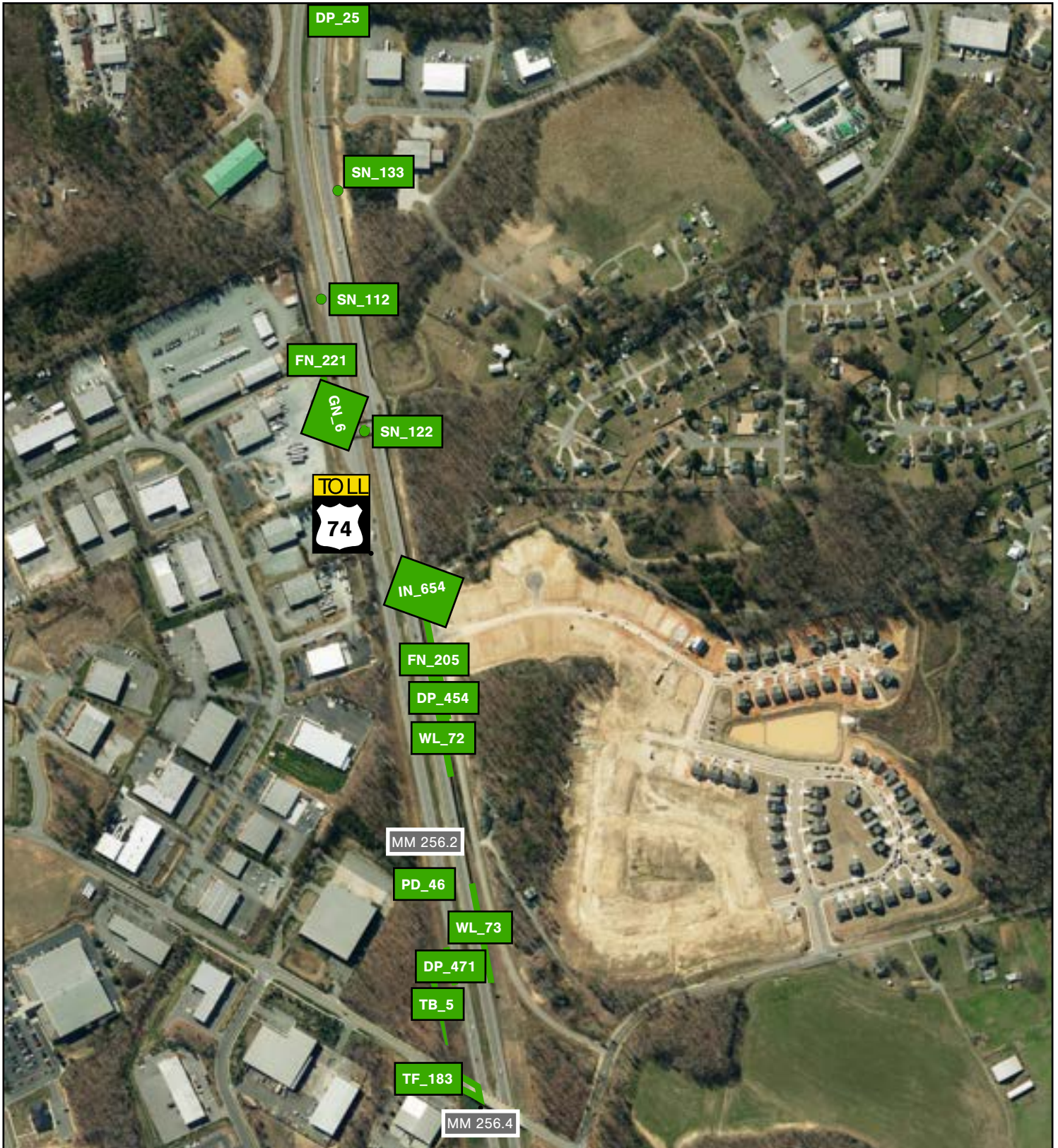
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



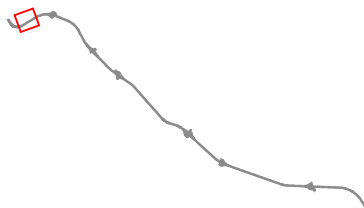
Legend



Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



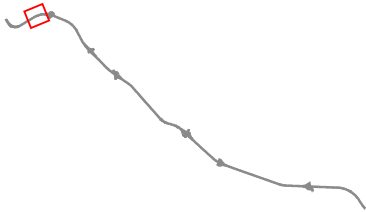
Legend



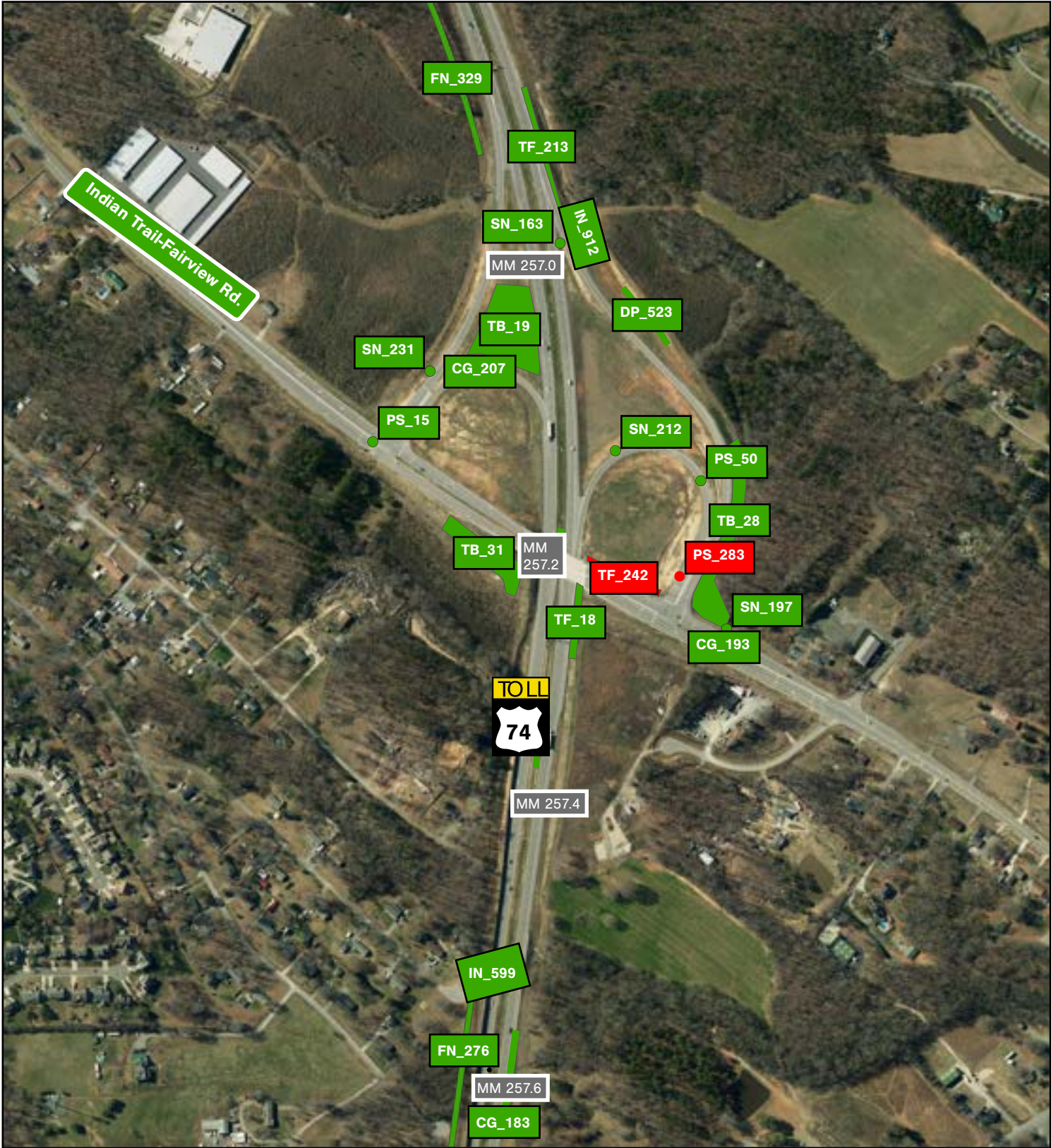
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



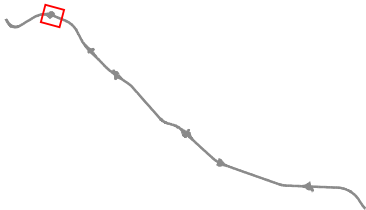
Legend



Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



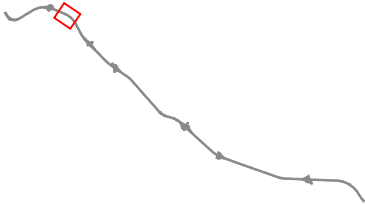
Legend



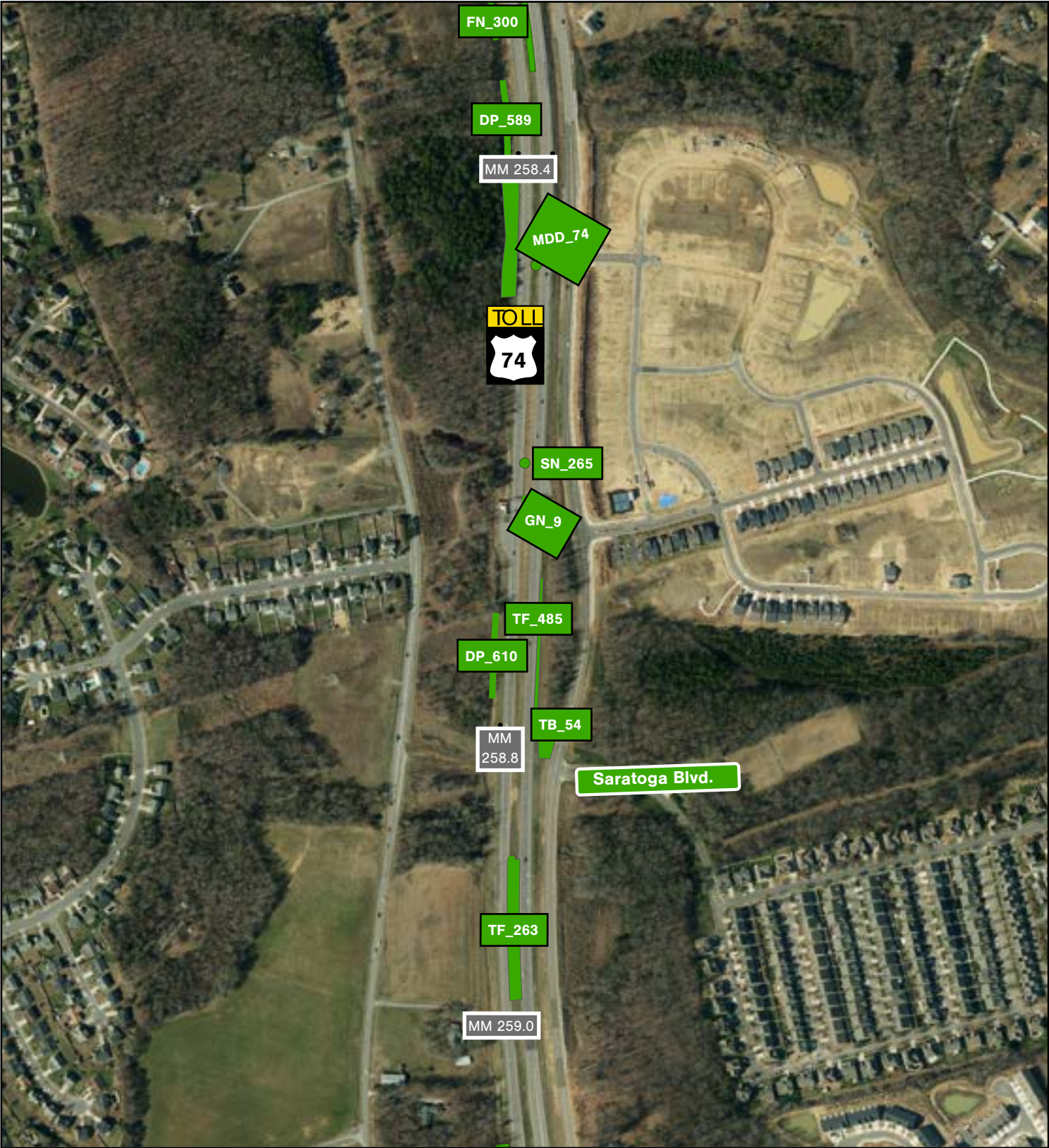
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



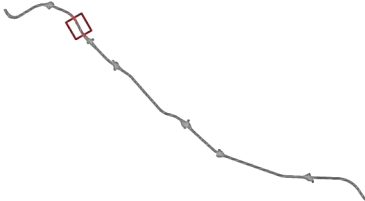
Legend



Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



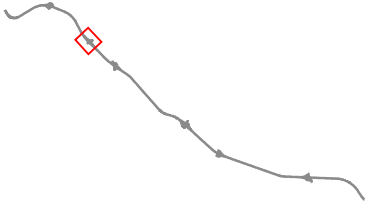
Legend



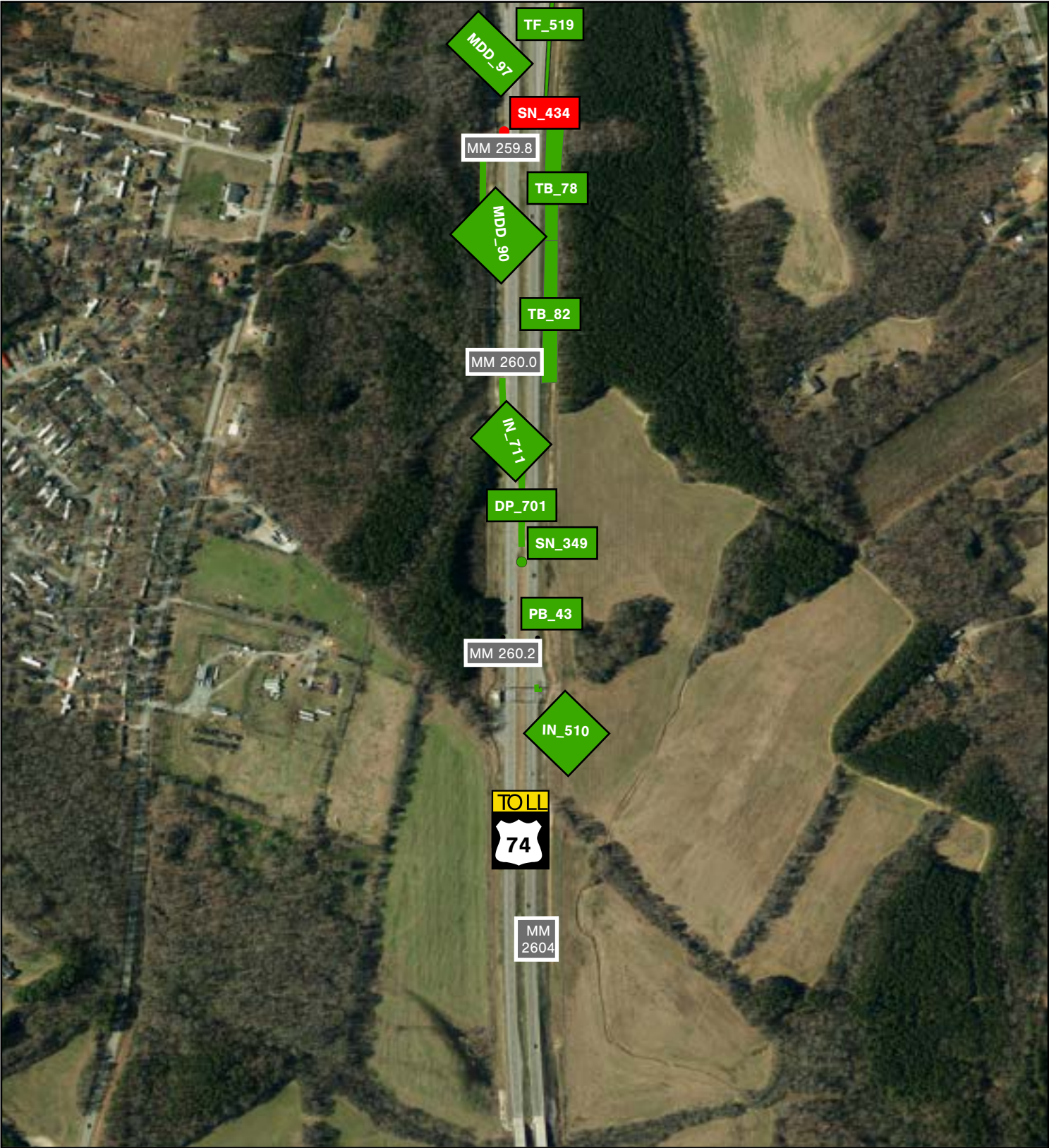
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



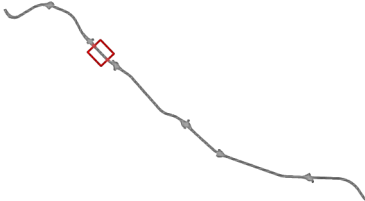
Legend



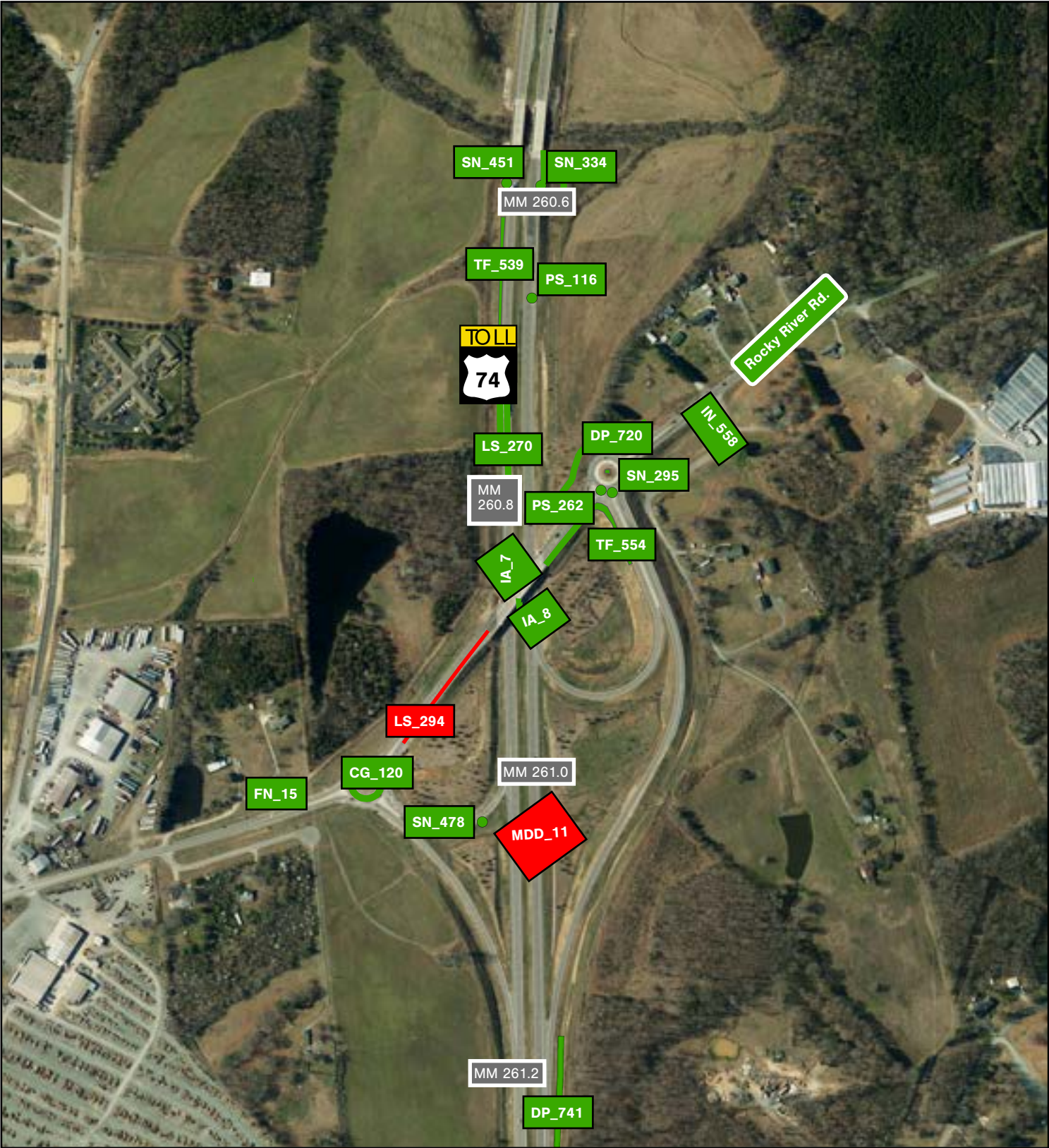
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



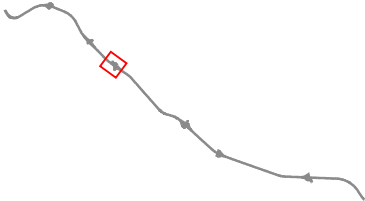
Legend



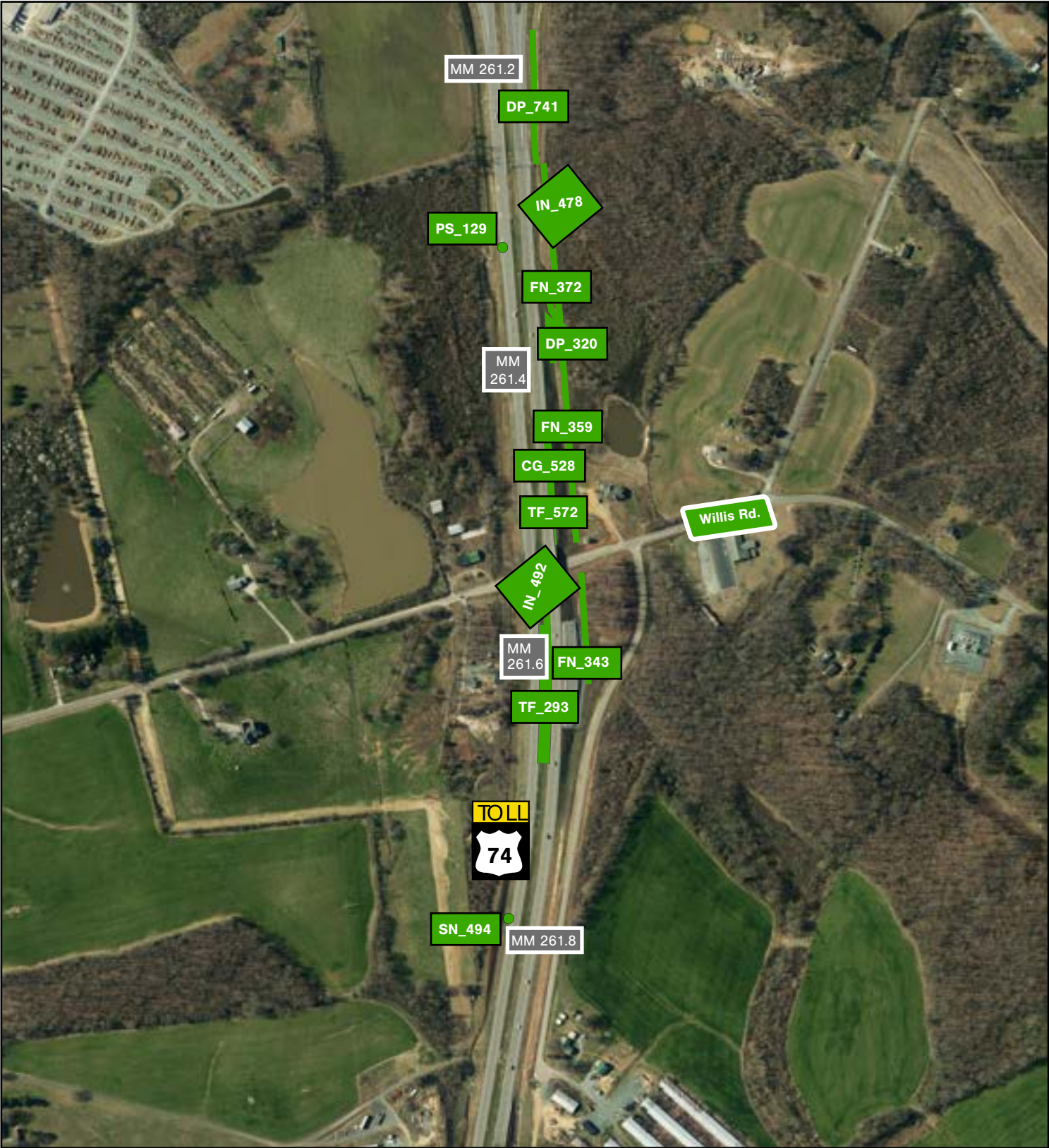
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



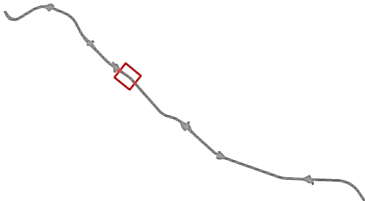
Legend



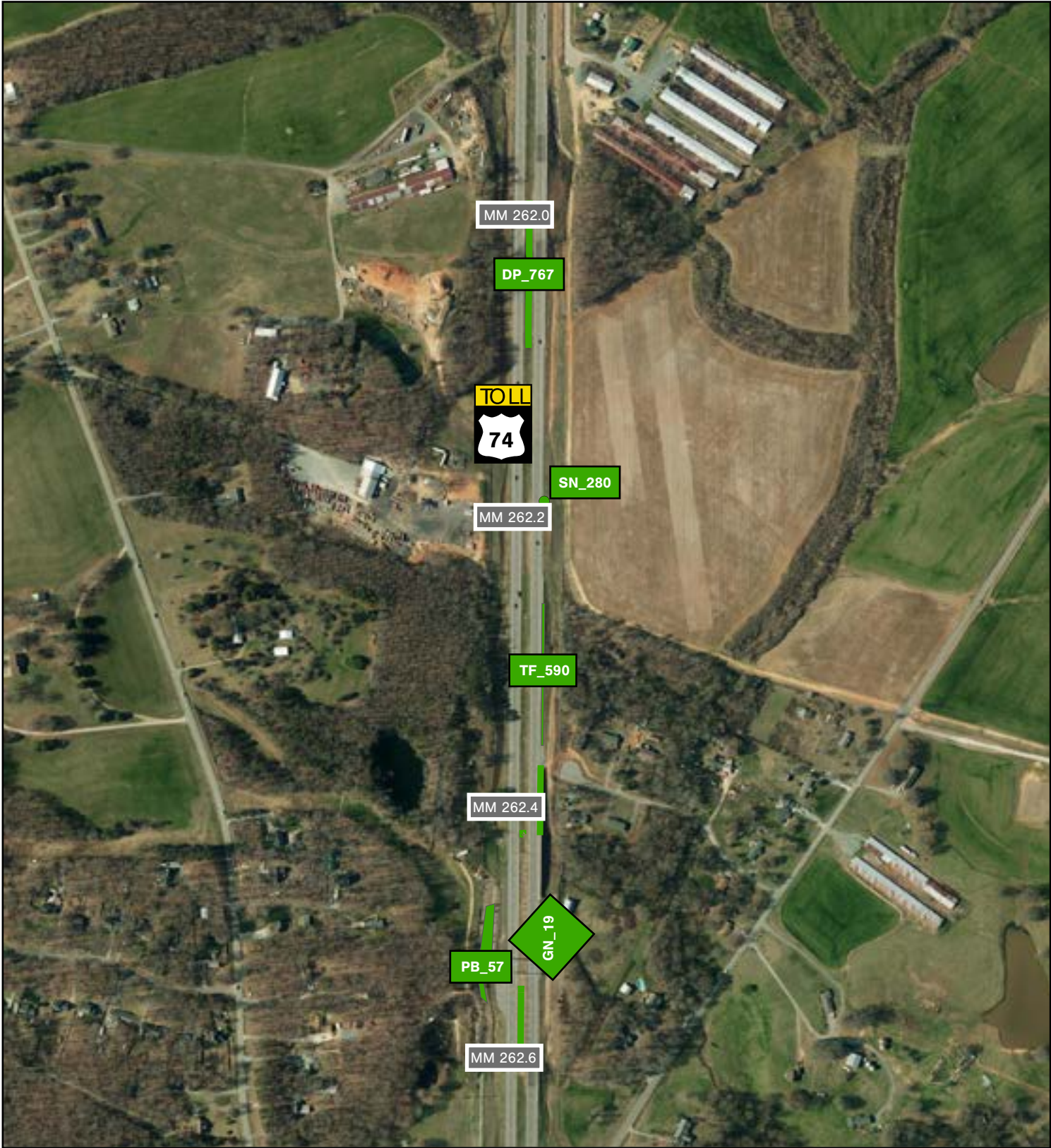
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



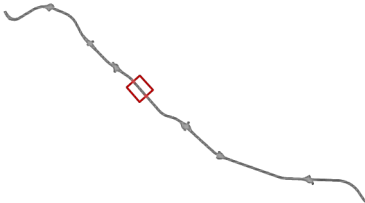
Legend



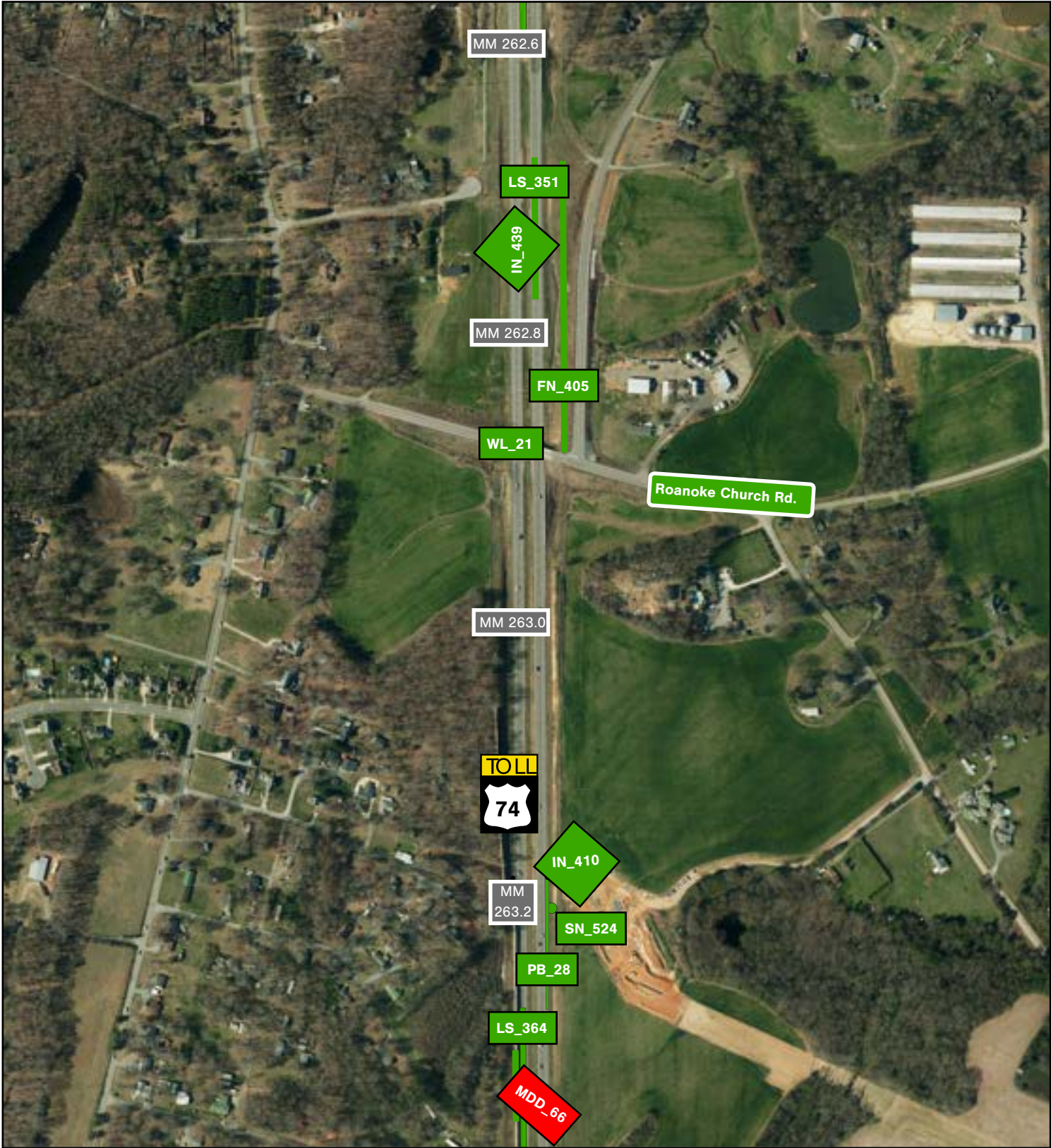
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



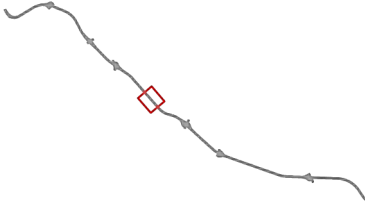
Legend



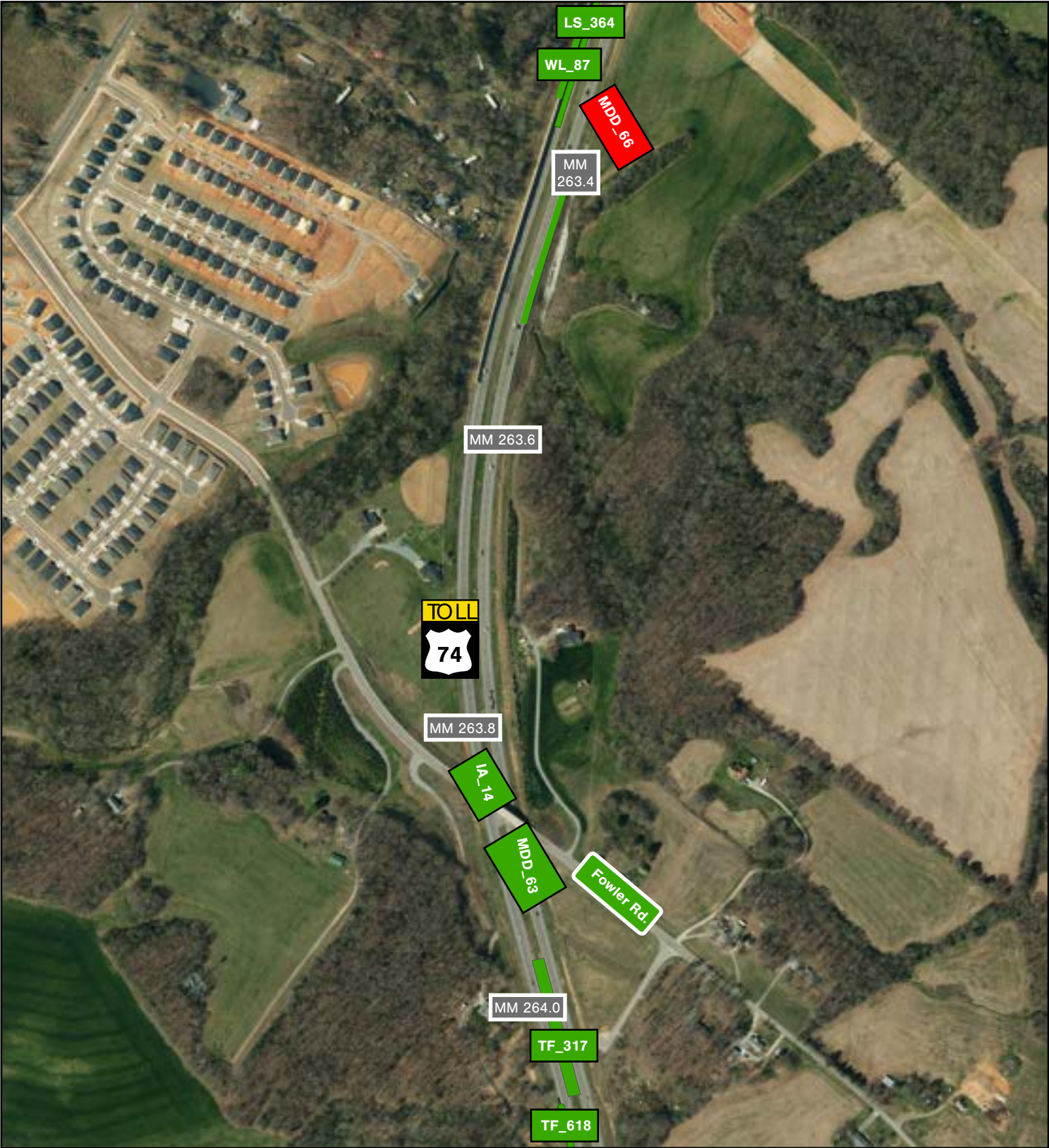
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



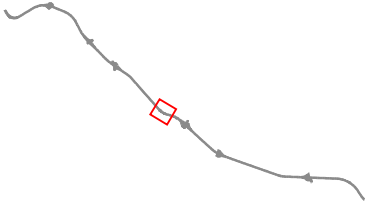
Legend



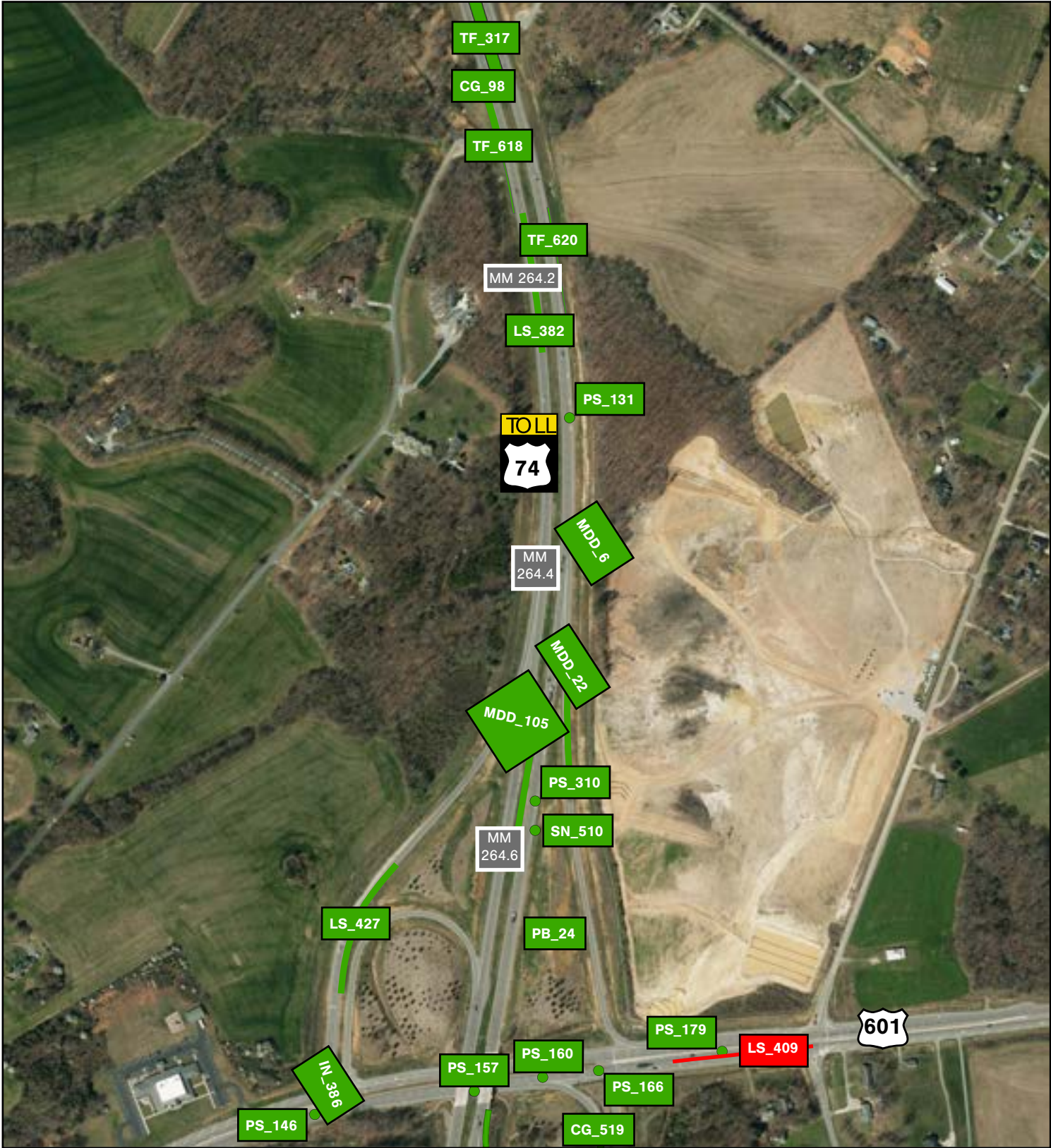
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



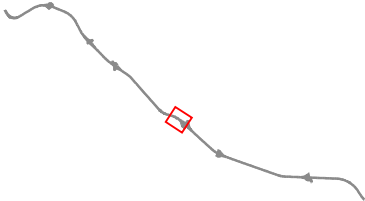
Legend



Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



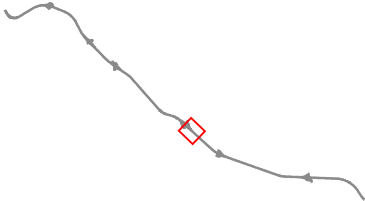
Legend



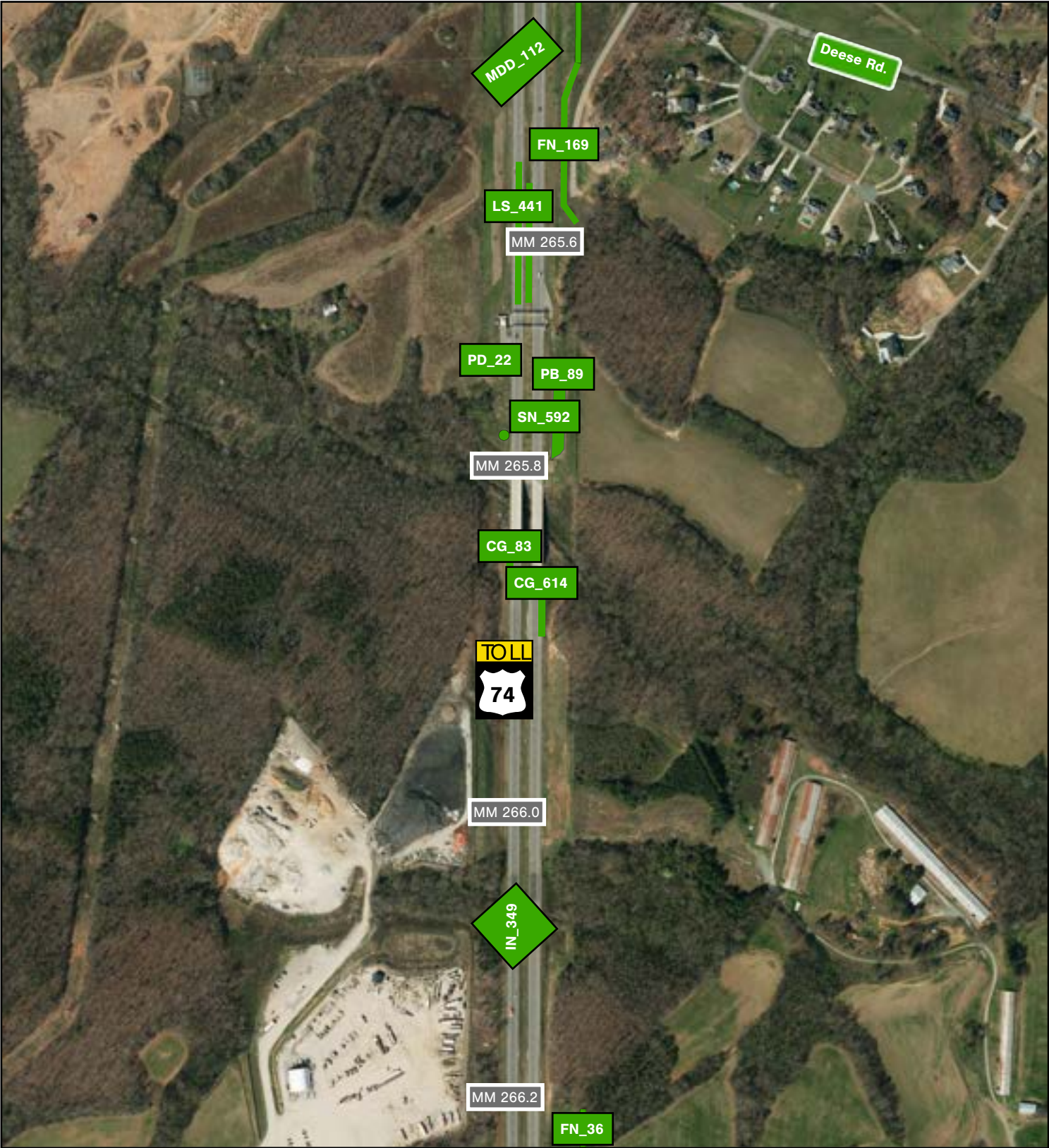
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



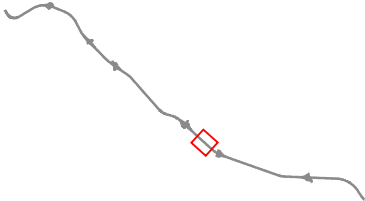
Legend



Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



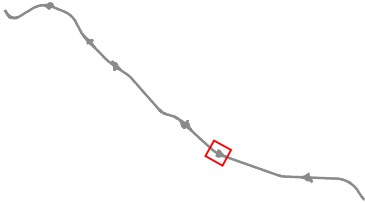
Legend



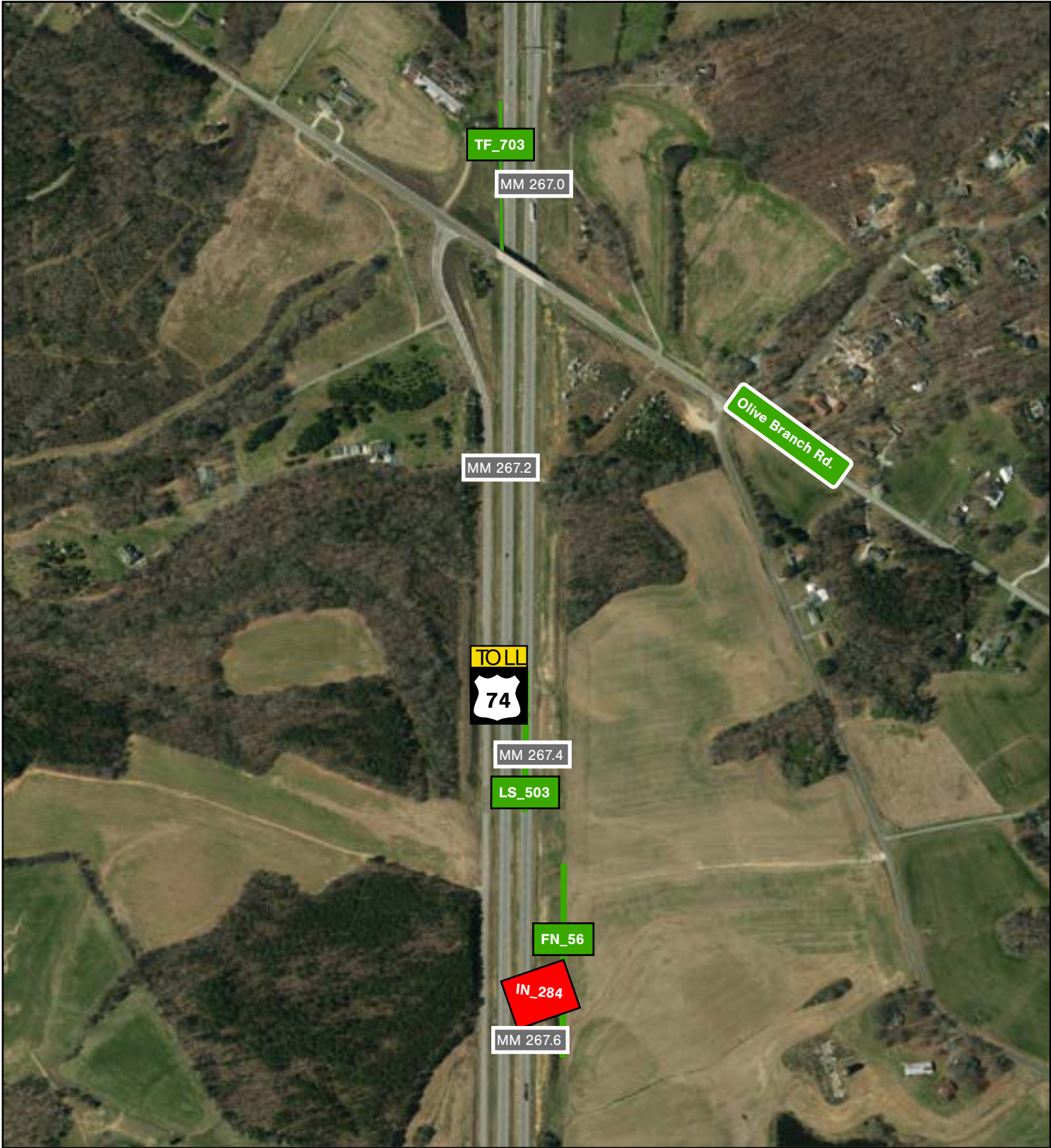
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



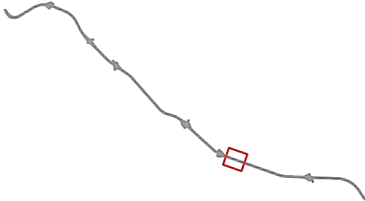
Legend



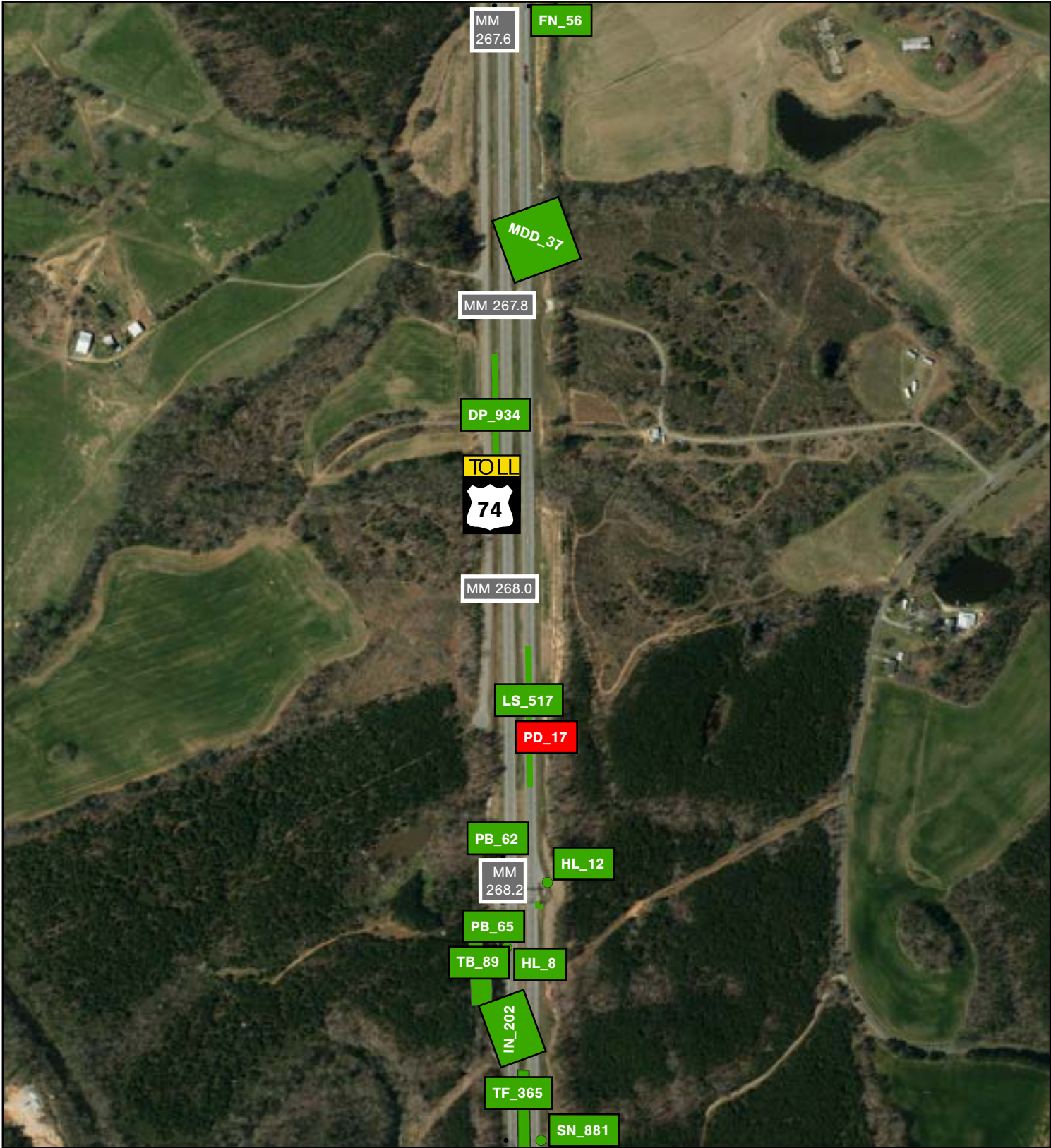
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



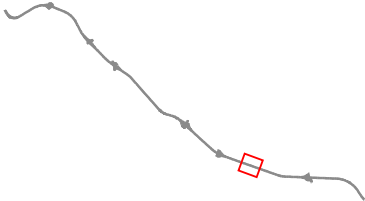
Legend



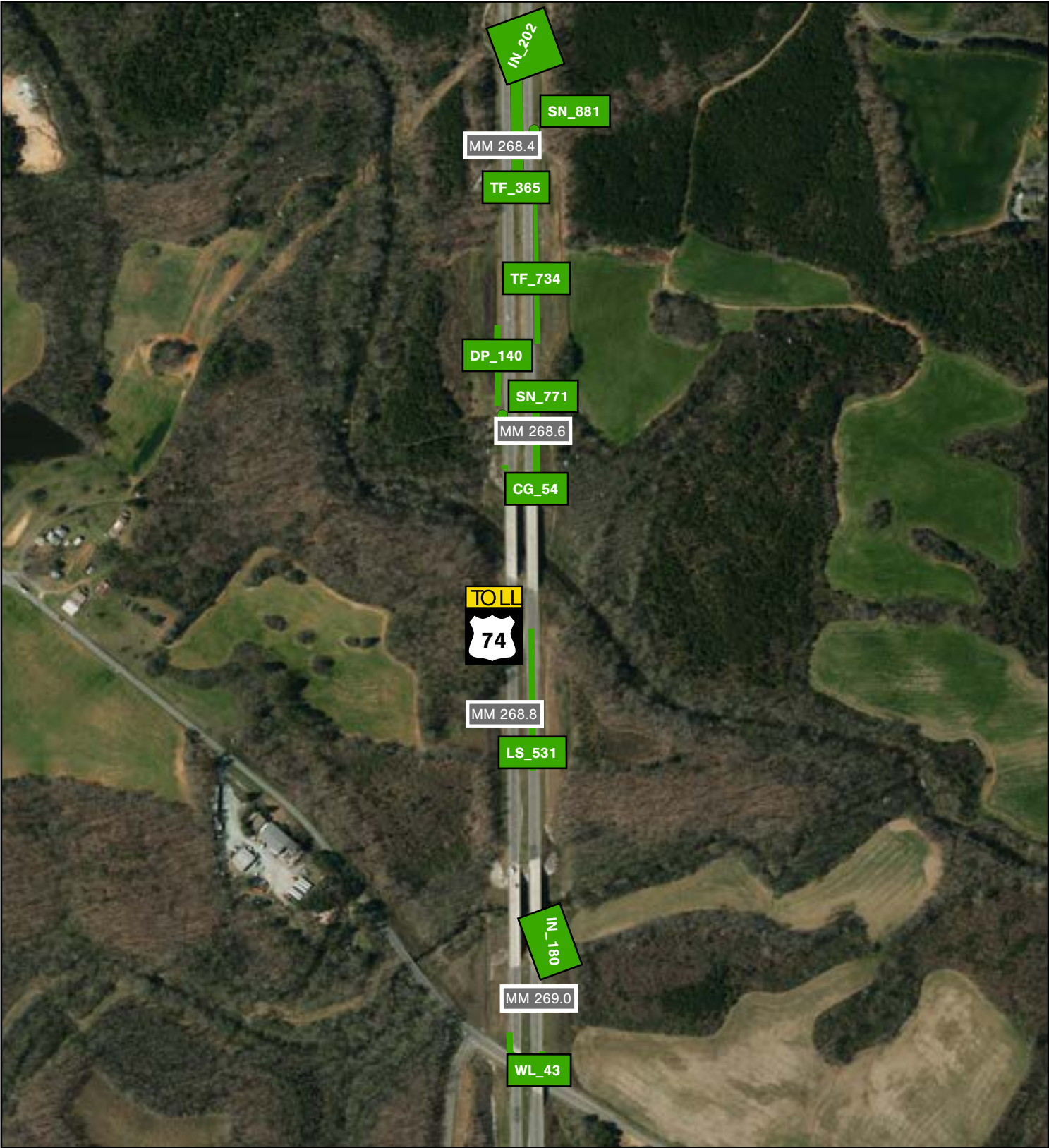
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



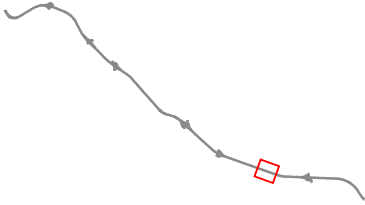
Legend



Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



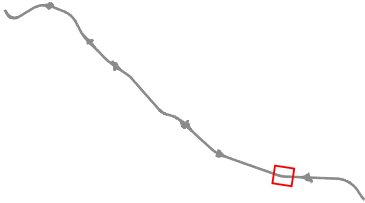
Legend



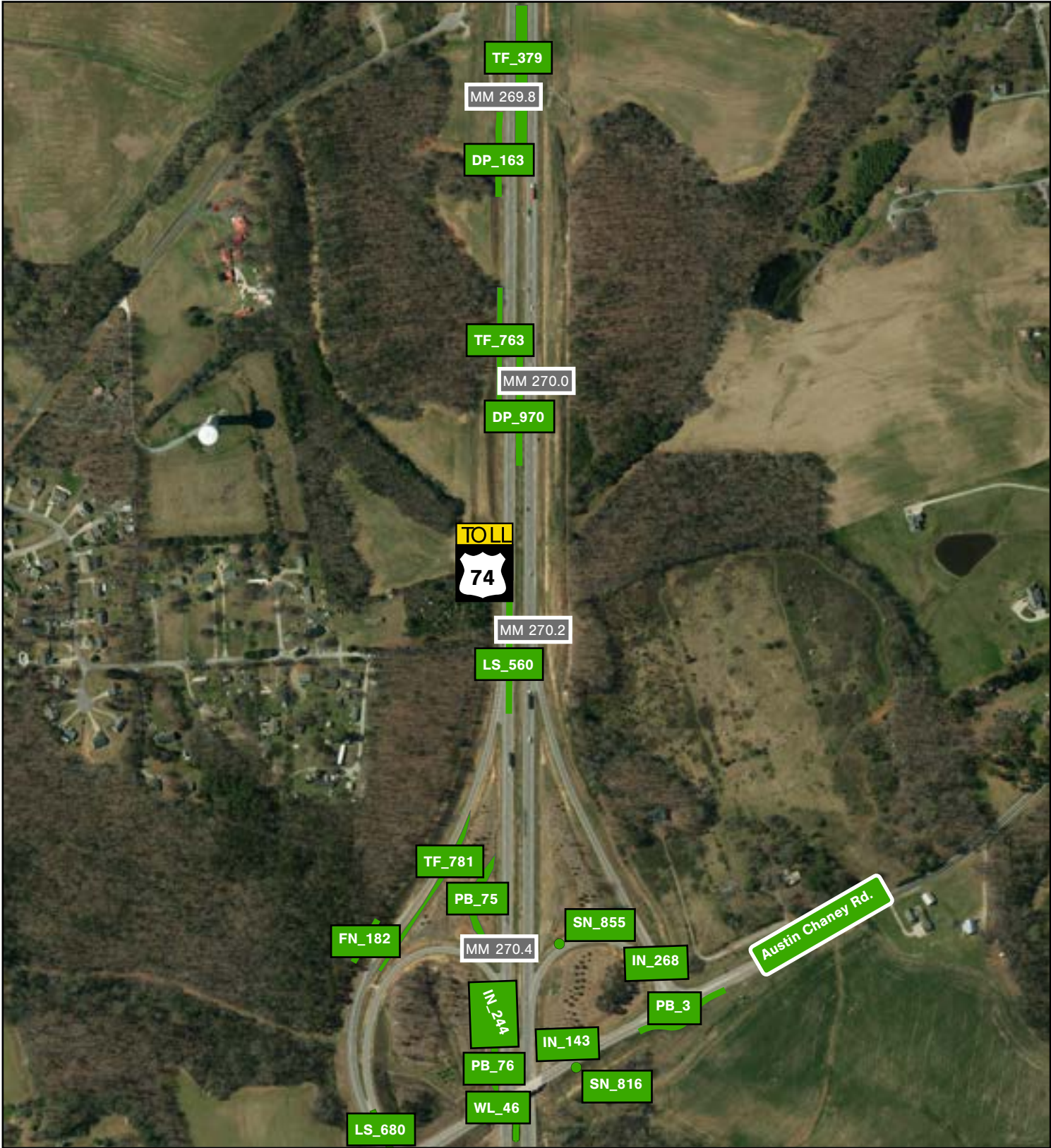
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



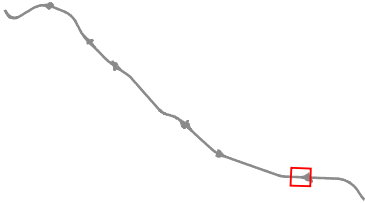
Legend



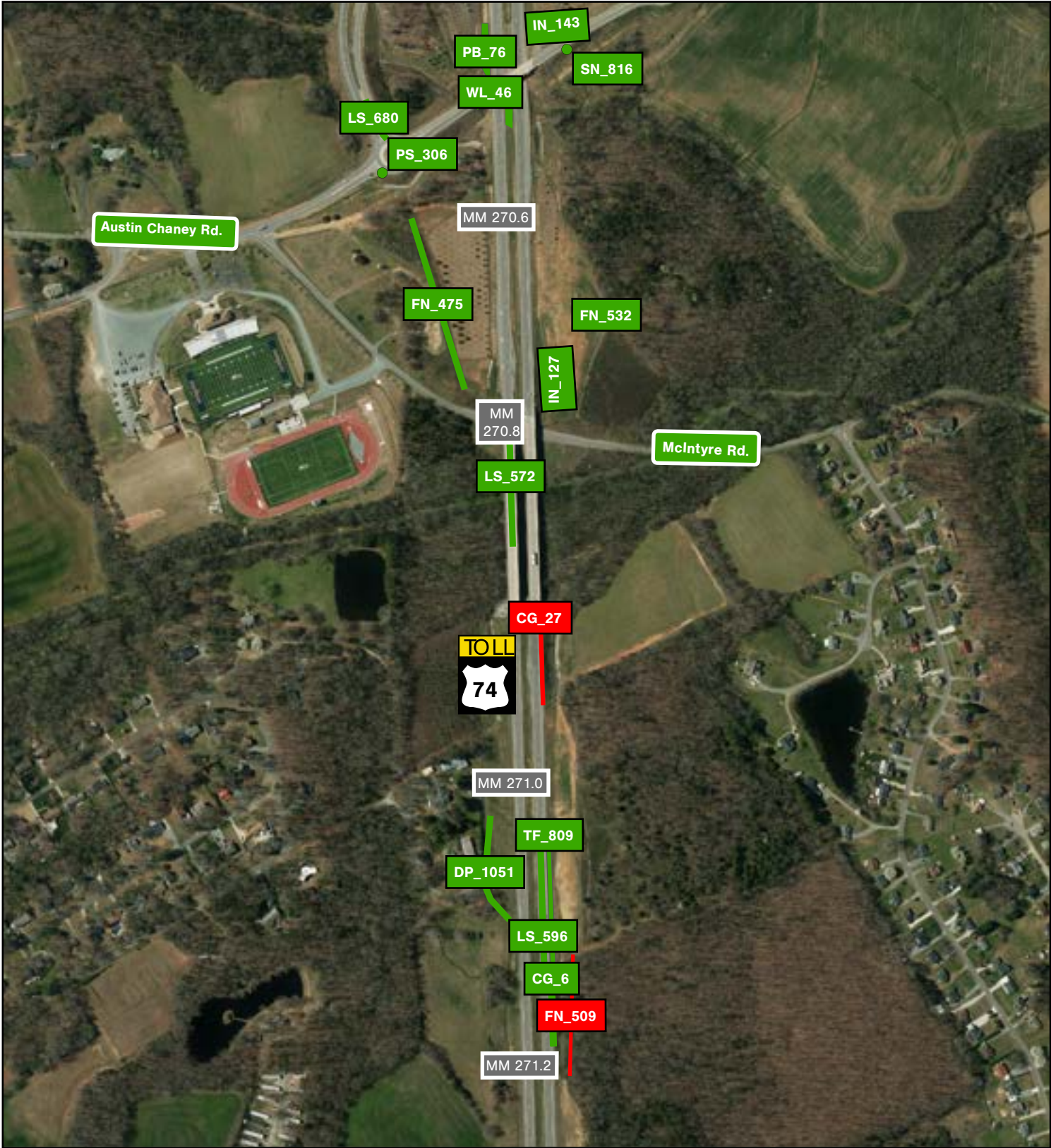
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



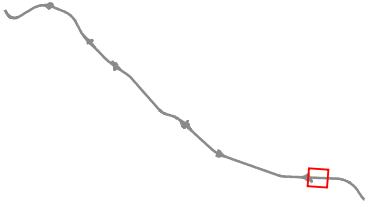
Legend



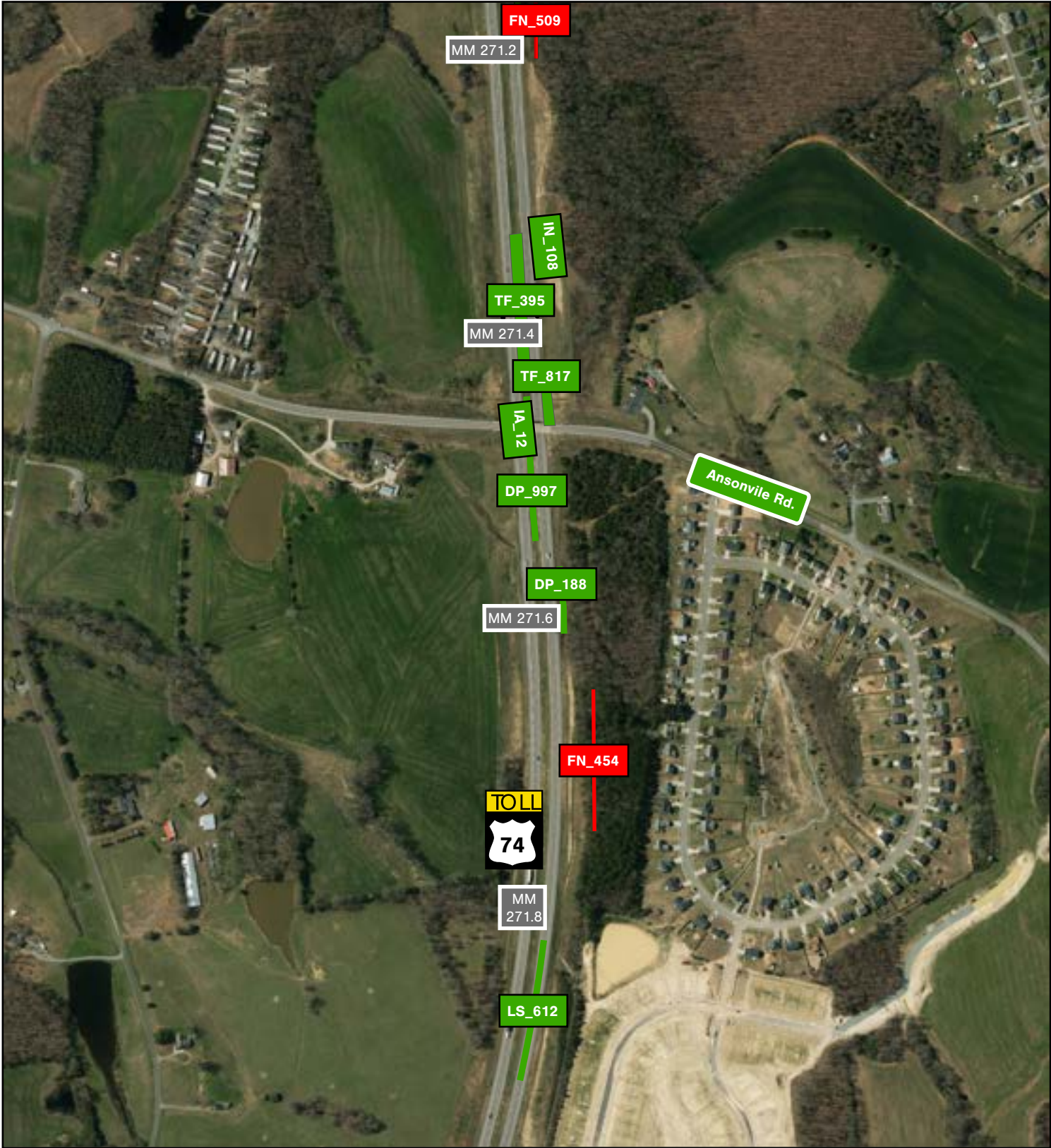
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



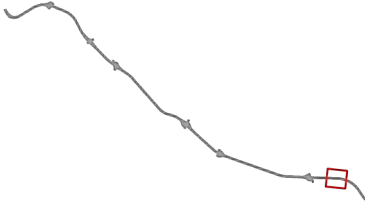
Legend



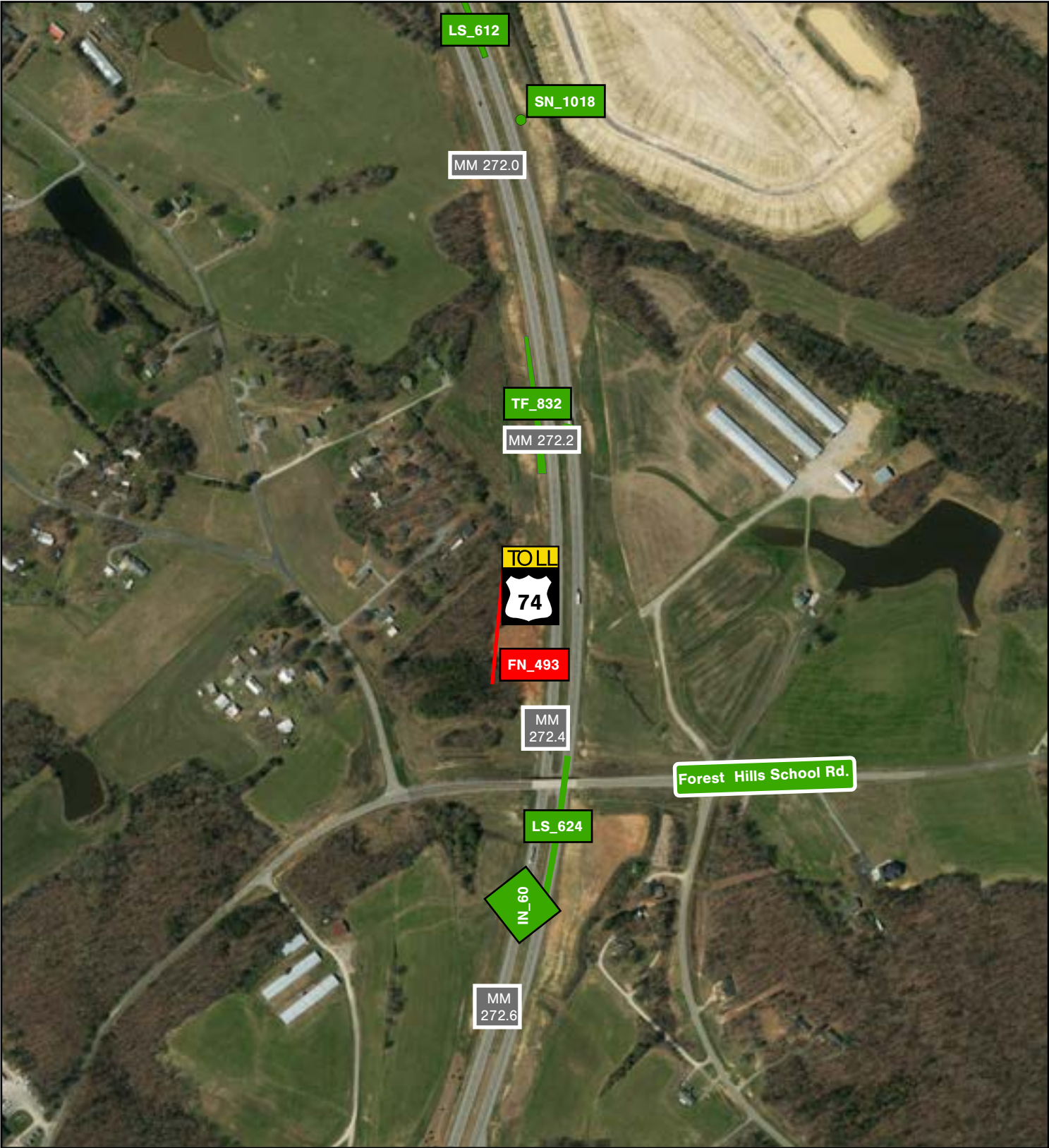
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



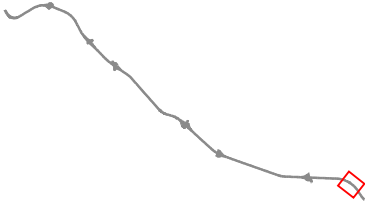
Legend



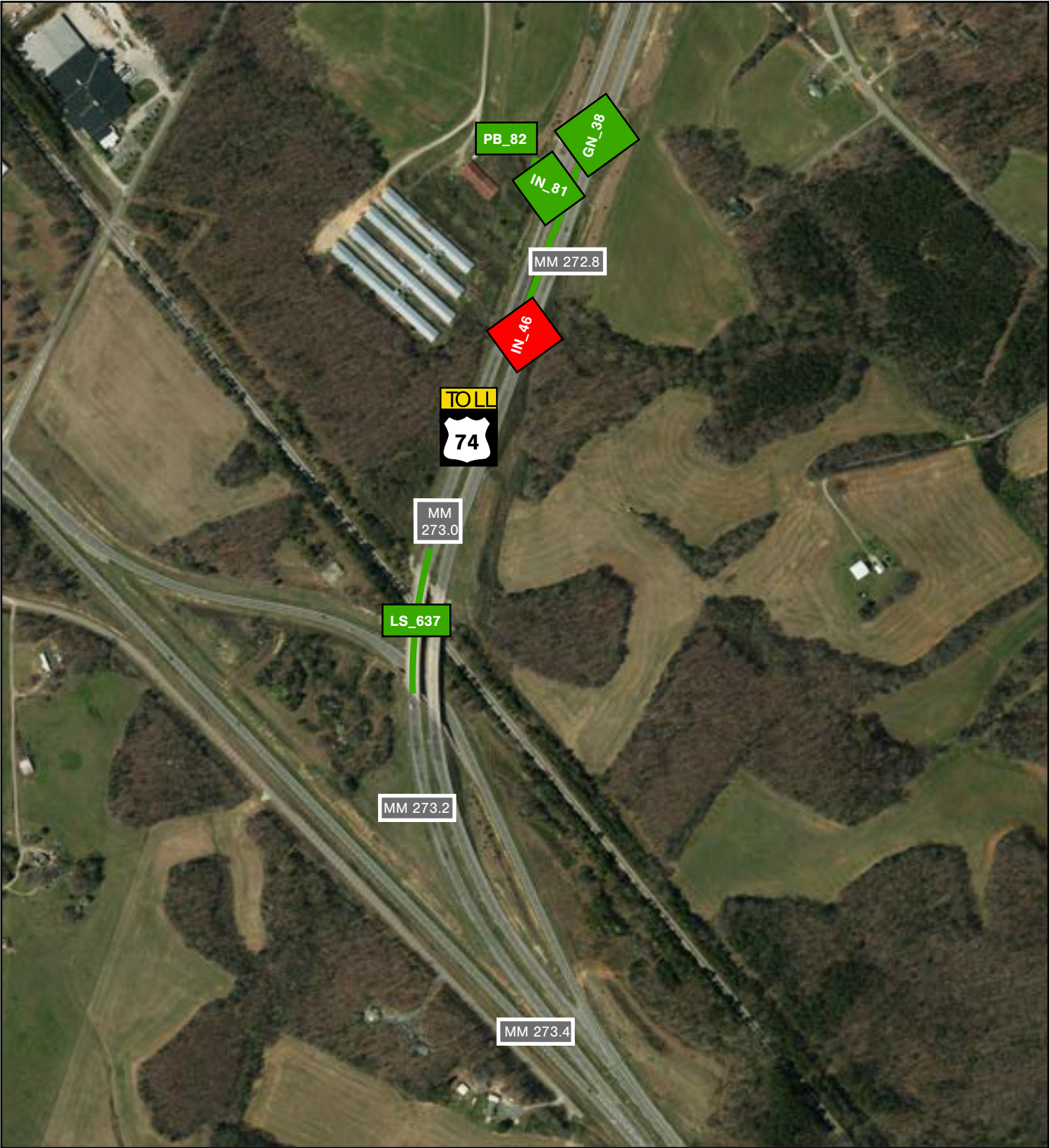
Failing Asset



Passing Asset



Appendix B: Monroe Expressway MRP Q4 2024 Assessment Locations



Legend



Failing Asset



Passing Asset

