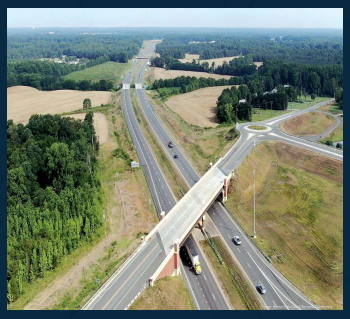
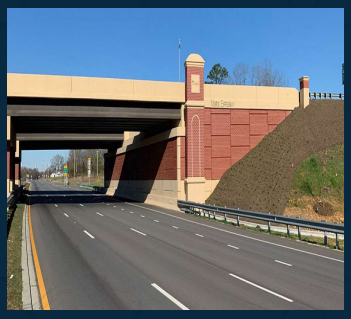
NORTH CAROLINA
Turnpike Authority

Maintenance Rating Program Monroe Expressway

Quarter 1 MRP Assessment


May 2025

CONSULTANT CERTIFICATION OF COMPLETION

May 5, 2025

Alan Shapiro, P.E.
Deputy Chief Engineer
North Carolina Turnpike Authority
2501 Aerial Center Parkway, Suite 200
Morrisville, NC 27699

NCTA Monroe By-Pass Roadway Maintenance Performance Rating Program; Q1, 2025 Rating

This is to certify that I, Adam Gosselin, 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

Adam Gosselin, PE
Principal for Mott MacDonald
PE #038213

930 Main Campus drive, Suite 200
Raleigh, NC 27606

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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 2025 First Quarter Assessment of the Monroe Expressway.

The overall 2025 first quarter rating of the Monroe Expressway was 97.4. 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 2025 First Quarter Assessment

Element	MRP Rating	Target Rating
Road Surface	96.7	85.0
Unpaved Shoulders and Ditches	100	85.0
Drainage	100	85.0
Roadside	97.7	85.0
Traffic Control Devices	95.4	85.0
Overall MRP Performance Rating	**97.4**	**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 97.3.

Table 2: MRP Rolling Element Results

Element	Q2 2024 Rating	Q3 2024 Rating	Q4 2024 Rating	Q1 2025 Rating	Rolling Rating
Road Surface	98.8	100.0	95.7	96.7	97.8
Unpaved Shoulders and Ditches	100	98.7	99.3	100.0	99.5
Drainage	95.3	95.6	95.8	100.0	96.7
Roadside	98.2	98.4	95.3	97.7	97.4
Traffic Control Devices	95.7	96.8	96.8	95.4	96.2
Overall MRP Performance Rating	**97.4**	**97.9**	**96.4**	**97.4**	**97.3**

All the element ratings were above the desired rating of 85. It is important to note that these results are only representative of the first 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.

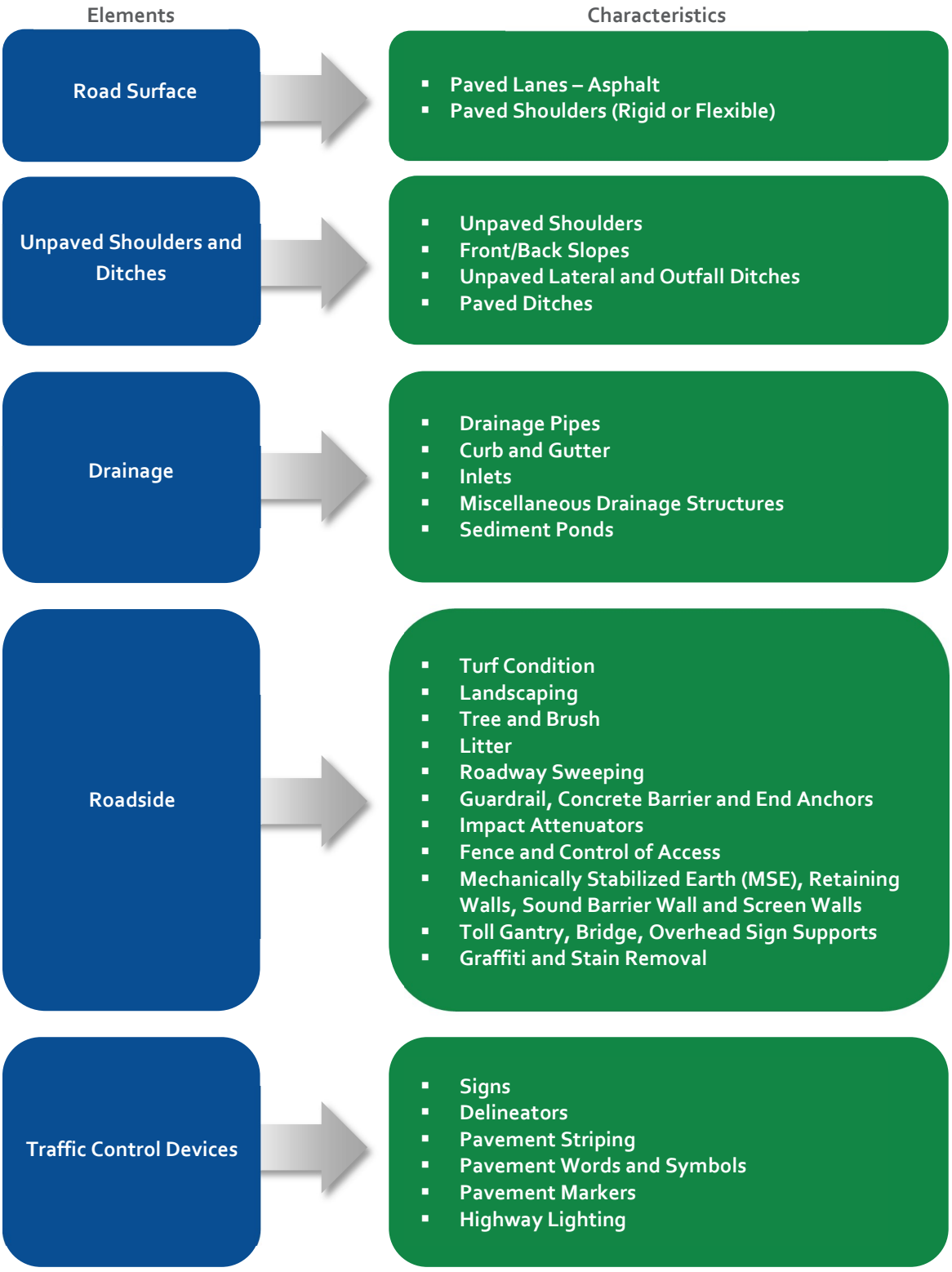
The NCTA performance standards, threshold criteria, and maintenance rating program were developed through a collaborative effort by NCTA managers, NCDOT maintenance staff, and consultants.

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 Q1 2025 MRP rating for the Monroe Expressway is 97.4. This score is above the target rating score of 90 for the overall system. All the element ratings were above the desired rating of 85, and one characteristic scored below the minimum 80 rating. 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 Q1 2025

Element	MRP Rating
Road Surface	96.7
Unpaved Shoulders	100.0
Drainage	100.0
Roadside	97.7
Traffic Control Devices	95.4
Overall MRP Performance Rating	**97.4**

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 Q1 2025

Road Surface	Sample Passed	Sample Total	Weighted Values	Actual PTS	Available PTS	Quarter Rating
Paved Lanes Asphalt	29	30	9	261	270	97
Paved Shoulder	29	30	5	145	150	97
Element Total				**406**	**420**	**96.7**
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	13	13	5	65	65	100
Element Total				**695**	**695**	**100.0**
Drainage	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual PTS**	**Available PTS**	**Quarter Rating**
Drainage Pipes	32	32	7	224	224	100
Curb and Gutter	29	29	6	174	174	100
Inlets	32	32	7	224	224	100
Misc. Drainage Structure	18	18	4	72	72	100
Sediment Pond	1	1	7	7	7	100
Element Total				**701**	**701**	**100.0**
Roadside	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual PTS**	**Available PTS**	**Quarter Rating**
Turf Condition	32	32	7	224	224	100
Landscaping	16	16	4	64	64	100
Trees and Brush	19	19	4	76	76	100
Litter	30	30	4	120	120	100
Roadway Sweeping	30	30	5	150	150	100

Guardrail, Concrete Barrier and End Anchors	18	18	9	162	162	100
Impact Attenuators	6	6	9	54	54	100
Fence, Control Access	27	29	7	189	203	93
Retaining Walls and Sound Barrier Walls	12	14	5	60	70	86
Toll Gantry Supports	7	8	5	35	40	88
Graffiti and Stain Removal	30	30	4	120	120	100
Element Total				**1254**	**1283**	**97.7**

Traffic Control Devices	**Sample Passed**	**Sample Total**	**Weighted Values**	**Actual PTS**	**Available PTS**	**Quarter Rating**
Signs	27	32	7	189	224	84
Object Markers and Delineators	30	30	3	90	90	100
Pavement Striping/Marking	30	30	8	240	240	100
Words and Symbols	29	30	7	203	210	97
Pavement Markers	30	30	9	270	270	100
Highway Lighting	2	3	6	12	18	67
Element Total				**1004**	**1052**	**95.4**

6.0 Analysis & Recommendations

MRP Elements

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

MRP Characteristics

Most characteristics exceeded the NCTA minimum threshold criteria of 80. This section identifies characteristics that did not achieve the minimum targeted score.

Highway Lighting

Highway Lighting scored a 67 in the survey. Deficiencies of highway lighting were directly related to nighttime luminaries not functioning properly. The MRP Maintenance and Evaluation Standards V7 are below.

Highway Lighting - All highway lighting maintained is to be included in the survey. The daytime evaluation should be for missing or damaged poles and missing or damaged luminaries. Any electrical inspection plate, access panel cover or pull box cover that is not properly secured in place will also cause this characteristic not to meet the desired maintenance conditions. If this characteristic meets the desired daytime conditions, then a nighttime evaluation shall be made. Highway Lighting also includes Bridge Lighting and Associated Hardware, and "Lighted Tubes" used for Traffic Delineation.

Sign Lighting - Illumination of overhead roadway signs may be by means of: a light illuminating the message through translucent material, a source that illuminates the entire face of the sign, or some other source such as illuminated tubing or incandescent panels that make the message visible at night. Sign illumination that is present but not functioning should be verified as officially out of service.

Maintenance and Evaluation Standards: Highway and Sign Lighting do not meet the maintenance standards when any of the following criteria is observed:

1) Any electrical inspection plate, access panel cover, exposed electrical wire or pull box cover are not properly secured in place. 2) The luminaries are not functioning during nighttime observation. (N)

3) Any pole is damaged, leaning or missing.

4) Rodent screen protection is not in place where applicable.

7.0 Current Rolling MRP Rating

The rolling maintenance rating of the Monroe Expressway was 97.3, 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 2024/2025 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 2024/2025

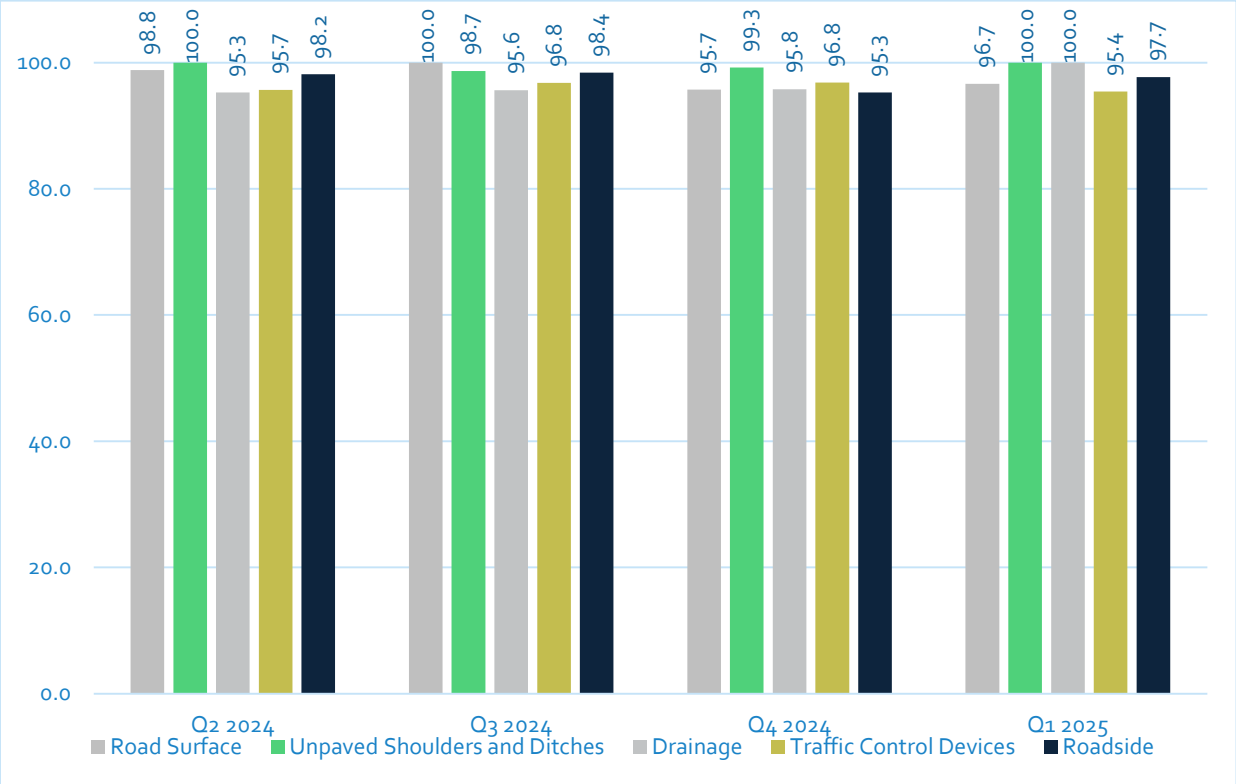


Table 5: MRP Rolling Element Results

Road Surface	Q2 2024 Rating	Q3 2024 Rating	Q4 2024 Rating	Q1 2025 Rating	Rolling Rating
Paved Lanes Asphalt	100	100	93	97	97.5
Paved Shoulder	97	100	100	97	98.3
Element Total					**97.8**
Unpaved Shoulders and Ditches	**Q2 2024 Rating**	**Q3 2024 Rating**	**Q4 2024 Rating**	**Q1 2025 Rating**	**Rolling Rating**
Unpaved Shoulder	100	97	100	100	99.2
Front/Back Slopes	100	100	100	100	100.0
Lateral and Outfall Ditches, Unpaved	100	100	100	100	100.0
Ditches, Paved	100	100	88	100	97.4
Element Total					**99.5**
Drainage	**Q2 2024 Rating**	**Q3 2024 Rating**	**Q4 2024 Rating**	**Q1 2025 Rating**	**Rolling Rating**
Drainage Pipes	100	100	100	100	100.0
Curb and Gutter	100	100	96	100	99.0
Inlets	87	90	93	100	92.7
Sediment Basins	100	100	100	100	100.0
Misc. Drainage Structure	94	89	89	100	93.1
Element Total					**96.7**
Roadside	**Q2 2024 Rating**	**Q3 2024 Rating**	**Q4 2024 Rating**	**Q1 2025 Rating**	**Rolling Rating**
Turf Condition	100	100	91	100	97.6
Landscaping	100	100	100	100	100.0
Trees and Brush	100	93	100	100	98.5
Litter	100	100	100	100	100.0
Roadway Sweeping	100	100	100	100	100.0
Guardrail, Concrete Barrier, and End Anchors	94	100	95	100	97.3
Impact Attenuators	100	83	100	100	95.8
Fence, Control Access	93	97	90	93	93.2
Retaining Walls and Sound Barrier Walls	100	100	85	86	92.6
Decorative Supports	100	100	100	88	97.4
Graffiti and Stain Removal	100	100	100	100	100.0
Element Total					**97.4**
Traffic Control Devices	**Q2 2024 Rating**	**Q3 2024 Rating**	**Q4 2024 Rating**	**Q1 2025 Rating**	**Rolling Rating**
Signs	90	88	94	84	89.2
Delineators	97	100	93	100	97.5
Pavement Striping/Marking	100	100	100	100	100.0
Words and Symbols	97	100	93	97	96.8
Pavement Markers	97	100	100	100	99.2
Highway Lighting	67	67	100	67	75.0
Element Total					**96.2**

8.0 Conclusion

This report presents the 2025 first 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 first quarter rating was **97.4** and the rolling rating was **97.3**, both ratings met the target rating of 90.

Appendix A

Monroe Expressway 2025 First Quarter Table Results of Assets Failing MRP

Appendix A: Monroe Expressway 2025 First 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)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Curb and Gutter (CG)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

Toll Gantry Supports (GN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Concrete	GN_7	Spalling		B6

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

This asset did not produce any failures.

Fence and Control of Access (FN)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Woven	FN_434	Hole Height		B9
2	Woven	FN_458	Hole Height		B14

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
1	Concrete	HL_13	Functional Damage	No Photo Provided	B16

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

This asset did not produce any failures.

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_146	Cracking		B4

Paved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Asphalt	LS_433	Cracking		B15

Unpaved Shoulders (LS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

This asset did not produce any failures.

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

This asset did not produce any failures.

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

This asset did not produce any failures.

Pavement Words and Symbols (PS)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Thermo-plastic	PS_282	Nighttime Reflectivity		B4

Signs (SN)

#	Sign Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Airport	SN_289	Leaning		B9
2	Direction	SN_302	Sign Support		B9
3	74 BYP	SN_367	Slip Base		B7

Signs (SN)

#	Sign Type	Object ID	Failure Type	Photo	GIS Reference Page
4	74 BYP	SN_410	Slip Base		B7
5	Merge	SN_433	Sign Support		B7

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

This asset did not produce any failures.

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

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page
1	Brick	WL_44	Scaling		B20 & B21
2	Brick	WL_69	Spalling		B2

Sediment Basins (SB)

#	Material Type	Object ID	Failure Type	Photo	GIS Reference Page

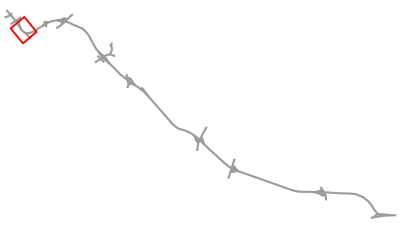
This asset did not produce any failures.

Appendix B: Monroe Expressway MRP Q1 2025 Assessment Locations

Legend

Failing Asset

Passing Asset



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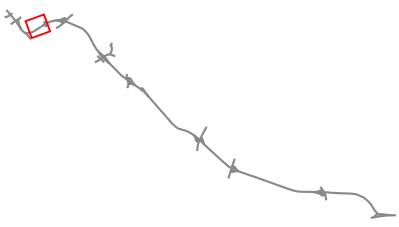

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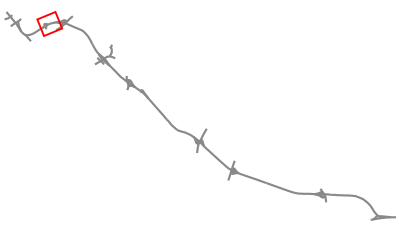

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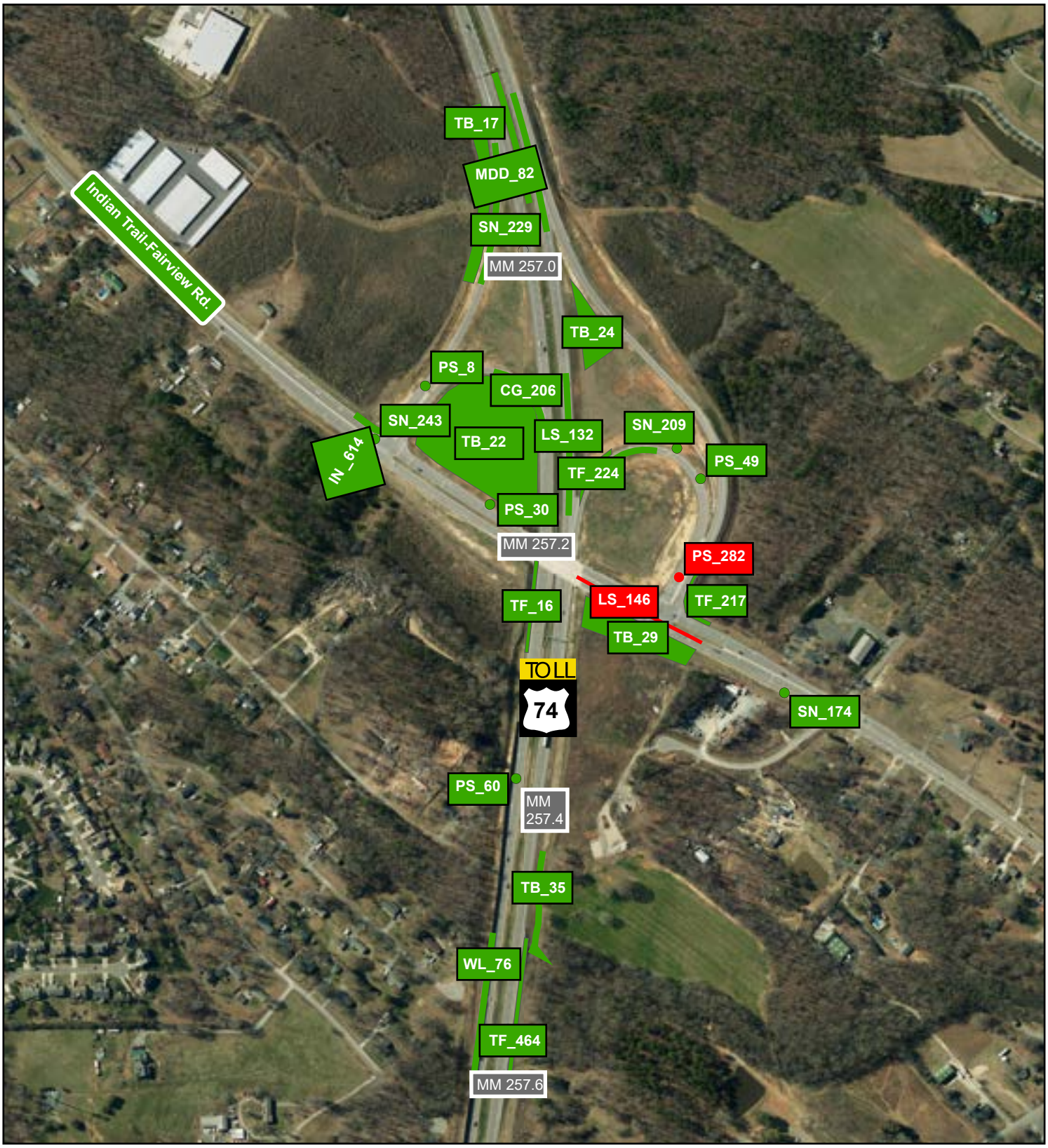

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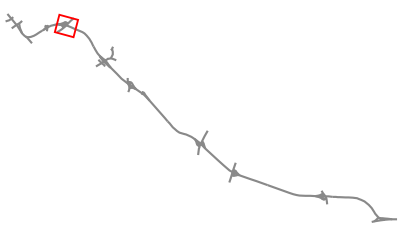

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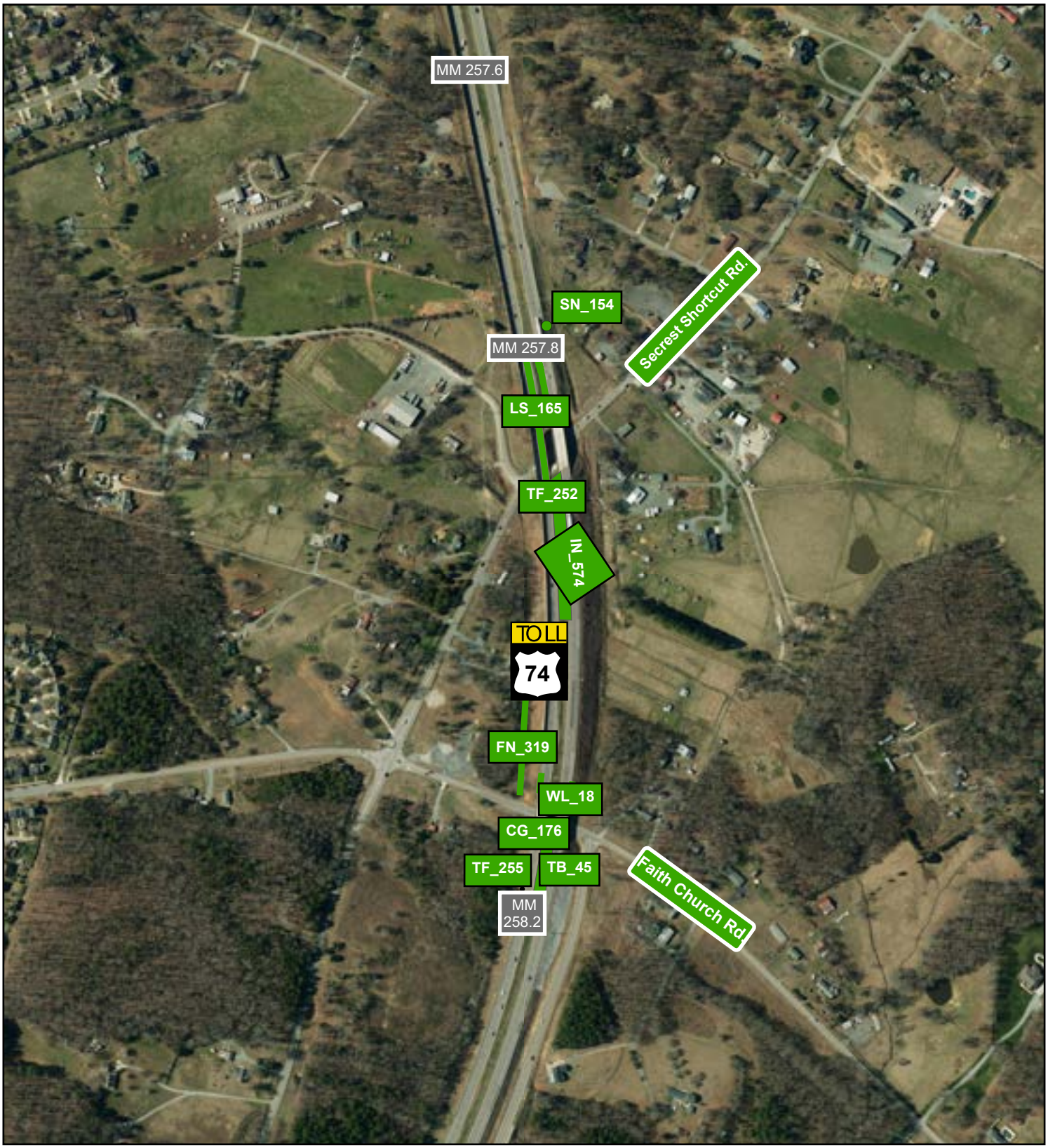

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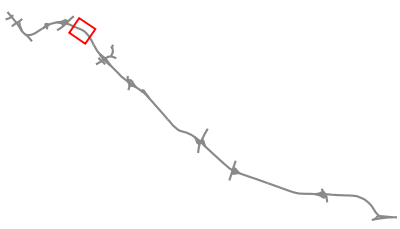

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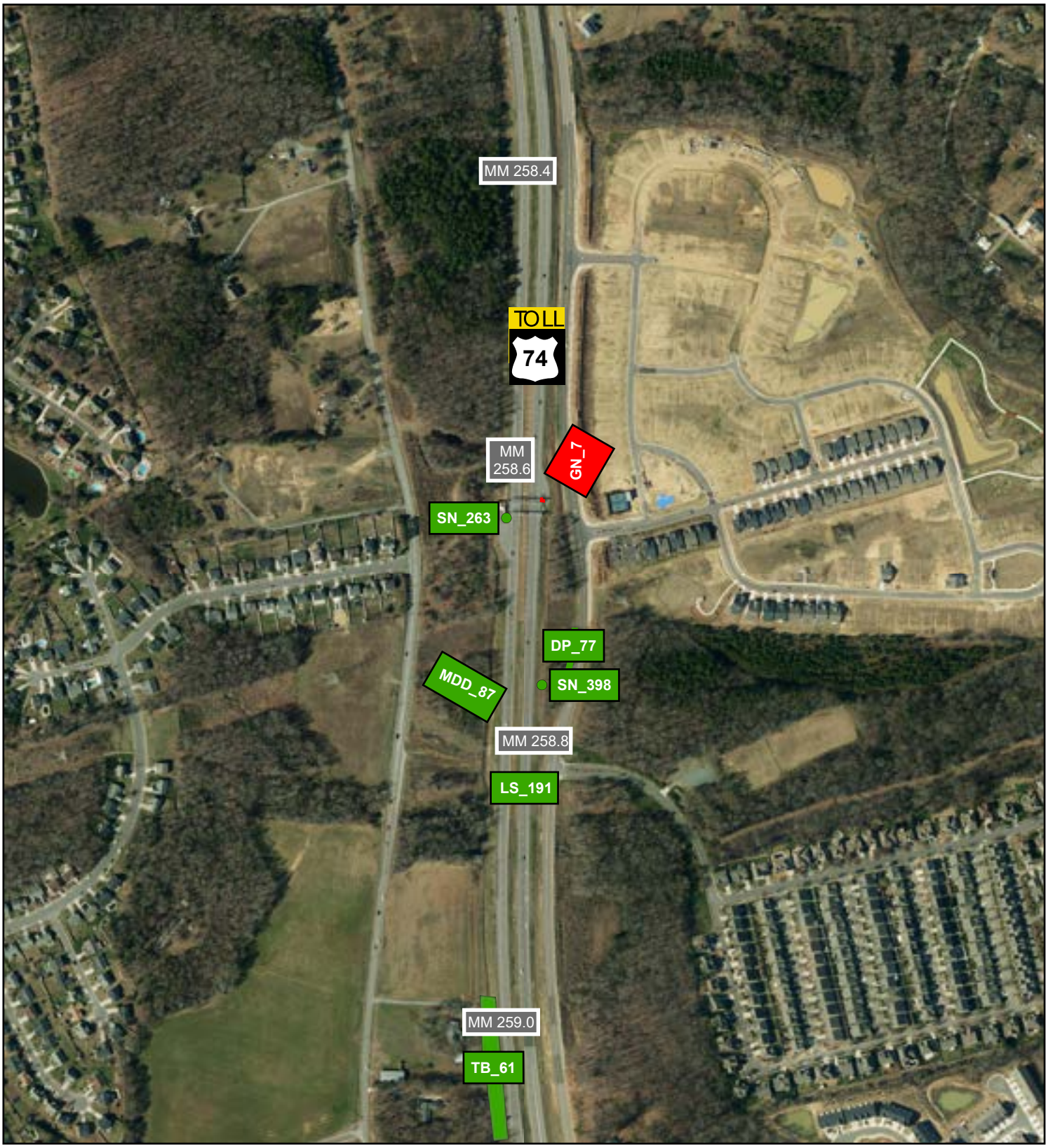

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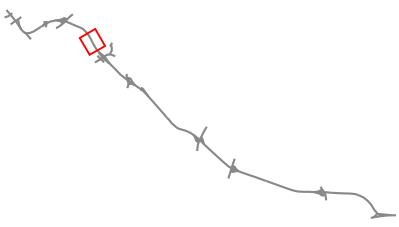

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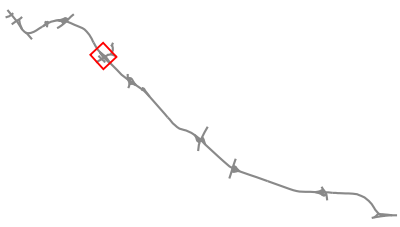

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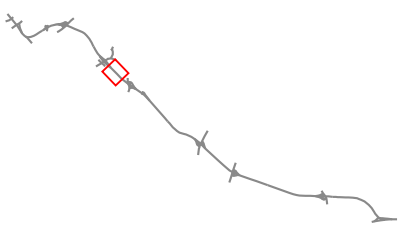

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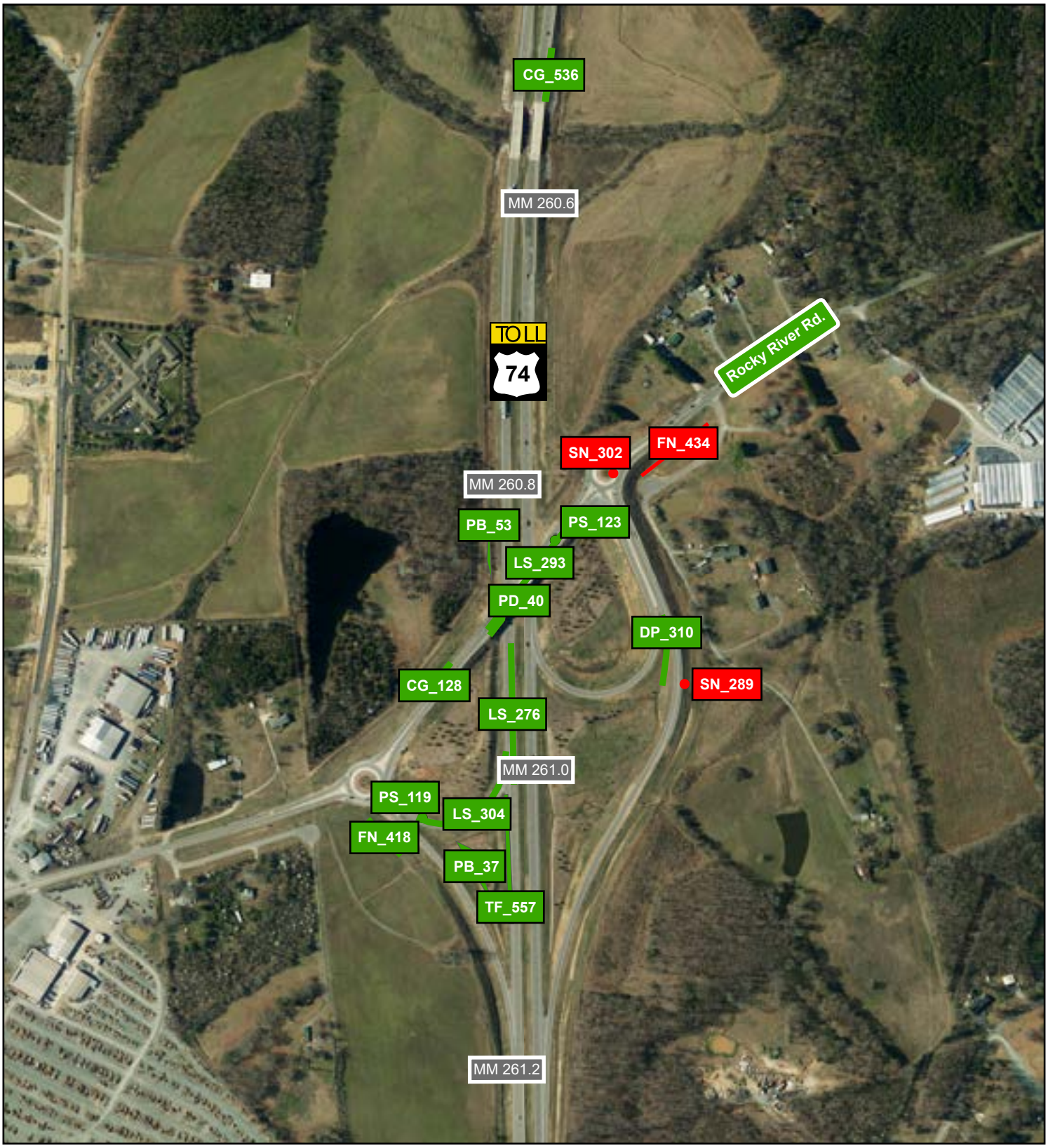
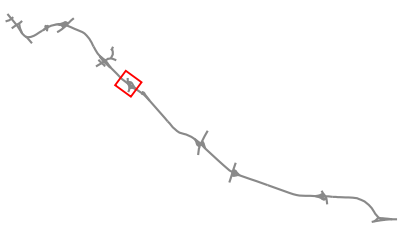


Legend

Failing Asset

Passing Asset



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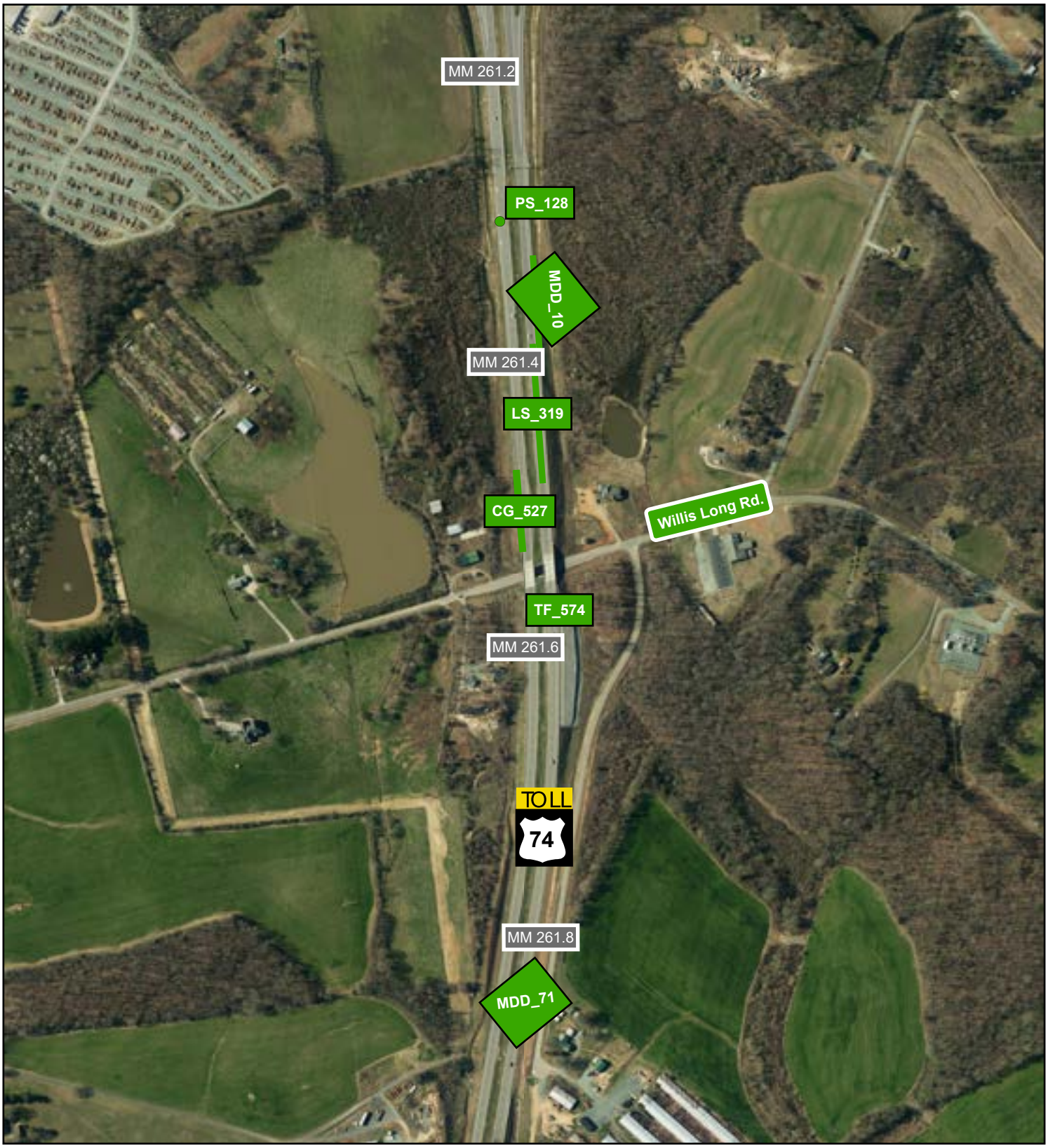

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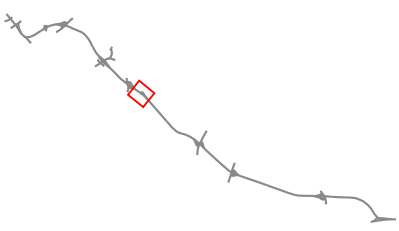
- Failing Asset
- Passing Asset



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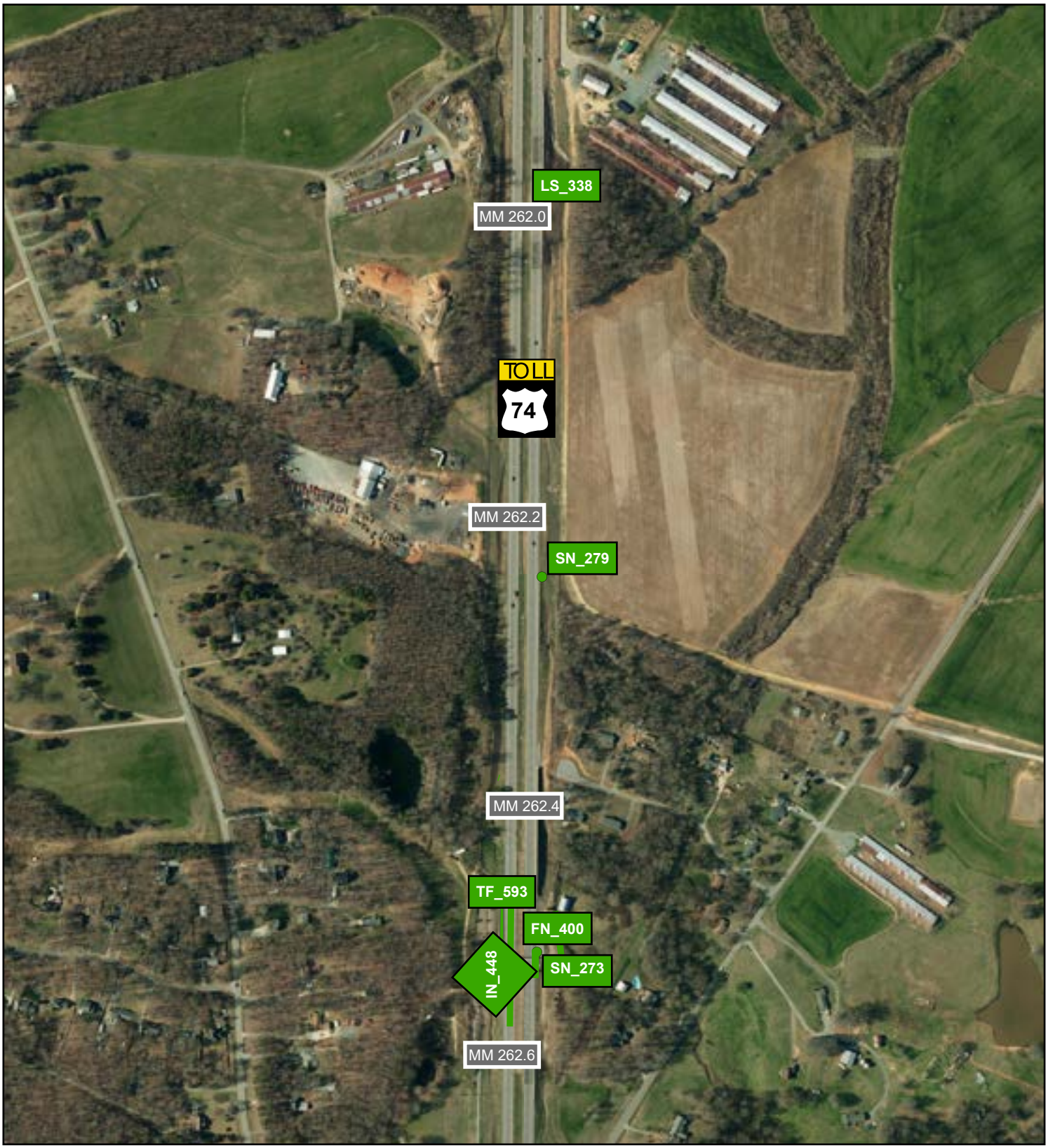

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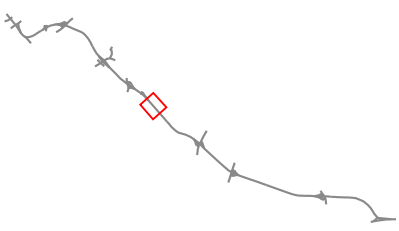

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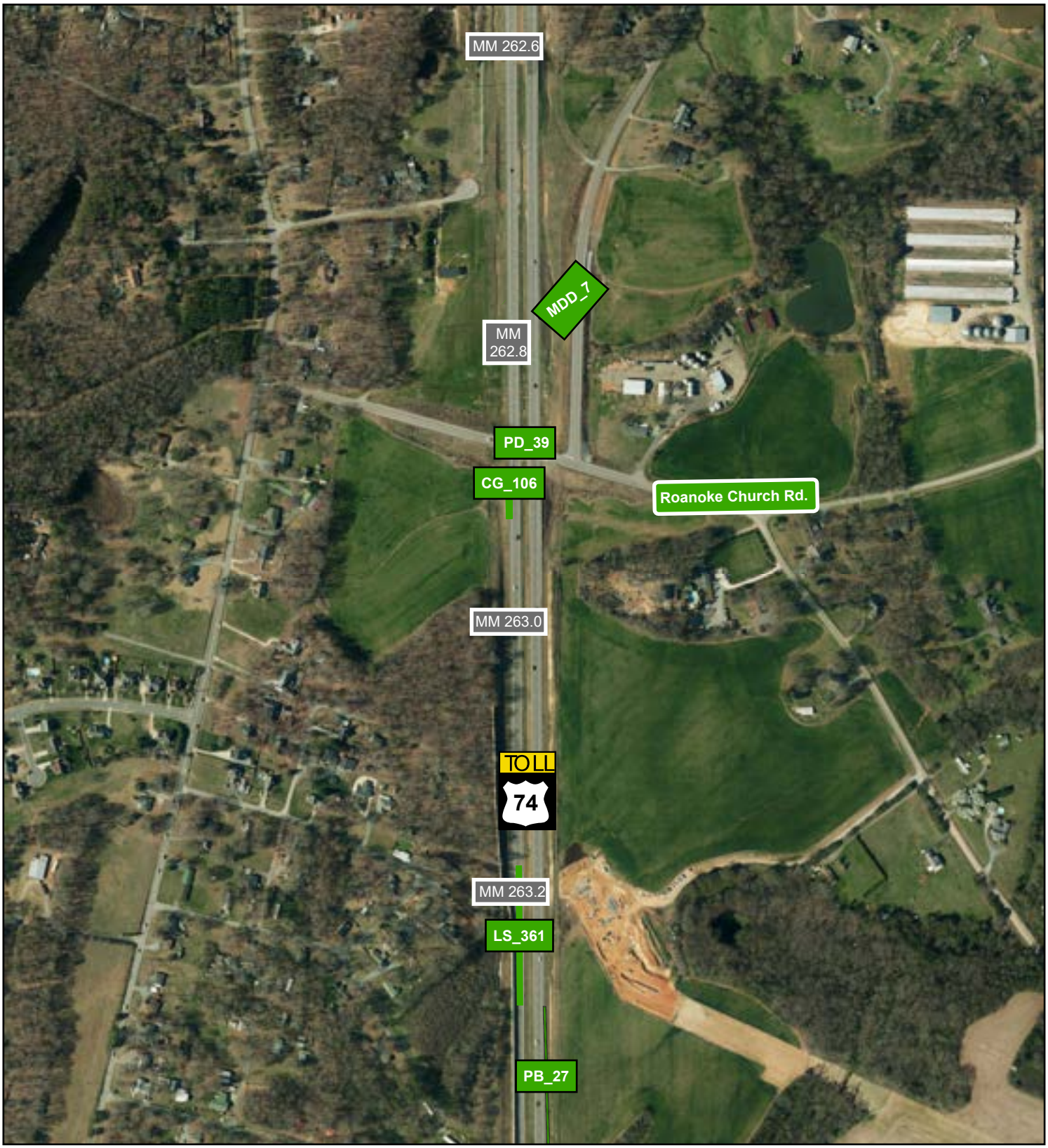

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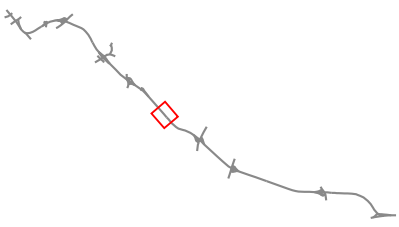

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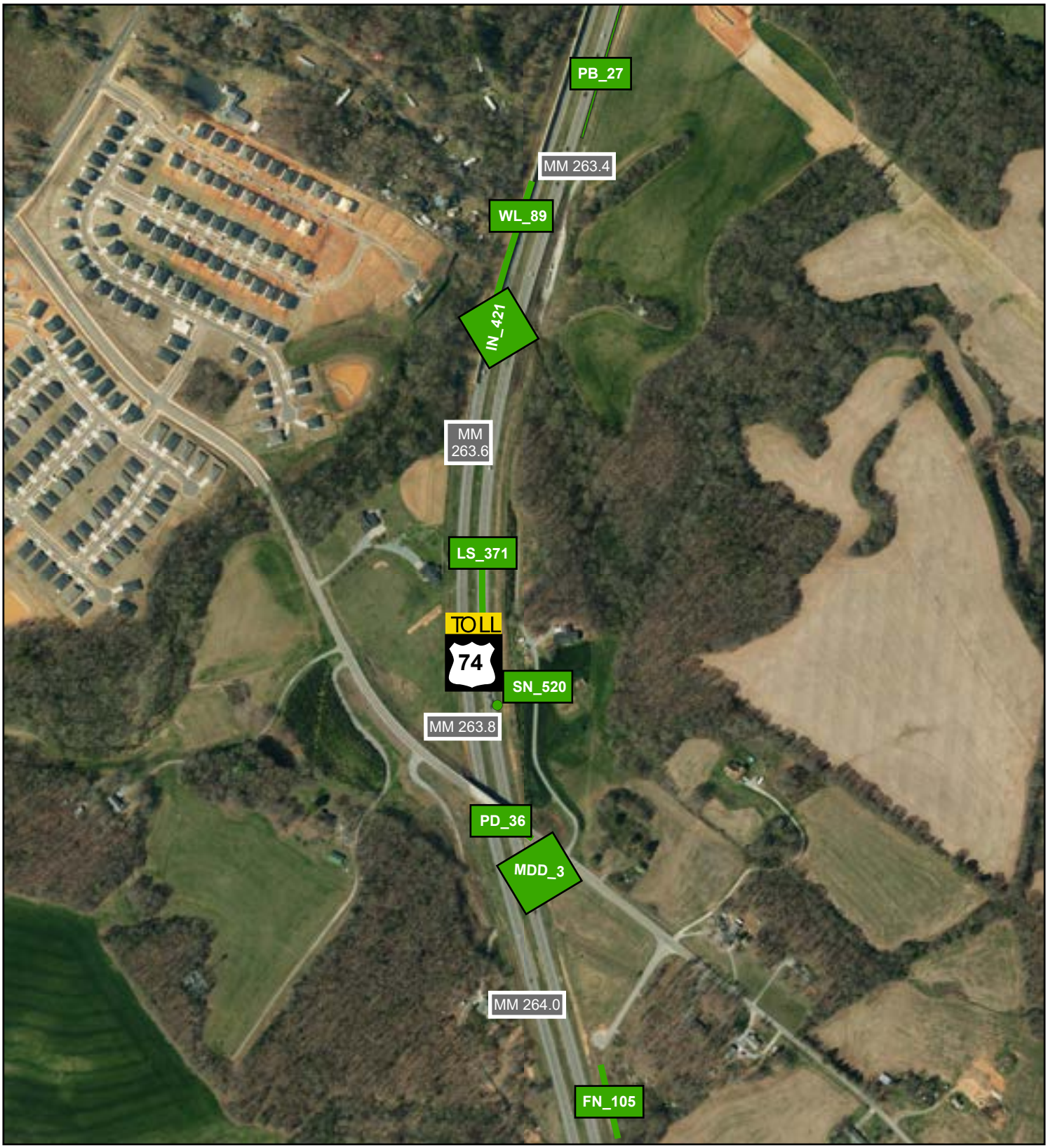

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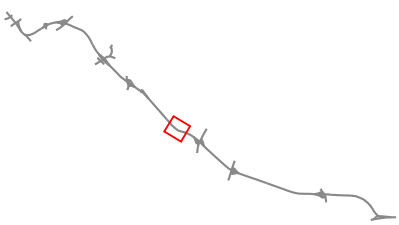

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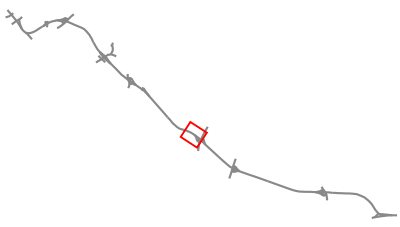
Appendix B: Monroe Expressway MRP Q1 2025 Assessment Locations

Legend

- Failing Asset
- Passing Asset



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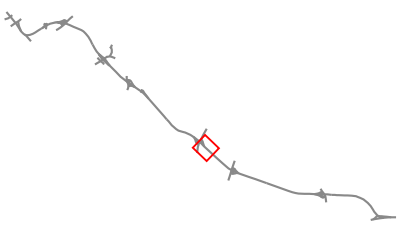
Appendix B: Monroe Expressway MRP Q1 2025 Assessment Locations

Legend

Failing Asset

Passing Asset



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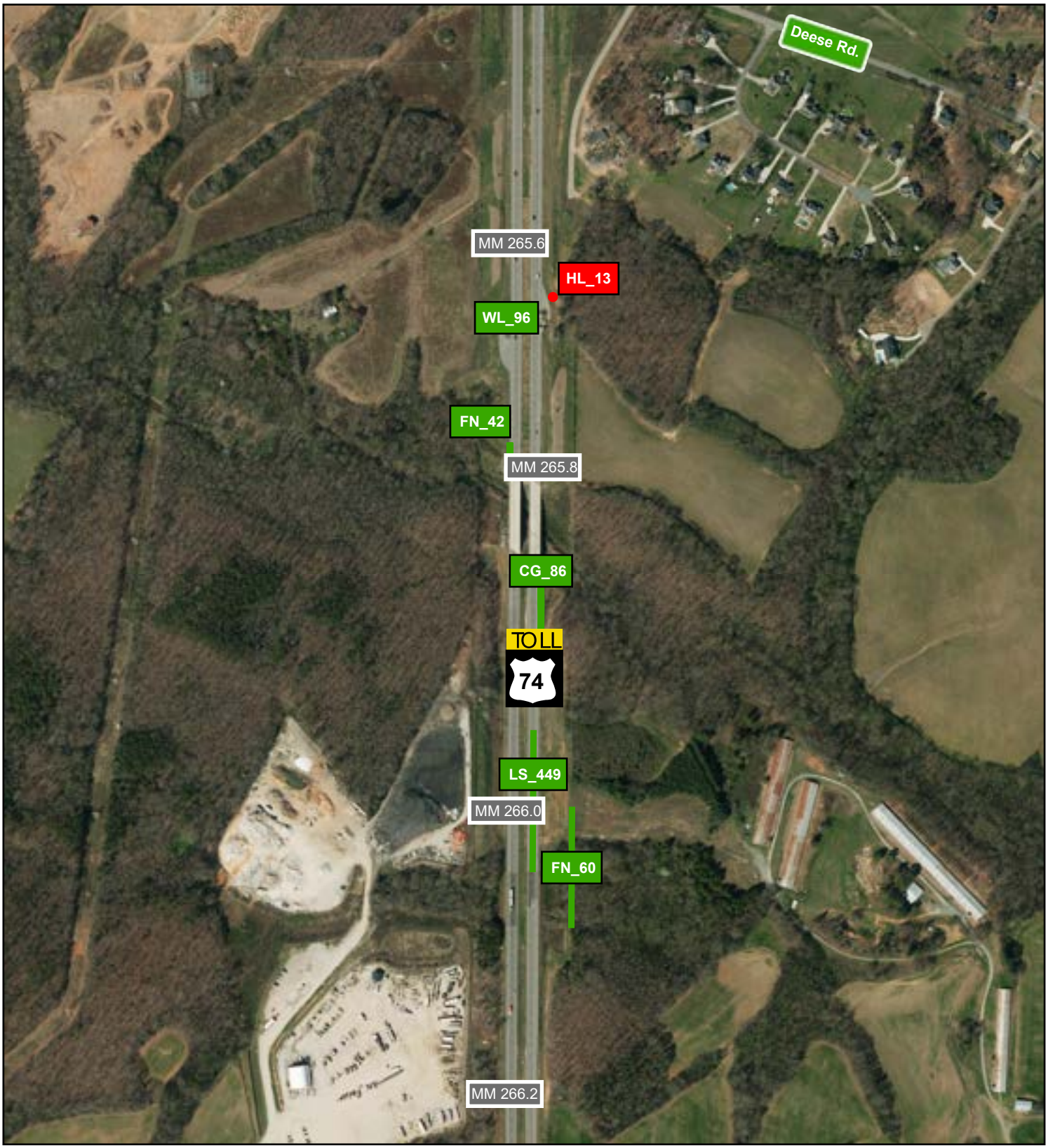

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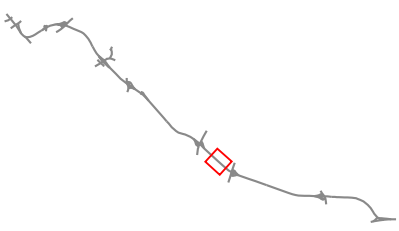

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Appendix B: Monroe Expressway MRP Q1 2025 Assessment Locations

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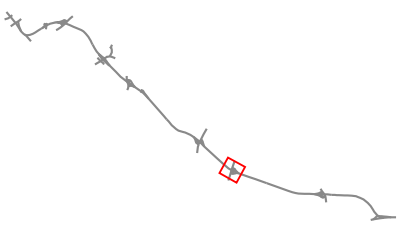

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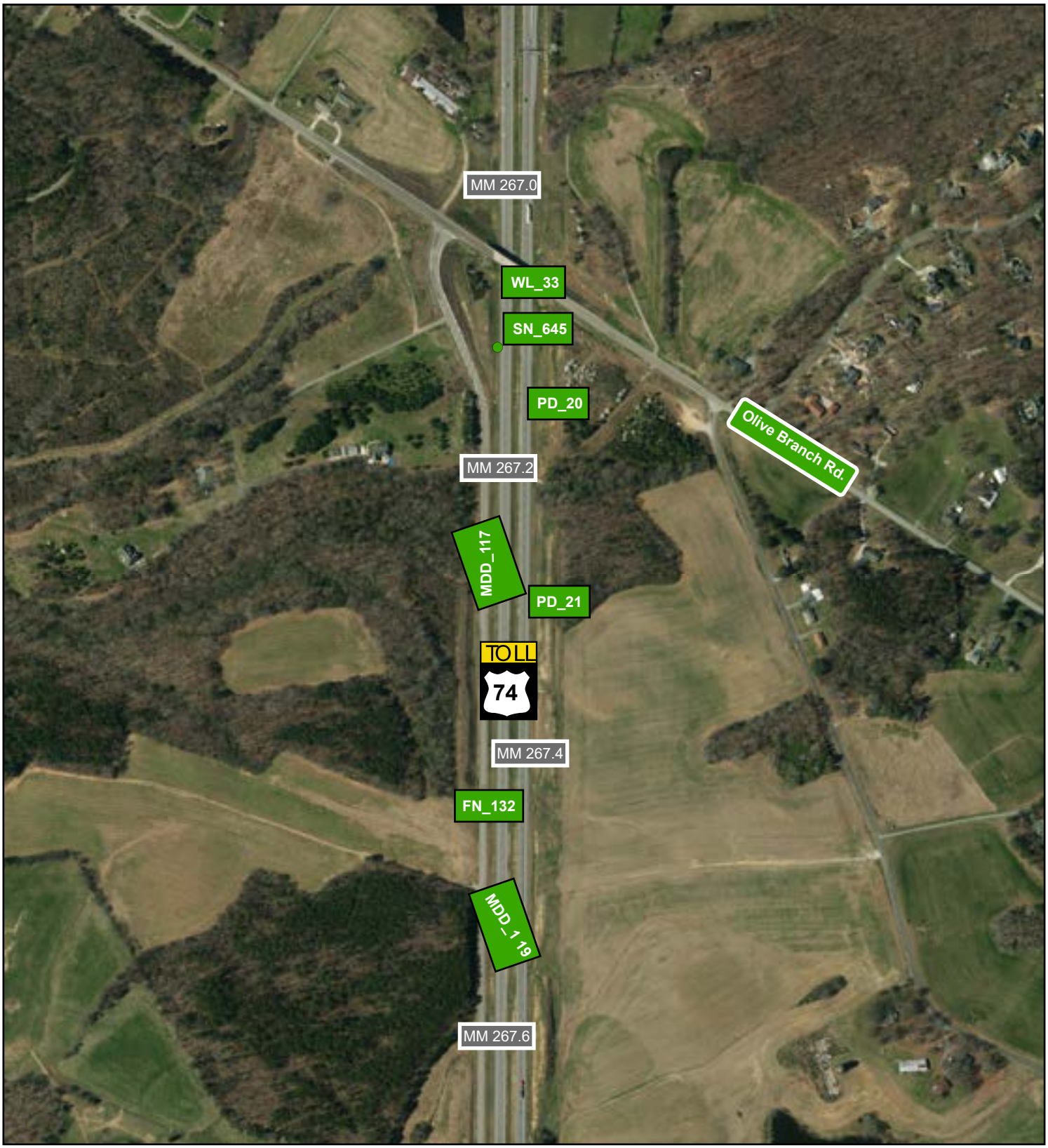

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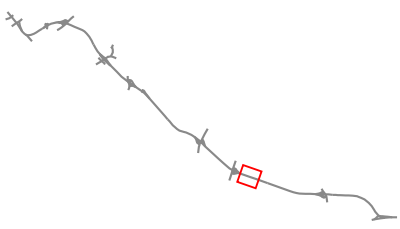

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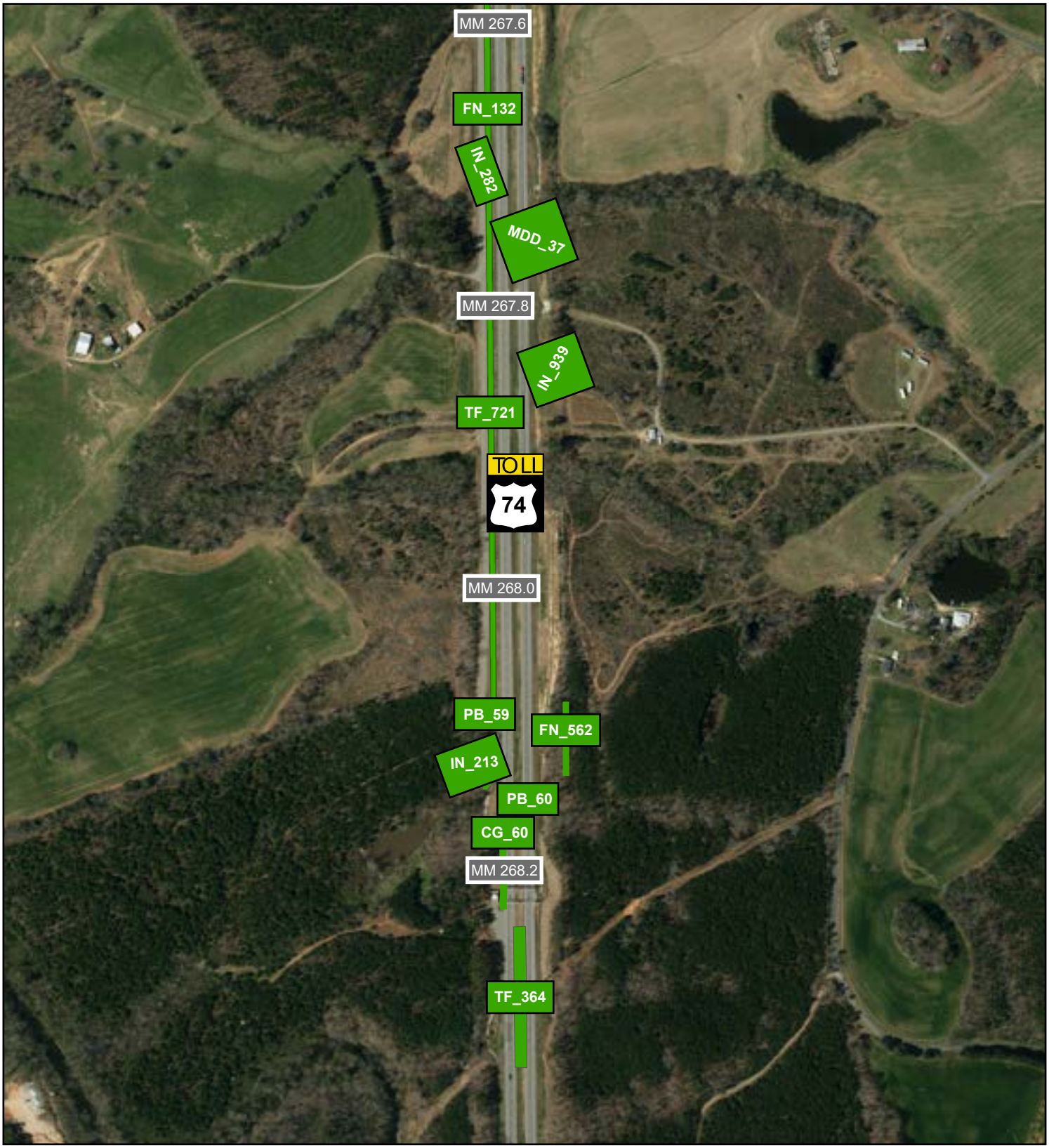

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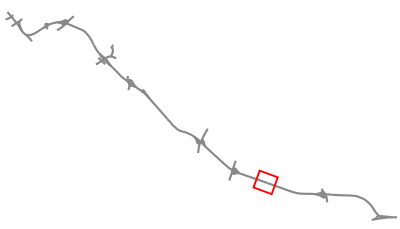

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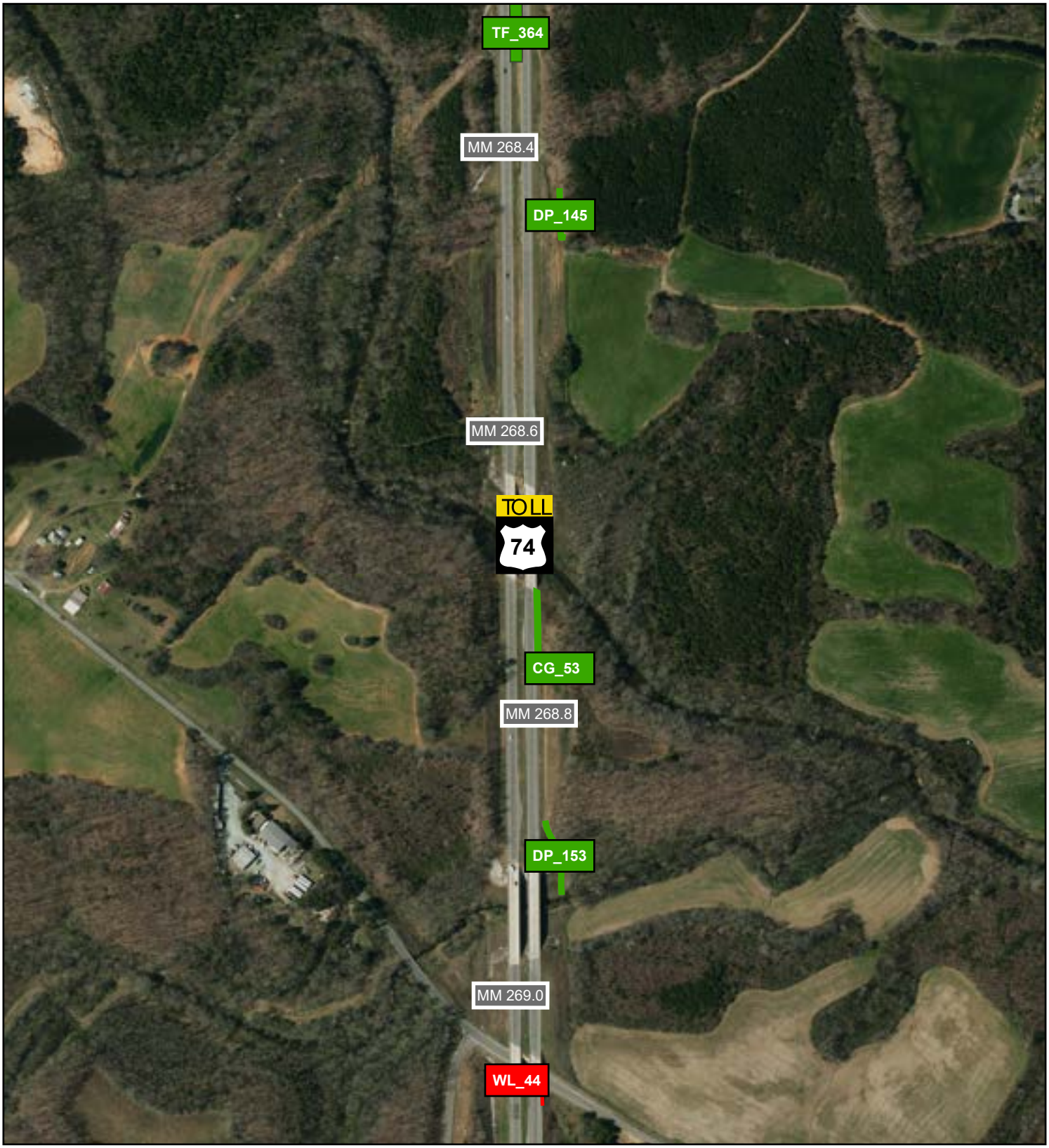

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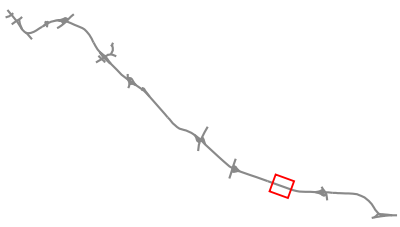

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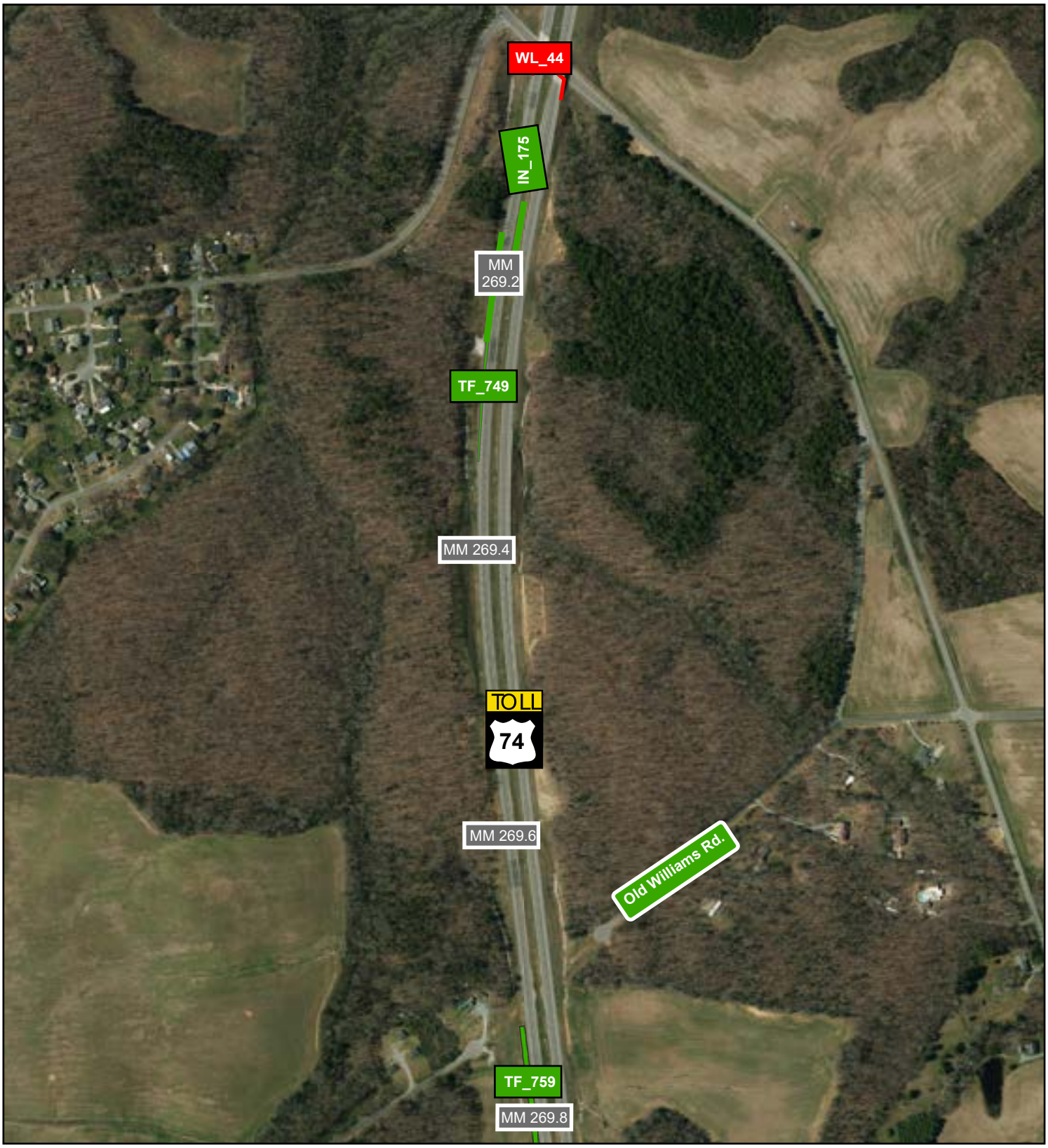

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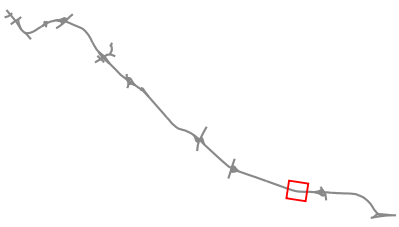

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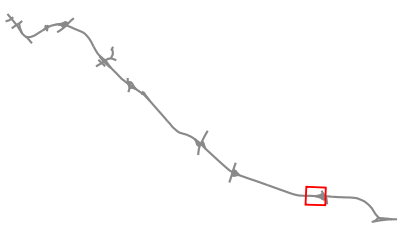
Appendix B: Monroe Expressway MRP Q1 2025 Assessment Locations

Legend

Failing Asset

Passing Asset



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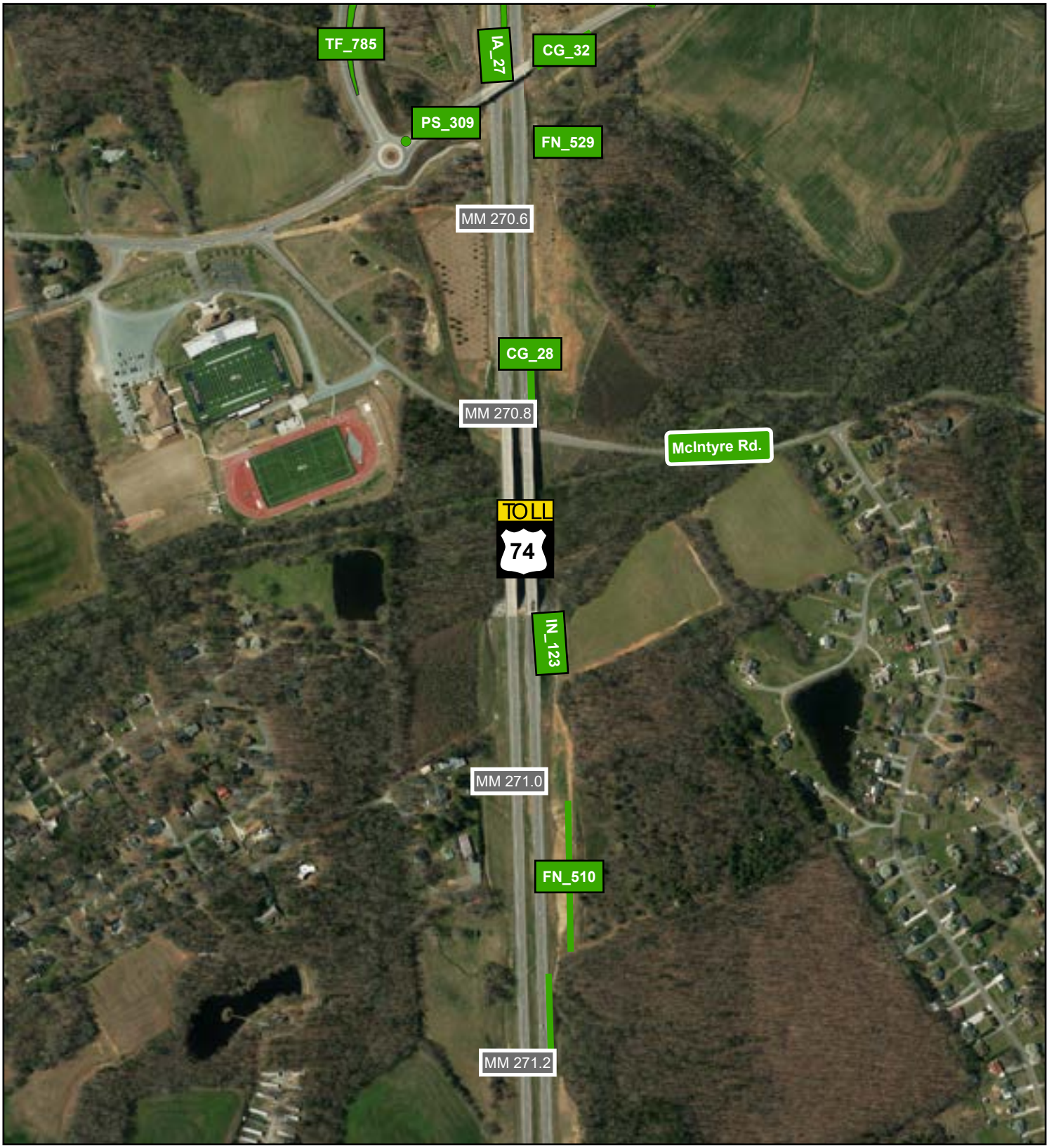

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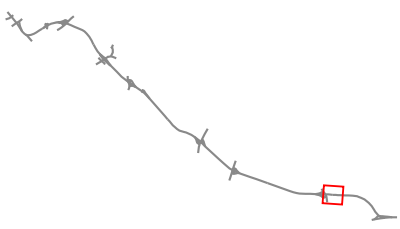

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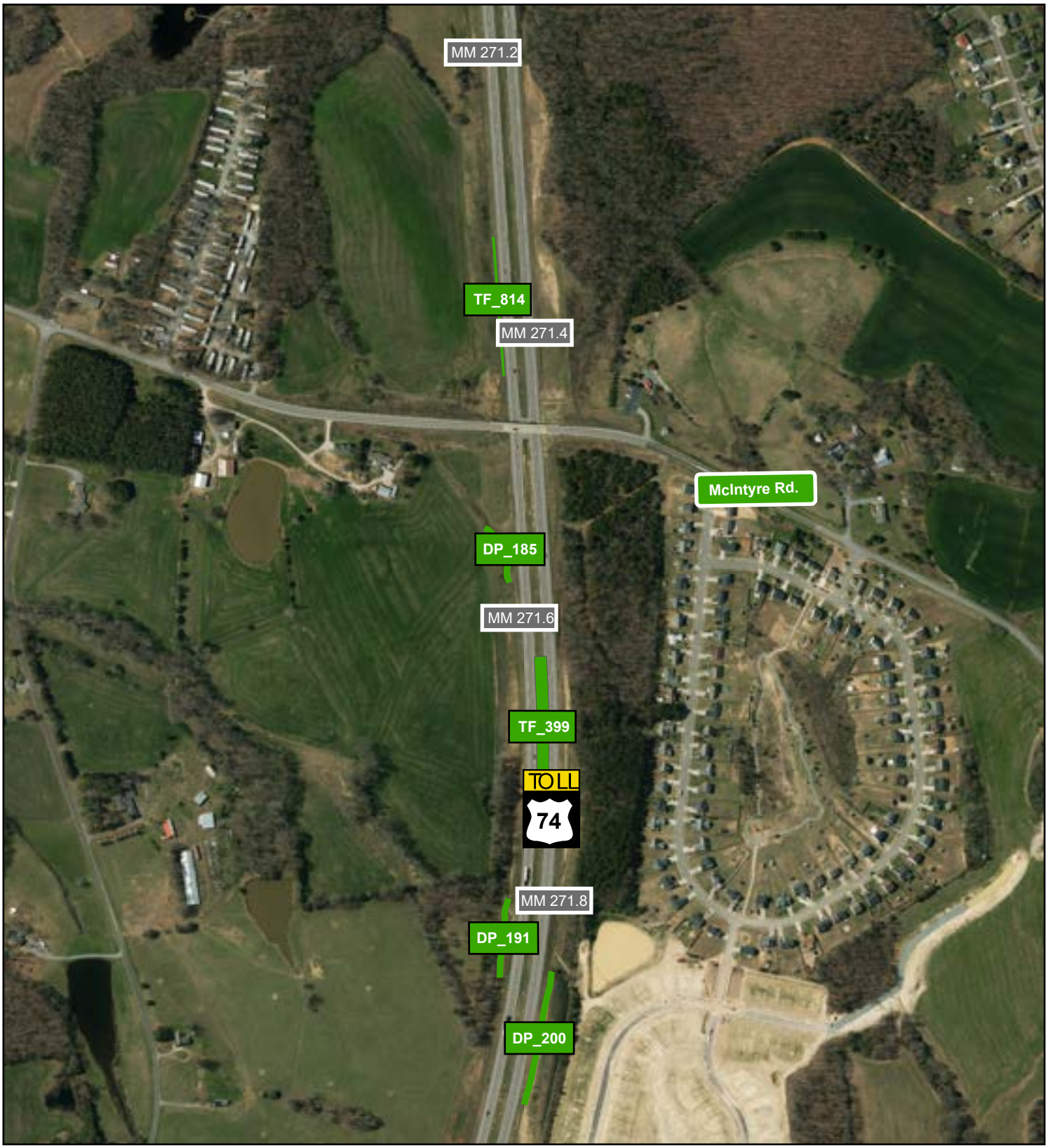
Appendix B: Monroe Expressway MRP Q1 2025 Assessment Locations



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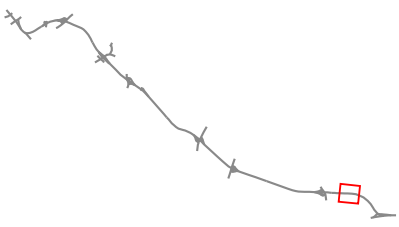

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Legend

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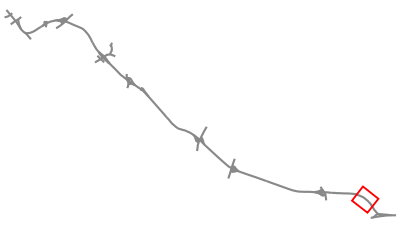

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Legend

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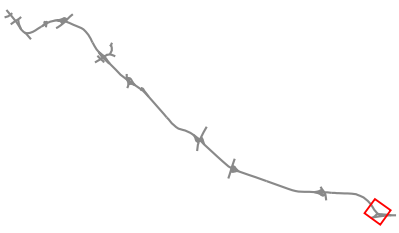

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