

**MINUTES OF THE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
DECEMBER 15, 2025 WORKSHOP**

The December 15, 2025 Workshop of the Ohio Turnpike and Infrastructure Commission was called to order at 11:32 a.m. by Chairman Jerry Hruby.

Upon completion of roll call, Chairman Hruby advised that there was a quorum.

ROLL CALL OF MEMBERS:

Present:

- Chairman Jerry Hruby;
- Vice Chair, Sandra K. Barber;
- Secretary-Treasurer, Guy C. Coviello;
- Commission Member, Colleen Shay Murray;
- Ohio Department of Transportation (ODOT) Member Ex-Officio, through its director's designee, Gery Noiro;
- Ohio Office of Budget and Management, Paul Disantis;
- Ohio Senator Jane Timken; and
- Assistant Secretary-Treasurer Ferzan M. Ahmed.

Excused:

- Commission Member, June E. Taylor; and
- State Representative Haraz N. Ghanbari.

OTHER ATTENDEES:

Ohio Turnpike and Infrastructure Commission Employees:

- Chief Engineer/Deputy Executive Director, Chris Matta;
- General Counsel, Jennifer Monty Rieker;
- Deputy General Counsel, Heather Veljkovic;
- Design and Planning Engineer, Dan Rodriguez;
- Staff Attorney, Monica Gibson;
- Chief Financial Officer, Lisa Mejac;
- Legal Records Coordinator, Tara Cottrell;
- Legal Administrative Assistant, Jennifer Diaz;
- Director of Marketing and Communications, Charles Cyrill; and
- Public Information Officer, Brian Newbacher.

Guests: No outside guests in attendance in person.


PRESENTATION(S):

1. Presentation regarding Noise Barriers by Design and Planning Engineer, Dan Rodriguez (Attached).

WORKSHOP ADJOURNED: With no further business before the Commission, a Motion was made by Chairman Hruby and seconded by Vice Chair Barber to adjourn at 12:17 p.m.

Yeas: All


PRESENTATION



DECEMBER 15, 2025


OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

NOISE BARRIER WORKSHOP



DANIEL RODRIGUEZ, P.E.
DESIGN AND PLANNING ENGINEER

Ohio Turnpike - A Better Way To Travel.



GENERAL FACTS

A. THE OHIO TURNPIKE IS NOT CLASSIFIED AS A "FEDERAL AID HIGHWAY" AND, THEREFORE, IS NOT ELIGIBLE TO RECEIVE FEDERAL HIGHWAY FUNDING AND IS EXEMPT FROM FHWA REGULATIONS.

B. BY THE COMMISSION'S MASTER TRUST AGREEMENT WITH ITS BONDHOLDERS, THERE IS A HIERARCHY OF HOW TOLL AND CONCESSION REVENUE MUST BE UTILIZED;

1. OPERATIONS.
2. DEBT SERVICES.
3. CAPITAL EXPENSES FOR MAINTENANCE AND IMPROVEMENT OF THE ROAD AND FACILITIES WHILE MAINTAINING LOW TOLL RATES.

HISTORY OF NOISE BARRIERS ALONG THE TURNPIKE

A. IN 1994, PER AN AGREEMENT WITH THE OHIO TURNPIKE, A PRIVATE DEVELOPMENT FUNDED AND CONSTRUCTED A NOISE BARRIER IN BRECKSVILLE. THE PRIVATE DEVELOPMENT IS REQUIRED TO MAINTAIN THE BARRIER.



BRECKSVILLE NOISE BARRIER

HISTORY OF NOISE BARRIERS ALONG THE TURNPIKE (CONTINUED)

B. AMENDED HOUSE BILL 67 OF THE 127TH GENERAL ASSEMBLY (2007-2008) REQUIRED THE OHIO TURNPIKE TO STUDY NOISE IMPACT MITIGATION METHODS AND IMPLEMENT ONE OR MORE OF THE NOISE MITIGATION METHODS IN THE STUDY.

- I. THE TREASURER OF STATE PROVIDED \$500,000 FOR THE PILOT PROGRAM AS PART OF HB 67. THE STUDY RECOMMENDED 2 PILOT NOISE BARRIERS.
- II. RECOMMENDED PILOT NOISE BARRIERS WERE CONSTRUCTED AT 2 LOCATIONS:
 - MILEPOST 159 - NOISE BARRIER SOUTHSIDE OF THE TURNPIKE, JUST WEST OF SPRAGUE ROAD OVERPASS.
 - MILEPOST 164 - MEDIAN BARRIER ACOUSTIC PANELS, JUST WEST OF W. 130TH STREET OVERPASS.



MILEPOST 159



MILEPOST 164

HISTORY OF NOISE BARRIERS ALONG THE TURNPIKE (CONTINUED)

C. AMENDED HOUSE BILL 51, EFFECTIVE JULY 1, 2013, CREATED THE TURNPIKE MITIGATION PROGRAM (TMP) TO MINIMIZE THE IMPACT TO COMMUNITIES THAT WERE ADVERSELY AFFECTED BY THE PRESENCE OF THE OHIO TURNPIKE.

- I. THE TMP WAS ADMINISTERED BY ODOT AND FUNDING WAS DISTRIBUTED BY ODOT, WITH THE ISSUANCE OF APPROXIMATELY \$930 MILLION IN REVENUE BONDS FROM THE OTIC.
- II. PROJECT TYPES THAT WERE ELIGIBLE FOR CONSIDERATION INCLUDED BRIDGE PRESERVATION, MINOR RESURFACING, NOISE BARRIERS, DRAINAGE IMPROVEMENTS OR OTHER IMPROVEMENTS REQUIRED FOR PUBLIC TRANSPORTATION.
- III. DURING THIS PROGRAM, ODOT SELECTED AND CONSTRUCTED SEVERAL NOISE MITIGATION PROJECTS ALONG THE OHIO TURNPIKE RIGHT-OF-WAY. THERE ARE CURRENTLY NO ADDITIONAL FUNDS AVAILABLE FROM THE TMP, AND APPLICATIONS ARE NO LONGER BEING ACCEPTED.
- IV. 5 NOISE BARRIER PROJECTS WERE COMPLETED IN THE COMMUNITIES OF OLMSTED TOWNSHIP, OLMSTED FALLS, STRONGSVILLE, NORTH ROYALTON, AND HUDSON.

HISTORY OF NOISE BARRIERS ALONG THE TURNPIKE (CONTINUED)

D. IN 2015 AS PART OF THE TURNPIKE MITIGATION PROGRAM (TMP), THE NOISE BARRIER LOCATED AT OHIO TURNPIKE INTERCHANGE 151 IN NORTH RIDGEVILLE WAS EXTENDED.



NORTH RIDGEVILLE NOISE BARRIER

CURRENT INVENTORY OF NOISE BARRIERS ALONG THE TURNPIKE

Noise Barrier Information	City	Length (LF)	MP to MP	Year Built	Responsibility	House Bill # (Approved Year)
Noise Barriers 1,2,3	Olmsted Twp	1,987	154.7 - 155	2017	ODOT	HB 51 (2013) **
Noise Barriers 5,6,7	Olmsted Falls	2,927	156.4 - 156.9	2017	ODOT	HB 51 (2013) **
Noise Barriers 8,9,10,11	Strongsville	2,756	163.4 - 163.8	2017	ODOT	HB 51 (2013) **
Noise Barrier 12	North Royalton	4,496	165.6 - 166.6	2017	ODOT	HB 51 (2013) **
Noise Barriers 13,14,15	Hudson	3,067	183.6 - 184.1	2017	ODOT	HB 51 (2013) **
Brecksville Reserve Subdivision	Brecksville	1,057	171.3 - 171.5	1994	Private Party	N/A
Project 62-09-01 Pilot Project	Strongsville	1,200	158.52 - 158.75	2009	OTIC	HB 67 (2007) *
Project 62-09-02 Pilot Project	Strongsville	900	163.4 - 163.57	2009	OTIC	HB 67 (2007) *
TP-151 Noise Barriers	North Ridgeville	1,044	N/A	2014	ODOT	HB 51 (2013) **

* Amended House Bill 67 of the 127th General Assembly

** Amended House Bill 51 of the 130th General Assembly

HOW ARE ODOT'S NOISE BARRIERS FUNDED, WHAT IS THEIR PROCESS?

- A. ODOT TYPICALLY INCLUDES THE COSTS OF NOISE BARRIER IN THEIR PROPOSED FEDERAL-AID HIGHWAY PROJECTS. THE FEDERAL SHARE IS THE SAME AS THAT FOR THE HIGHWAY SYSTEM ON WHICH THE PROJECT IS LOCATED.
- B. ODOT NOISE ANALYSIS MANUAL: ANALYSIS AND ABATEMENT OF HIGHWAY TRAFFIC NOISE, PER FHWA REQUIREMENTS:
- ESTABLISHES PROJECT ELIGIBILITY, FEASIBILITY/REASONABILITY, AND DESIRABILITY.
 - TWO PROGRAM TYPES:
 1. "NEW PROJECTS" (TYPE I)
 - a) IF A PROJECT BUILDS A NEW ROADWAY, ADDS CAPACITY OR REALIGNS THE ROADWAY TO BE SIGNIFICANTLY CLOSER TO THE COMMUNITY.
 2. "PRE-EXISTING PROPERTIES" (TYPE II)
 - a) ODOT WILL CONSIDER NOISE BARRIERS TO ACCOMODATE HOMES THAT EXISTED BEFORE THE ORIGINAL CONSTRUCTION OF THE HIGHWAY. THESE PROJECTS ARE REQUESTED BY MEMBERS OF THE COMMUNITY AND ONLY HOMES THAT WERE BUILT PRIOR TO THE HIGHWAY ARE ELIGIBLE.
 - b) OLDER HOME IN RELATION TO THE HIGHWAY ARE PRIORITIZED OVER NEWER HOMES.
 - c) VERY LIMITED ODOT FUNDS AVAILABLE ANNUALLY FOR TYPE II PROJECTS

DEVELOPING GUIDANCE FOR OTIC TO BE ABLE TO CONSTRUCT TYPE I NOISE BARRIERS

- A. OTIC IS NOT MANDATED BY LAW OR REGULATION TO EVALUATE HIGHWAY TRAFFIC NOISE AND CONSIDER NOISE ABATEMENT.
 - HOWEVER, IN AN EFFORT TO BE A GOOD COMMUNITY PARTNER, OTIC WOULD LIKE TO STUDY THE FEASIBILITY OF NOISE BARRIERS IN CERTAIN CASES.
- B. OTIC DRAFT GUIDANCE WOULD CLOSELY FOLLOW THE ODOT PROCEDURE.
- C. OTIC WILL CONDUCT A TRANSPORTATION NOISE ANALYSIS STUDY AND EVALUATE NOISE ABATEMENT FOR PROJECTS THAT WOULD BE CONSIDERED A “NEW PROJECT” UNDER THE OTIC DRAFT GUIDANCE.
 - OTIC WILL NOT FUND NOISE BARRIER PROJECTS THAT DO NOT MEET THE DEFINITION OF A “NEW PROJECT”. PAST PROJECTS WOULD NOT BE FINANCIALLY FEASIBLE FOR OTIC TO CONSIDER.
 - COST PER RECEPTOR MUST NOT EXCEED \$56,000, WHICH IS THE MOST CURRENT RECEPTOR COST BENEFIT CRITERIA PER ODOT. NOISE BARRIERS MUST BE FINANCIALLY FEASIBLE.

DEVELOPING GUIDANCE FOR OTIC TO BE ABLE TO CONSTRUCT TYPE I NOISE BARRIERS

- D. DEFINITION OF A “NEW PROJECT” TYPE I NOISE BARRIER:
 - I. HIGHWAY ON NEW LOCATION - NEW ROADWAY ON NEW RIGHT-OF-WAY.
 - II. SUBSTANTIAL HORIZONTAL OR VERTICAL ALTERATION.
 - III. ADDED THROUGH-TRAFFIC LANES - WIDENING ROADWAY FOR ADDITIONAL LANES.
 - IV. ADDED OR EXTENDED AUXILIARY LANES - EXCEEDNG ¼ MILE.
 - V. ADDED OR RELOCATED INTERCHANGE RAMPS.
 - VI. ADDED TOLL PLAZA OR SERVICE PLAZA.
- E. FOR THE PROJECTS LISTED ABOVE, NOISE SENSITIVE AREAS WOULD BE DETERMINED.
- F. A NOISE ANALYSIS WILL BE COMPLETED FOR NEW PROJECTS THAT HAVE NOISE SENSITIVE AREAS.
- G. BARRIERS THAT ARE FINANCIALLY FEASIBLE, REASONABLE, AND DESIRED WILL BE INCLUDED IN THE ROADWAY PROJECT.
 - WHERE NOISE BARRIERS ARE PROPOSED AS PART OF AN OTIC NEW PROJECT, OTIC WOULD FUND THE NOISE BARRIER CONSTRUCTION.



DISCUSSION