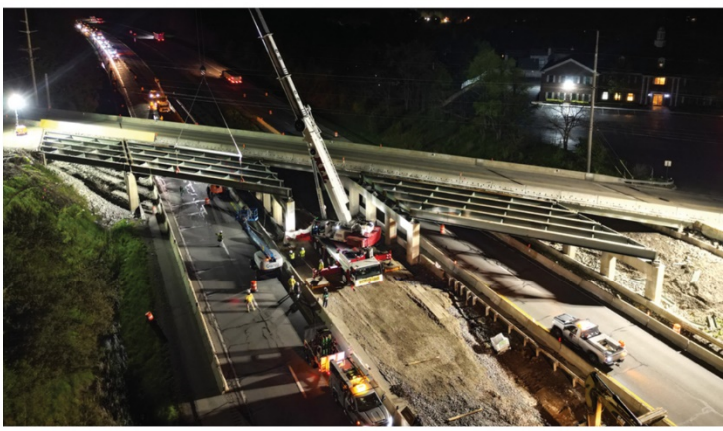
70th

Annual Consulting Engineer Inspection Report



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1.0 EXECUTIVE SUMMARY

This report presents Michael Baker International's annual field inspection findings for Ohio Turnpike and Infrastructure Commission (OTIC) infrastructure assets focusing on bridges, culverts, pavement, signs, and buildings. It includes a summary of observations related to new construction, maintenance, revenues, traffic, and safety. Detailed 2025 field inspection notes have been delivered to OTIC staff via Microsoft Access database, geographic information system (GIS) input, or other digital files. This data can be used to support planning for maintenance and repair programs beyond 2025. Additionally, all annual routine bridge inspections and corresponding reports have been completed per the requirements of the Amended and Restated Master Trust Agreement, Section 5.09 and the Ohio Revised Code 5537.17. Bridge inspection reports have been uploaded to the Ohio Department of Transportation (ODOT)'s AssetWise platform. ***Overall, OTIC assets are well maintained, and the Commission is proactive in identifying and fixing deficiencies.***

On April 10, 2024, the OTIC successfully launched its modernized hybrid open barrier/ticket system and back-office tolling system. Combining technology and construction under more than twenty separate projects, this was the largest project undertaken by OTIC since the toll road opened in 1955.

The Ohio Turnpike and Infrastructure Commission will celebrate its 70th anniversary on October 1, 2025.

Pavement and Bridges

In 2025, the OTIC allocated just under $319,000,000 for the Capital Improvement Program. During this year, work was performed on twenty-nine (29) bridges, including full replacement of one (1) overhead bridge, deck replacements of twenty (20) bridges, two (2) bridge deck overlays, one (1) bridge removal, and the repainting of four (4) bridges. Additionally, work continued on the Tinker's Creek mainline bridge replacement project and began on the US 224 bridge over the Ohio Turnpike.

Currently, the Turnpike mainline consists of three lanes eastbound and westbound for approximately one hundred and sixty (160) miles (from MP 59.52 to MP 218.70) across Ohio, narrowing to two lanes near both state borders. To facilitate future third lane widening of the mainline pavement, existing two-lane bridges are typically widened during rehabilitation projects. Similarly, overhead dual-median pier bridges are converted to single-median pier bridges as part of their reconstruction. Multiple locations on the mainline feature overhead Open Road Tolling (ORT) gantries, contributing to the modernization of the toll collection system. Many toll plazas have supplemented personnel-operated toll booths with self-pay kiosks. A 2009 OTIC study created a plan to replace the original concrete pavement. To date, approximately 328 lane miles have been reconstructed. This is approximately 34% of the total originally constructed lane miles on the Turnpike. Approximately 159 centerline miles of the original composite pavement remain on the mainline, while approximately 82 centerline miles now consist of flexible pavement. The Pavement Replacement Program is expected to continue in 2026, with an estimated completion by 2042.

In 2025, over 130 lane miles of pavement were resurfaced under five (5) mainline resurfacing projects and one pavement replacement project.

Cuyahoga River Bridge

Facilities

Between 1998 and 2013, fourteen (14) of the original sixteen (16) service plazas were replaced, while two (2) were taken out of service and demolished. Since then, the OTIC service plaza program has maintained high standards of service and excellent facility conditions. Currently, four (4) out of the seven (7) pairs of service plazas constructed during the early phases of the replacement program have been updated. ***These modern, state-of-the-art facilities prioritize energy efficiency and cater to the growing number of Turnpike travelers.***

Service plazas are located approximately every 30 to 50 miles to offer travelers a chance to take a break from their travel. Amenities include gasoline and diesel fuel, food courts, multiple varieties of food vendors, clean restrooms, electronic travel and weather information centers, and retail outlets. Specific areas for truck drivers complete with lounges, laundry facilities, and showers, have also been incorporated. Currently, electric vehicle charging is available at eight (8) of the service plaza locations.

In 2017, OTIC engaged a consultant to develop a comprehensive strategic plan covering all facilities including maintenance buildings, service plazas, toll plazas, and an administration building. The strategic plan for maintenance buildings has been completed, and the ongoing implementation includes planned demolition and rebuilding, expected to begin in 2028.

As part of the Toll Modernization Project, three new mainline toll plazas were constructed. Toll Plaza 49 (MP 49) was completed in 2021, while Toll Plazas 4 (MP 3.5) and 211 (MP 211) finished construction in 2023. Furthermore, the existing Westgate Toll Gate (TP 2 – MP 2.7) was demolished in 2024 when the new TCS Toll Plaza 4 (MP 3.5) became operational.

OTIC has been active in reconfiguring the Administration Building Complex to accommodate additional staff. The administration and technology buildings require additional space, and several building features need to be upgraded to support modern office functions. An architect is currently under contract developing possible renovation and expansion solutions for the buildings and the grounds.

Highway Safety

The OTIC highway safety record continues to compare favorably with other similar interstate type facilities. The accident rate per one-hundred million vehicle miles decreased from 66.2 in 2023 to 63.1 in 2024 (2,106 total accidents in 2023 compared to 2,156 in 2024). The rate of accidents resulting in fatalities increased from 0.3 to 0.7 per one-hundred million vehicle miles from 2023 to 2024. Unfortunately, there were 20 fatalities during 2024, the highest amount since 1992. For the first eight (8) months of 2025, the rate of accidents was 87.3 and the rate of accidents resulting in fatalities was 0.2. The OTIC is continuously evaluating and implementing improvements to work towards Vision Zero, a strategy to eliminate all traffic fatalities and severe injuries.

Revenue

Total revenues for the OTIC from all sources in 2024 were approximately $447,972,000, up 7.0% compared to 2023. The revenue increase was primarily the result of increased toll revenue. Meanwhile, total expenses increased 9.2%, primarily due to an increase in Administration and Insurance expenses, Maintenance of Roadway and Structures expenses, and Depreciation expenses. The total miles traveled for passenger vehicles decreased by 3.2% and commercial vehicle total miles traveled decreased 3.0% in 2024 compared to 2023. The toll rate increase resulted in an approximate 7.6% increase in 2024 toll revenue. The revenue data for the first seven months of 2025 shows that, when compared to the same period in 2024, toll revenues from passenger cars were up 5.5% and toll revenues from commercial vehicles were up 4.3%. Total toll revenues were up 4.8% for the first seven months of 2025. Total revenues for the first seven months of 2025 were up 3.9% compared to January-July 2024.

The total number of vehicle transactions on the Turnpike during January-July 2025 was 3.0% higher than for this same period in 2024. Upon implementation of the new toll system in April 2024, a full-length trip is now three (3) vehicle transactions westbound and two (2) vehicle transactions eastbound due to the open road tolling/barrier system structure. Based on current trends to date, total revenues from all sources for 2025 are estimated at approximately $464,900,000.

2.0 REPORT OF FINDINGS AND RECOMMENDATIONS FOR MAINTENANCE AND REPAIR

Mainline Near Milepost 142

2.1 Pavement and Shoulders

During the annual visual inspection, all 241.26 miles of the Turnpike mainline (which consists of either composite or flexible pavement), and all exit/entrance ramps underwent evaluation for pavement condition. The Mainline Pavement Condition Rating (PCR) was provided by ODOT, while Michael Baker assessed the ramps. These inspections, combined with the 2009 OTIC pavement condition evaluation, help guide the fifty (50)-year capital plan toward areas in need of upgrades. The OTIC continues to fund a robust program related to pavement replacement and resurfacing.

In 2025, a total of 136.9 lane miles of pavement was improved. Five (5) mainline resurfacing projects (R27, R43, R98, and R119) were completed, totaling 118.8 lane miles of resurfacing, and 11.4 lane miles were resurfaced as part of the pavement replacement project from MP 154.10 to 159.80 (PR154). One (1) mainline resurfacing project, R59, completed 39.3 (Included in the 136.9 lane miles noted above) out of 70.9 lane miles in 2025. The remainder will be completed in 2026. Although no pavement replacement was performed on the PR 154 project in 2025, the project from MP 212.76 to 216.10 (PR212) completed 6.7 lane miles of pavement replacement eastbound in 2025. The PR 212 project will be completed in 2026, and the PR 154 pavement replacement will be completed in 2026 and 2027.

MP Range	154.10	159.80	212.76	216.10
Project	PR154		PR212	

27.55	33.73	43.00	46.50	59.50	73.95	97.90	105.00	118.80	127.90
R27		R43		R59		R98		R119	

Overall, the mainline travel lanes on the Turnpike remain well-maintained, with an average PCR score of 82.81/100 recorded in Spring 2025 (a decrease from 83.47/100 in 2024). Given OTIC's continued investment in pavement improvements, it is anticipated that the average PCR score for 2026 will improve. Figure 2.1.1 illustrates the changes in PCR scores over time.

Eastbound shoulders generally meet ODOT's pavement condition rating criteria, ranging from good to fair. However, there are a few short sections of poor right shoulders, two (2) long sections of the right shoulder (MP 154.0 to 159.0 and MP 205.0 to 207.5), and a single (1) long section of the left shoulder (MP 223.0 to 230.0) which are rated as poor. With the reconstruction of MP 154.10 to 159.80, it is anticipated that the shoulder will be repaired along one of the poor stretches. The westbound shoulders exhibit similar scoring with a few short, interspersed sections of poor left shoulders and three (3) long sections of poor right shoulders (MP 140.0 to 142.0, MP 205.5 to 207.5, and MP 224.5 to 226.5).

The major deficiencies of the shoulders primarily result from excessive cracking, although most of these cracks have been partially or mostly sealed. ***The ongoing Resurfacing and Pavement Replacement Programs continue to prove effective, providing consistent and reliable driving experience across the entire Turnpike.*** It is recommended that the OTIC maintain these programs as outlined in the current fifty (50)-year capital plan. Approximately 125 lane miles of mainline roadway are planned to be resurfaced or replaced in 2026. This includes the two pavement replacement projects started in 2025 (MP 154.1 to 159.8 and MP212.76 to 216.25) and two new pavement replacement projects (MP 127.9 to 133.2 and MP 203 to 208.18) anticipated to start in 2026. The ramps at Interchange 13 and Interchange 232 are programmed to receive pavement improvements as well in 2026.

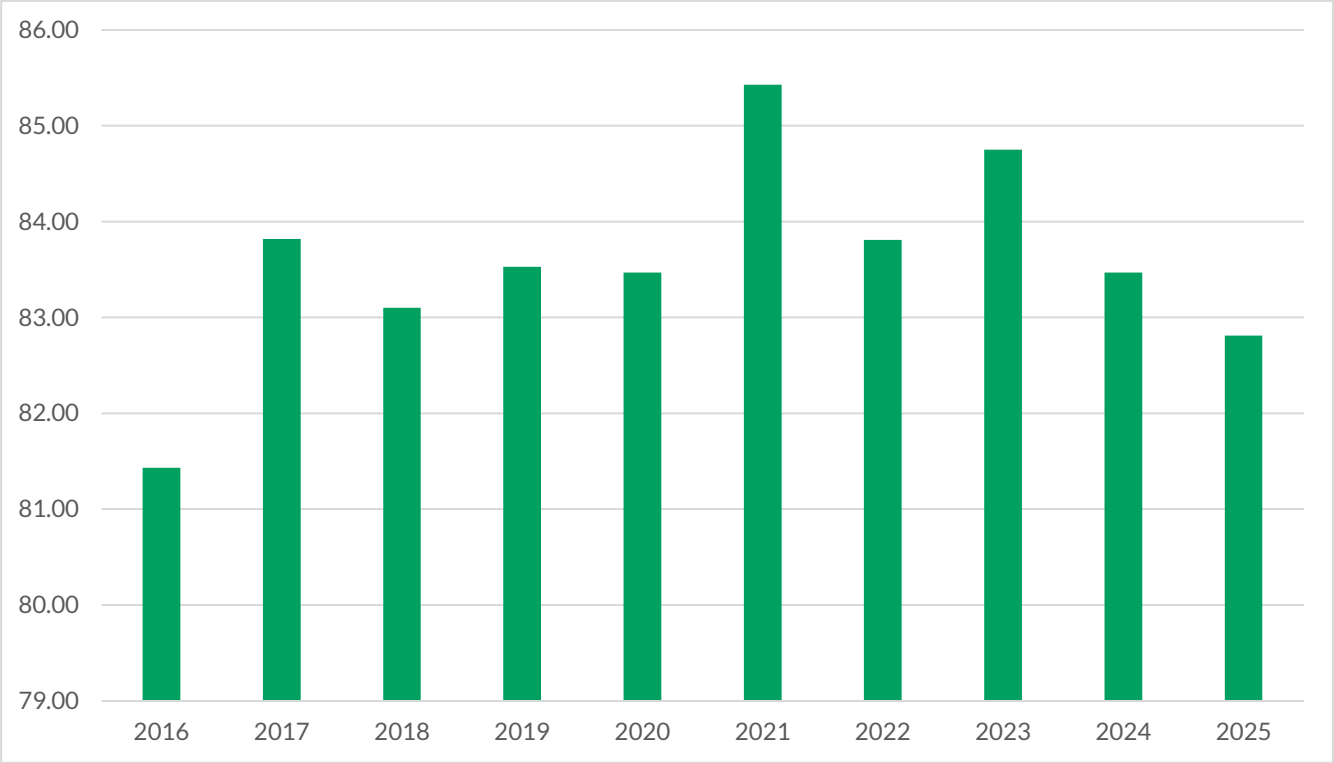


Figure 2.2.1 – PCR Score 2016-2025

Changes in Pavement Condition Rating Scores from 2016-2025

2.2 Landscaping

The OTIC oversees landscaping maintenance within the Turnpike's right-of-way. Their responsibilities include managing the herbicide spray program, service plaza plantings, and mainline/interchange landscaping. Notably, major landscaping changes, such as large tree removal, should be coordinated with pavement replacement projects and maintenance contracts. While sight distance concerns were generally absent at interchanges, some minor tree trimming near signs has been necessary. Additionally, pollinator gardens featuring Ohio native plant species were established at various service plazas between 2016 and 2022 through a partnership with Keep Ohio Beautiful and the Davey Resource Group.

Overall, the right-of-way remains well maintained, and the current maintenance schedule should be upheld.

Landscaping at Service Plazas is Well Maintained

2.3 Bridges

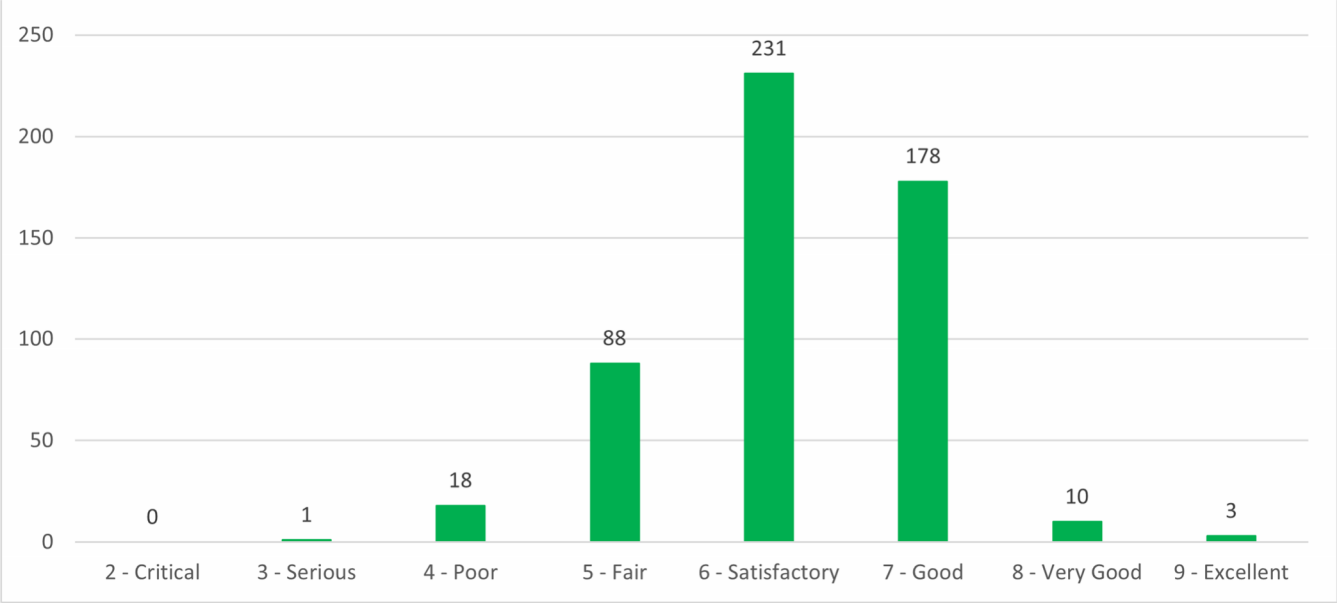
In June 2022, the Federal Highway Administration (FHWA) published an update to the National Bridge Inspection Standards (NBIS), which applies to all bridge owners. The most impactful change was related to coding requirements for the Specifications for the National Bridge Inventory (SNBI). Bridge owners must comply with new SNBI requirements before March 2028. The OTIC is implementing SNBI in a phased approach. All Turnpike bridges are coded/rated as per SNBI. SNBI requires additional data to be collected and inventoried. In 2024, bridges in the Kunkle and Swanton

maintenance areas were inventoried according to SNBI requirements. Elmore, Castalia, and Amherst were inventoried per SNBI in 2025. Bridges in Boston, Hiram, and Canfield were inventoried per previous NBIS requirements in 2024 and will be transitioned to SNBI in 2026.

According to the bridge condition inspections conducted in 2025, the vast majority of the OTIC's bridges are in satisfactory to good condition, scoring 6-7 based on the SNBI. The OTIC maintains a total of 529 bridges, including 413 bridges and 116 culverts classified as bridges, as per the policy of ODOT and OTIC.

Out of these 529 structures, 20.2% of the structures (107 in total, comprised of 90 bridges and 17 culverts classified as bridges) are rated below Satisfactory Condition. The primary deficiencies in these structures are related to low-rated superstructures. The percentage of bridges rated as good condition or better has decreased by 5% since 2024.

Figure 2.3.1: 2025 General Appraisal Score



Graph showing distribution of overall SNBI Condition Ratings for bridges maintained by the OTIC. SNBI Scoring criteria based on 0-9 evaluation with 0 being Failed and 9 being Excellent. Ratings of 5 or greater indicate structural elements may or may not show deterioration but remain sound with no significant effects to the load path capacity.

The most downgraded element impacting the overall structure rating is section loss in the lower webs and bottom flanges of bridges spanning the Turnpike mainline. Some of these ratings are due to active corrosion, while others are due to section loss despite the beams being cleaned and painted. The failure of expansion joint seals is also a common deficiency that has resulted in element downgrades of structural steel, bearings, and bearing pedestals due to exposures to deicing chemicals. These downgraded elements do not currently pose a safety hazard to the public.

However, continued deterioration could potentially increase maintenance and repair costs and decrease the overall service life of the structures. The OTIC is actively planning maintenance projects to address more pressing needs that are outside of capital planning projects.

MAJOR AND/OR FRACTURE CRITICAL BRIDGES

An in-depth inspection of the Huron River Bridge (MP 119.6) was performed in April 2025. The assessment included hands-on inspection of bridge elements. The inspection was performed in accordance with FHWA and ODOT guidelines and was submitted under separate cover to the OTIC. Overall, the Huron River Bridge is in Good Condition [7-SNBI] and open with no restrictions. Deficiencies in the concrete wearing surface and railings of this bridge are being addressed through the R119 resurfacing contract.

Huron River Bridge

Vermilion River Bridge

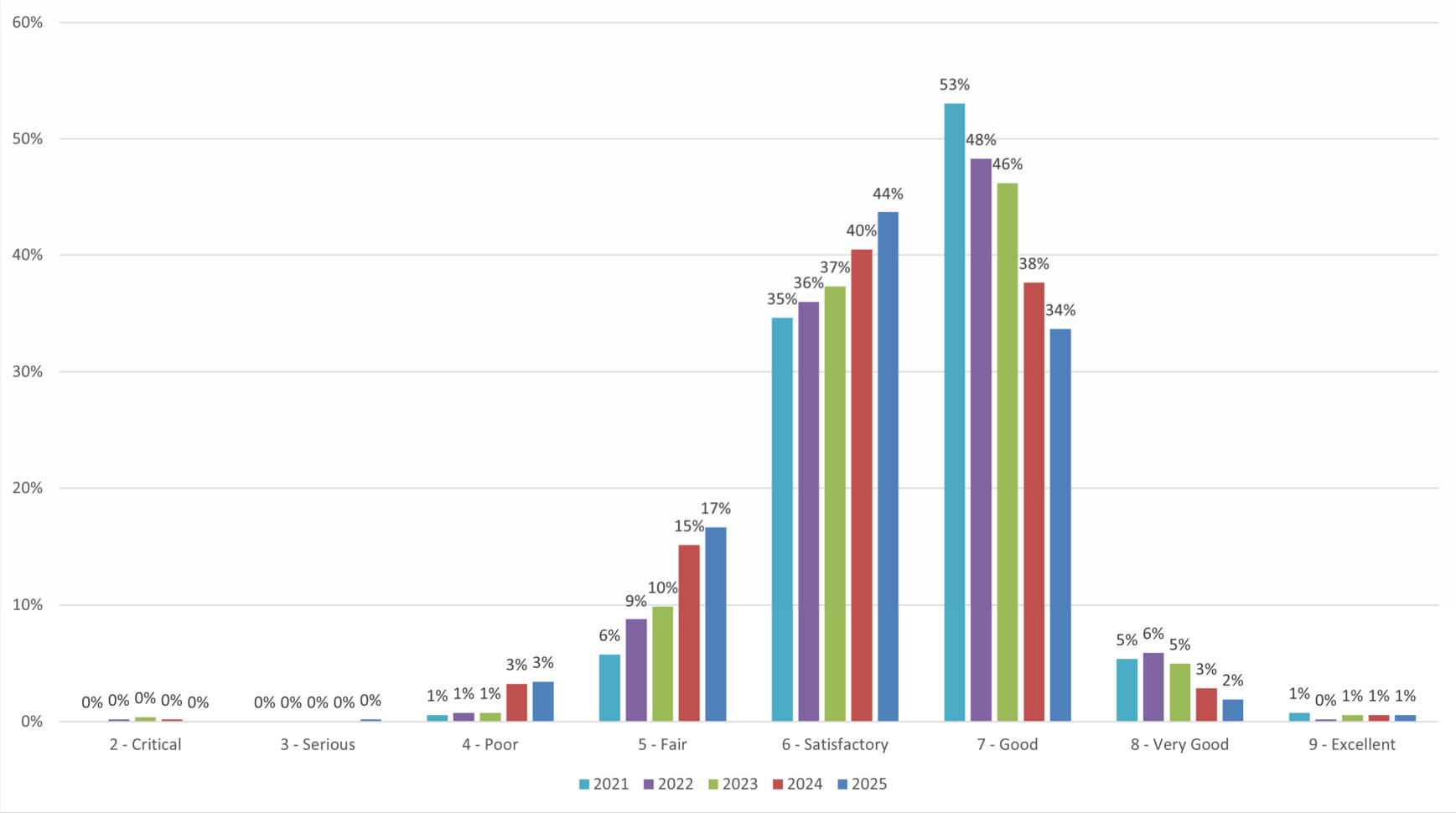
An in-depth inspection of the Vermilion River Bridge was performed in June 2025. The inspection included hands-on inspection of bridge elements in accordance with FHWA and ODOT guidelines and the report was submitted under separate cover to the OTIC. Overall, the Vermilion River Bridge is in Good Condition [7-SNBI] and open with no restrictions.

A Non-Redundant Steel Tension Member (NSTM) inspection was performed at the bridge carrying Turnpike mainline over Kelley Road and Norfolk Southern (MP 117.3) in February 2025. This inspection was originally scheduled for October 2024 but was delayed due to challenges with railroad right of entry. This inspection was performed in accordance with FHWA and ODOT guidelines with the report submitted to the OTIC under separate cover. Overall, the NSTM elements of the Kelley Road bridge were observed to be in Good Condition.

Olde Eight Road Bridge

An NSTM inspection was performed at the bridge carrying Olde Eight Road (MP 179.5) over the Turnpike mainline in July 2025. This inspection was performed in accordance with FHWA and ODOT guidelines with the report submitted to the OTIC under separate cover. Overall, the NSTM elements of the Olde Eight Road bridge were observed to be in Satisfactory Condition.

Figure 2.3.2: Comparison of General Appraisal Scores



Graph showing distribution of General Appraisal ratings for bridges maintained by the OTIC from 2021-2025.
(Note: due to rounding for clarity total may not equal 100% & OTIC inventory total differs every year)

2025 STRUCTURE IMPROVEMENTS

The OTIC 2025 Capital Program includes multiple repairs and rehabilitations to structures along the Turnpike. Work was performed on a total of twenty-nine (29) bridges in 2025. This includes the deck replacement of nine (9) mainline bridges, ten (10) overhead bridges, and one (1) ramp bridge, full replacement of one (1) overhead bridge and one (1) mainline bridge, one (1) bridge removal, two (2) mainline bridge deck overlays, and bridge painting on four (4) bridges. Work began on the US 224 overhead bridge replacement project and continued on the Tinker's Creek mainline bridge replacement project. Deck replacement and overlay projects include improvement of other deficient elements in addition to the main work items.

MAINTENANCE AND REPAIR RECOMMENDATIONS

The overall condition of each structure is described by the "General Appraisal and Operational Status" rating. This rating, based on a scale of 0 through 9, is primarily determined by the conditions of the Substructure or Superstructure (beams).

The summary ratings from the 2025 bridge safety inspections reveal that superstructure elements are the main controlling factor for most of the OTIC bridges in the overall General Appraisal ratings. 9.7% of the OTIC substructure summaries, totaling forty (40) structures, received a SNBI rating below 6. 13.5%, totaling fifty-six (56) structures of the superstructure summaries, received a rating below the SNBI rating of 6. It is recommended that repairs and rehabilitation prioritize the lowest-rated structures first.

In general, a below satisfactory summary rating does not indicate a condition that is unsafe for either of these elements. The distribution of ratings and general trends are consistent with an inventory of bridges constructed in the 1950's amid a rehabilitation program. OTIC structures are safe and well maintained.

Superstructure ratings for steel structures, the predominant type of superstructure on the Turnpike, are typically controlled by the amount of steel section loss, cracking in bearing stiffeners and secondary diaphragm members, and floating bearings. Overall, the majority of bridges rate Good (SNBI rating of 7) or better regarding section loss. Estimating the extent of section loss from the ground during routine inspections is challenging. The OTIC should perform a review of current load ratings on file correlating with observed section loss. Hands-on inspection of bridges should be included as necessary to ensure conservative load rating models.

The impacts of steel corrosion at the original expansion bearings beneath expansion joints in the bridge decks throughout the Turnpike are significant. The development of large quantities of pack rust between the bearing components has created significant problems with bearing alignment and function in some locations. Bearing issues of this nature reduce the functionality of the bearing and create significant problems in adjacent members including floating bearings, vertical misalignment

of the expansion joints (leading to snowplow blade impact damage), and out of plane bending cracks at beam ends and stiffeners/diaphragms. Under past and ongoing bridge repair contracts, the OTIC rehabilitated and replaced many of these deficient bearings with an elastomeric type. Elastomeric bearings are less prone to this type of deterioration and should alleviate many of these issues in the future. Despite the completed work, many original and rehabilitated bearings that were not replaced with elastomeric bearings still exhibit significant issues. OTIC should develop an aggressive bearing rehabilitation and/or replacement program to improve long-term serviceability and performance.

OTIC Bearing Replaced with Elastomeric Type

Over the past several years, many bridges have exhibited delaminating haunch, parapet, and deck concrete over the mainline roadways. The potential for falling concrete poses a significant threat to the traveling public and, when discovered, is immediately addressed by both bridge inspectors and the OTIC maintenance crews. Bridge safety inspections occur only once a year and reveal many of these issues. However, these problems develop year-round, and as such, the OTIC should implement a parapet monitoring program to minimize these public safety hazards. These parapet deficiencies typically occur at vandal fence anchor locations.

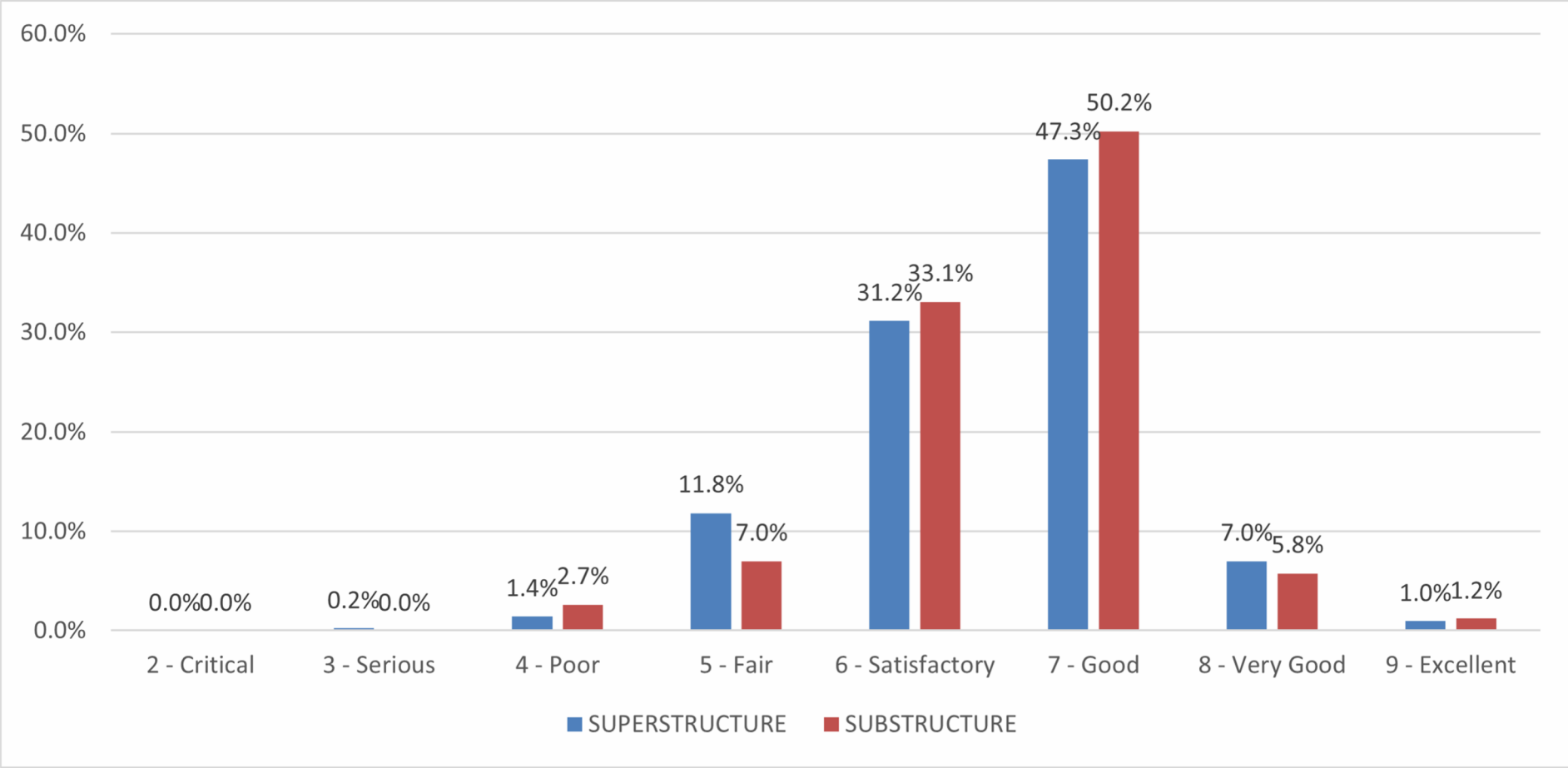
The OTIC is making changes to new and rehabilitation design policies to address common deficiencies in its bridges. Expansion joints are being eliminated where feasible. This includes link slabs at piers and semi-integral abutments. Reconstruction of abutment seats is being performed in lieu of individual pedestal reconstruction. The OTIC is also planning to invest more significantly in the bridge painting program in the coming years.

It is recommended that the OTIC continue to closely monitor its bridge inventory and budget for bridge maintenance and replacement projects including joint seal replacements, bridge painting, deck overlays, deck replacements, and complete bridge replacements. Extensive work is planned to continue in 2026 on the Turnpike's bridges, with 32 bridges expected to have work done on them. The projects include bridge replacements, deck replacements, widening, removal, and repainting.

DOCUMENTATION

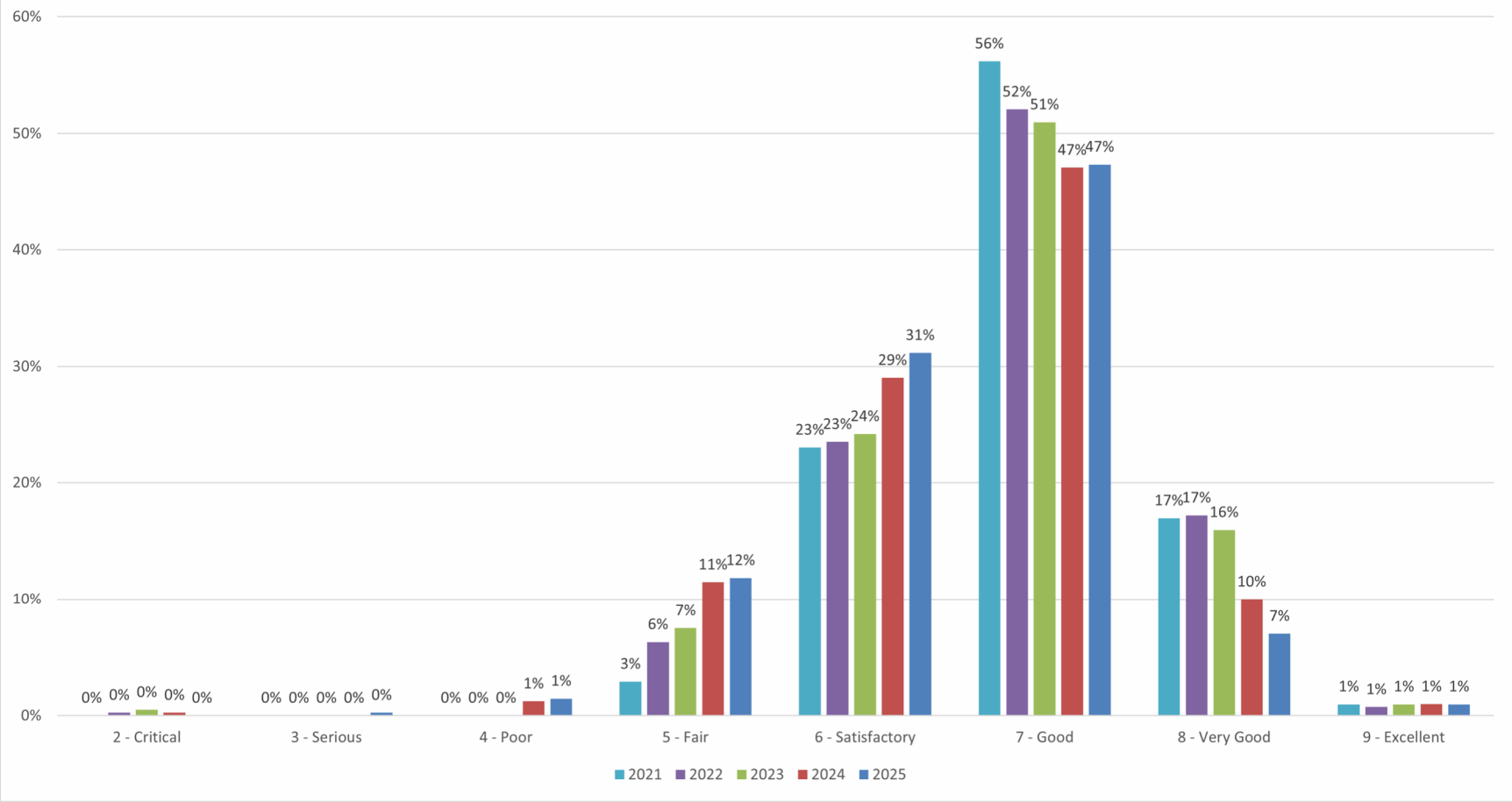
As required by the FHWA and ODOT, inspection reports for 2025 have been prepared for the OTIC on all Turnpike bridges. All inspection reports are located in ODOT's AssetWise system. These reports include element level planning data, inspector notes, and inventory data that can be used for planning future maintenance and repair programs.

Figure 2.3.3: 2025 Bridges Superstructure & Substructure



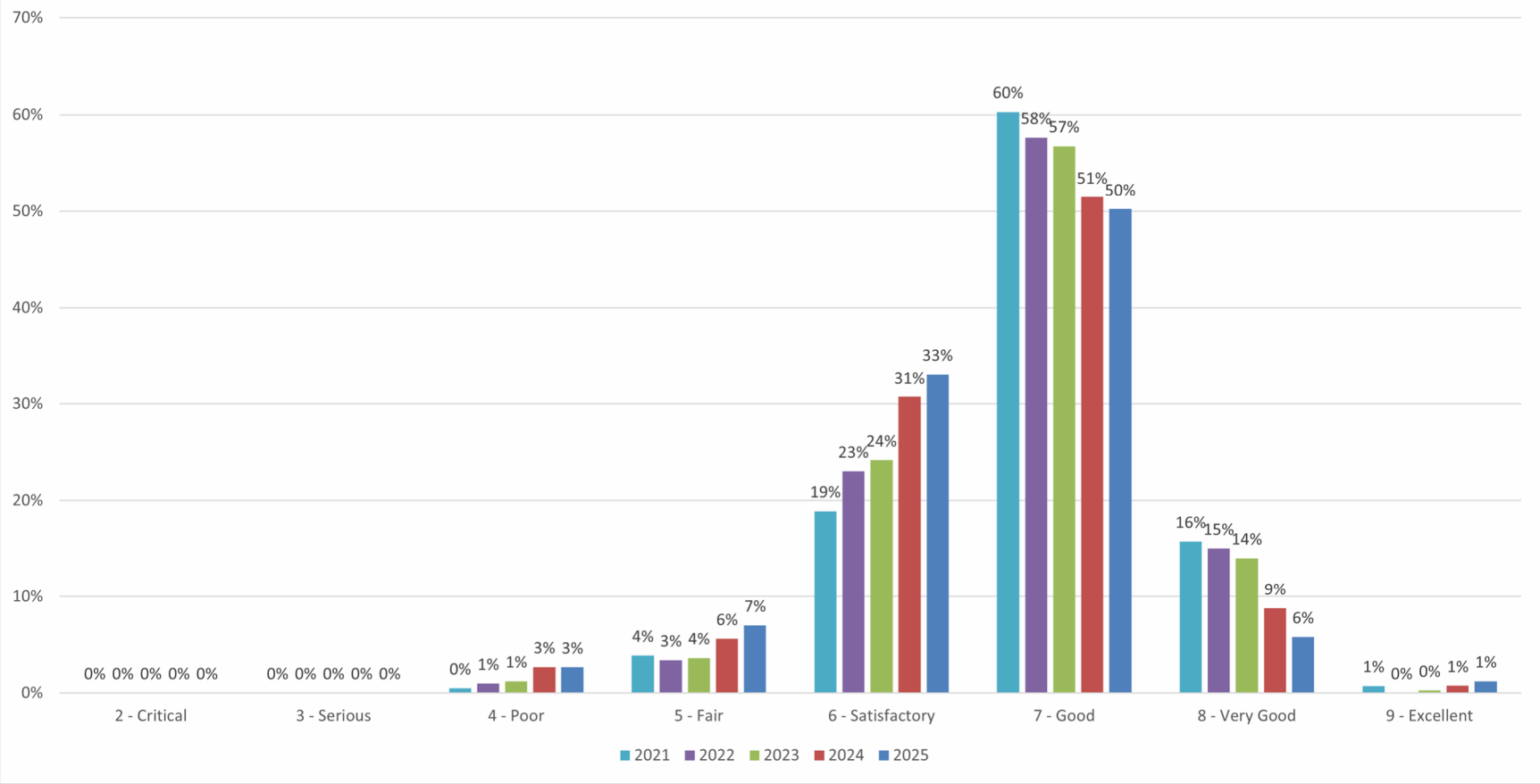
Graph showing distribution of Superstructure and Substructure summary ratings for bridges maintained by the OTIC.
(Note: due to rounding for clarity total may not equal 100% & OTIC inventory total differs every year)

Figure 2.3.4: Comparison of Superstructure Rating Summaries



Graphs showing distribution of Superstructure summary ratings for bridges maintained by the OTIC from 2021-2025.
(Note: due to rounding for clarity total may not equal 100% in some years & OTIC inventory total differs every year)

Figure 2.3.5: Comparison of Substructure Rating Summaries



Graphs showing distribution of Substructure summary ratings for bridges maintained by the OTIC from 2021-2025.
(Note: due to rounding for clarity total may not equal 100% in some years & OTIC inventory total differs every year)

2.4 Culverts

CULVERTS CLASSIFIED AS BRIDGES

Structures with a clear span of ten (10) feet or more are inspected and classified as bridges according to Ohio Revised Code Section 5501.74 (the federal definition considers spans of twenty (20) feet or more). Currently, the OTIC owns and maintains one hundred and fifteen (115) culverts falling into this category (thus classified as bridges). Most of these culverts are cast-in-place reinforced concrete box shapes with single or multiple cells. Common deficiencies include deteriorated headwalls and wingwalls as well as obstructions and scour in the waterways. Figure 2.4.1 provides a summary of element-level ratings for culverts (classified as bridges) maintained by the OTIC from 2021 through 2025.

CULVERTS NOT CLASSIFIED AS BRIDGES (CULVERTS GREATER OR EQUAL TO 30 INCHES AND LESS THAN 10 FEET)

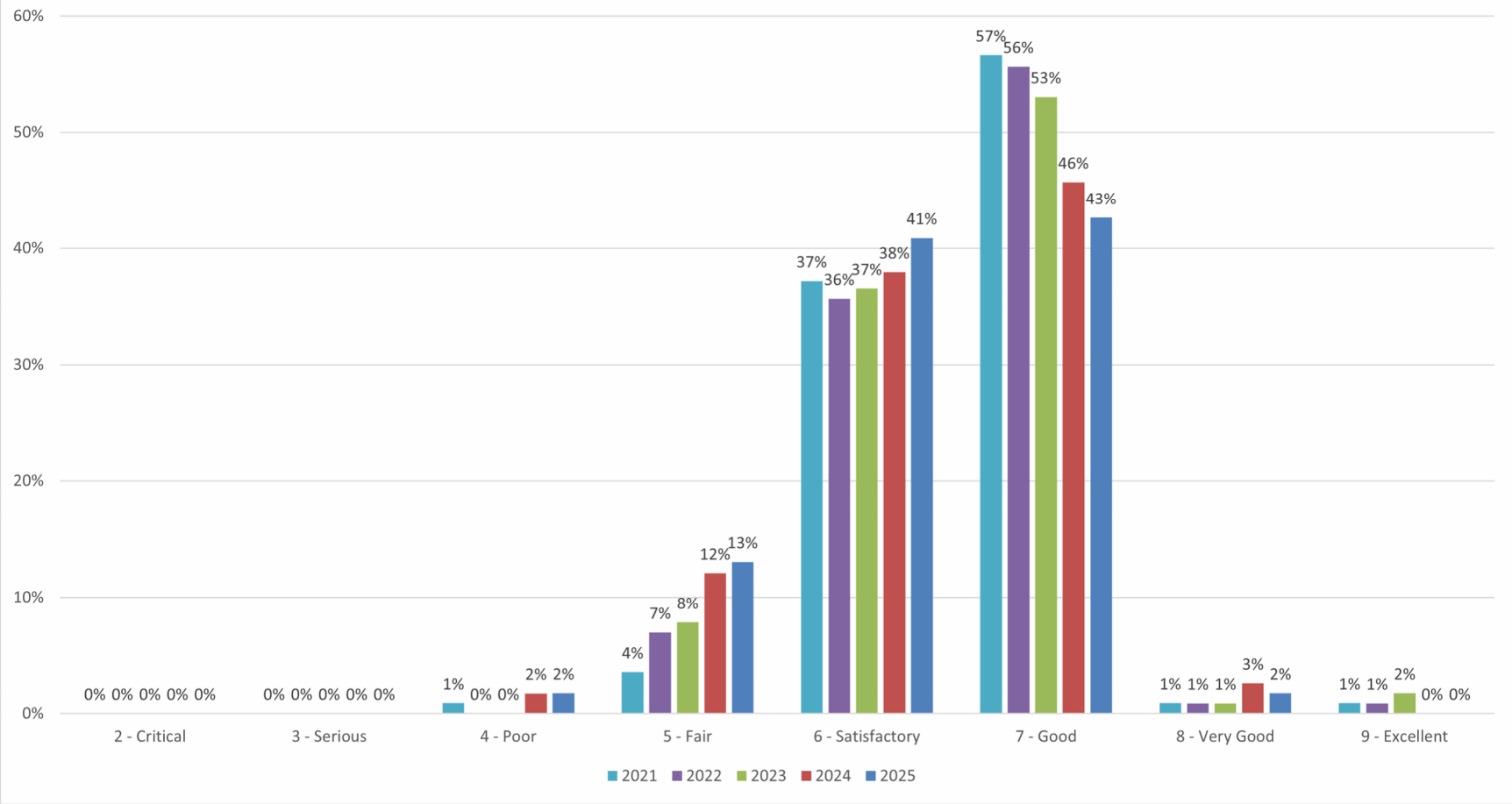
Structures with a clear span of less than ten (10) feet are not classified as bridges. However, their proper function is tied to the long-term performance of the OTIC's assets. Through 2023, the OTIC's culverts had been inspected on an annual basis. Frequency of inspection was modified in 2024 to be more in line with ODOT and other agencies. Additionally, ODOT's Culvert Maintenance Manual is more closely followed for the inspection process. Culverts thirty (30) inches and larger will be inspected once every five (5) years if the general appraisal rating is higher than four (4). Any culvert with a general appraisal rating of four (4) or less will be inspected annually until they are improved. The inventory of culverts is split into fifths, and a separate set of culverts is inspected each year. In 2024, a test section of culverts in the Amherst maintenance section was inspected and inventoried. In 2025, culverts in the Boston maintenance section were inspected and inventoried. This work has included the transition of inspection and inventory data from Microsoft Access to GIS.

The historic inventoried and inspected culverts Turnpike-wide range in size from thirty (30) inches to one hundred and eight (108) inches and are typically constructed of corrugated steel and reinforced concrete pipes. We thoroughly inspect culvert barrels to detect early signs of deterioration that may require repair or replacement. Common deficiencies in small culverts include broken channel and ditch protection, headwall deterioration, erosion, obstruction, and scour of the waterways. The 2025 Boston section inspections included sixty-nine (69) culverts. Refer to Figure 2.4.2 for General Appraisal ratings.

CULVERT CONSTRUCTION AND REHABILITATION

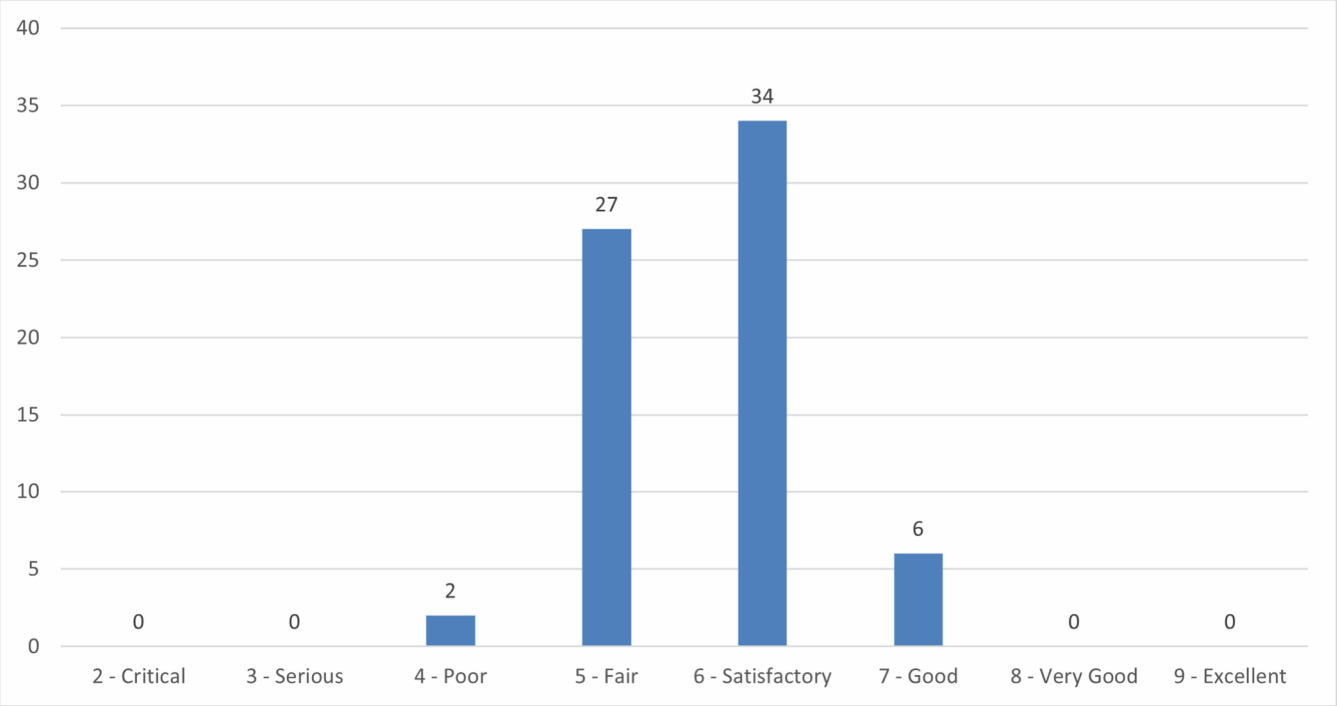
Starting in 1995, in conjunction with the Third Lane Program (MP 59.52 to 218.70), and more recently with the Pavement Replacement Program, design consultants inspected all culverts within a design contract section. Any necessary repairs were then incorporated into the third lane or pavement replacement construction plans. These repairs included tasks such as installing pipe liners, recoating bituminous pipes, realigning barrels, and repairing or reconstructing wingwalls and headwalls with new flared end sections. Additionally, ditch improvements were part of these construction contracts.

Figure 2.4.1: Culvert Component Ratings for Culverts Classified as Bridges



Graph showing element ratings for all OTIC culverts classified as bridges maintained by the OTIC from 2021-2025 (Note: due to rounding for clarity total may not equal 100% in some years & OTIC inventory total differs every year).

Figure 2.4.2: 2025 General Appraisal Ratings for Culverts Less than 10 feet*



** Culverts inspected in 2025 are those between MP 159.5 and MP 187.5*

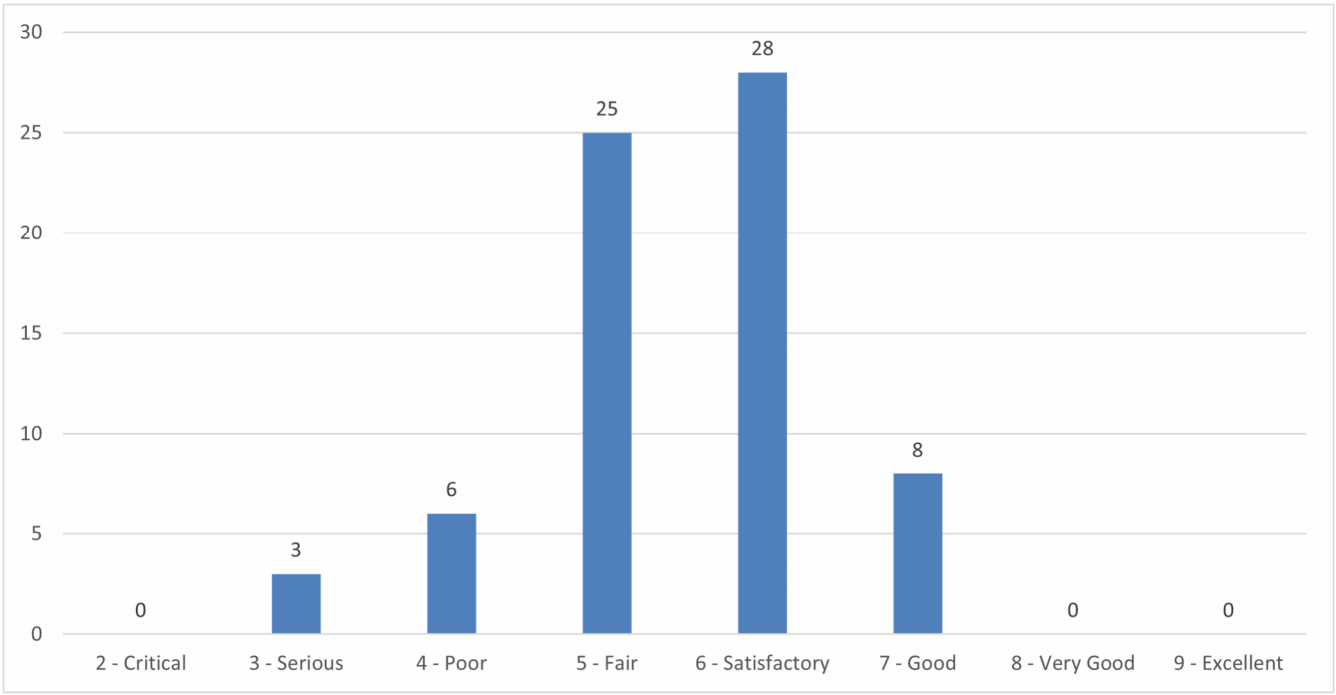
It is important to note that culverts outside the scope of the Third Lane and Pavement Replacement Programs are now nearly seventy (70) years old. According to the current ODOT Location and Design Manual, pipe materials should have a design lifespan of seventy-five (75) years or should be rehabilitated or replaced when a General Appraisal reaches four (4). Two (2) culverts in the Boston maintenance area were rated four (4) or below in 2025. Nine (9) culverts in the Amherst maintenance area were rated four (4) or below in 2024. Culverts outside of Boston were inspected in accordance with ODOT policy of inspections annually when rated at a four (4) or lower. It is recommended that rehabilitation and/or replacement of these poorly rated culverts be prioritized. The OTIC has initiated rehabilitation design for the nine (9) Amherst culverts rated four (4) or below.

CULVERTS GREATER THAN OR EQUAL TO 12 INCHES AND LESS THAN 30 INCHES

In recent years, the failure of smaller culverts necessitated slope repairs or dedicated slope repair projects. In 2024, OTIC expanded the culvert program to include culverts ranging from twelve (12) inches to thirty (30) inches. Work in 2024 involved inventory of these smaller culverts in GIS. In 2025, seventy (70) culverts, inventoried in the Boston maintenance area, were field located and inspected. Refer to Figure 2.4.3 for General Appraisal ratings.

These smaller culverts will be inspected once every ten (10) years if their general appraisal rating is higher than four (4). Any culvert with a general appraisal rating of four (4) or less will be inspected annually until rehabilitated. Additionally, culverts within an upcoming project will also be inspected ahead of the project by the contracted design consultant. Developing a repair program for the aging storm sewer system will help protect connected and adjacent facilities and roadways from potential failure.

Figure 2.4.3: 2025 General Appraisal Ratings for Culverts Between 12 and 30 Inches*



** Culverts inspected in 2025 are those between MP 159.5 and MP 187.5*

2.5 GUARDRAIL, MEDIAN BARRIERS, NOISE WALLS, AND FENCES

The guardrail along the entire length of the Turnpike's mainline is generally in good condition, with minor rusting. Ongoing efforts include upgrading the guardrail, end terminals and impact attenuators to meet current AASHTO Manual for Assessing Safety Hardware (MASH) crash standards as part of the OTIC's pavement projects. Existing guardrails, barriers, and other safety features are evaluated for replacement and upgrades as part of other capital improvements. The median barrier spans approximately one hundred and sixty-six (166) miles (3rd lane and ORT barrier wall) of the Turnpike and is generally in good condition, although some isolated vertical and horizontal cracking exists. Repairs and upgrades should be incorporated into other capital improvement projects within the Pavement Replacement Program and Resurfacing Projects.

In 1994, the first noise wall along the Turnpike was built by the Brecksville Reserve homeowners. The wall was built independently of Turnpike funds; it was granted an easement with the understanding the maintenance would stay with the HOA. In 2024, approximately 18,380 linear feet of noise wall were inspected, comprised of seventeen (17) individual walls at nine (9) locations, for general condition. There are no noise wall inspection and management programs for the State of Ohio to rely on for periodic assessments. Overall, sixteen (16) noise walls fell into the "Good" category. The Brecksville Reserve Subdivision Noise Wall (MP 171.3 to 171.5) was inspected again in 2025. In general, this wall was observed to be in fair to poor condition with most panels experiencing displacements and gaps with corner and steel post rust and delamination needing extensive repair. Many panel sections are detached and/or warped with connection bolts that are loose or showing issues, needing advanced repair. Vegetation growth and undermining was present in more than fifteen (15) panels. There were 4 (four) failed panels requiring immediate repair with sizable sections missing and high moisture level in wood material affecting structural integrity of barrier.

The fencing along the Turnpike's right-of-way is designed to prevent animals and pedestrians from accessing the traveled roadway, enhancing safety for motorists. This fencing is typically constructed using welded wire farm-style materials. A comprehensive replacement program began in 1987, and as of 2024, approximately 95% of the original fencing has been replaced. The remaining sections are in areas that present significant logistical challenges. We recommend continuing the replacement of fencing in coordination with pavement replacement projects and routine maintenance performed by OTIC crews. As development continues along the Turnpike corridor, certain segments of fencing have been upgraded from welded wire to standard chain-link styles to better suit the surrounding environment. Overall, the fencing is in good condition. However, minor damage has been observed near fence terminals, particularly at bridge approaches and culvert stream crossings. For detailed information, please refer to the respective bridge and culvert inspection reports. To maintain safety and functionality, we advise OTIC to allocate funding for ongoing fence maintenance and replacement. Additionally, improvements to guardrail and barrier systems should continue to be incorporated into broader capital improvement initiatives.

2.6 INTERCHANGES

The number of interchanges on the Turnpike is currently at thirty-four (34), including the interchange at State Route 49 and the nine un-tolled interchanges. Twenty-four (24) of the interchanges are operating toll plazas. Twenty (20) of those operating toll plazas are at interchanges and four (4) are along the mainline.

TP 211 Toll Plaza

On April 10, 2024, the OTIC successfully launched its new modernized hybrid open barrier/ticket system and back-office tolling system. Combining technology and construction under more than twenty separate projects, this was the largest project undertaken by OTIC since the toll road opened in 1955. This achievement was the realization of the 2016 Strategic Plan to enhance safe and efficient travel, enhance customer service, protect toll revenue, minimize revenue leakage, and further stimulate economic activity and growth across the two hundred and forty-one (241)-mile Turnpike and I-80 Midwest corridor. The launch of the new system included the introduction of non-stop open road tolling (ORT) at highway speeds, the removal of all gates in E-ZPass® entrance and exit lanes, building three new barrier plazas, significant road construction and lane conversions, license plate image capture for violation processing, enhancements to the customer service center, and the ability for customers to choose multiple convenient payment options via multi-protocol transponders, cash, credit, or payment online.

The new modernized hybrid ORT roadside and back-office tolling system has transformed toll collection on the two hundred and forty-one (241)-mile Turnpike from a closed ticket system to a hybrid open barrier/ticket system. The new system offers non-stop highway speed tolling for E-

ZPass® customers traveling on the Turnpike mainline, non-stop entrance onto the Turnpike at low speeds at more than twenty interchanges and eliminates toll collection at nine (9) interchanges. The elimination of tolling furthers economic growth in surrounding communities by providing both residents and visitors free access to businesses, attractions, and restaurants in proximity to these previously tolled interchanges. The OTIC is developing plans to eliminate toll booths and lanes at the nine (9) locations. An in-depth design study has been prepared based on the interchange at TP 232. Based upon the results of this study, two (2) pilot projects are intended to take place during 2026. The goal of these projects is to allow for a free flow of traffic at these interchanges. Free flow conditions will need to be balanced with the geometric constraints of the intersection. With the removal of the unnecessary infrastructure at the non-tolled facilities, the OTIC will realize cost savings with a reduction in utility and maintenance costs at these nine (9) locations.

This new system also introduced a modernized back-office system and a new self-service mobile-friendly website. Customers have multiple payment options via online payment and multi-protocol transponders, as well as in-lane cash and credit cards. The hybrid system aims to protect the OTIC's toll revenue without introducing significant revenue risk to the OTIC's financial position, while promoting economic activity and enhancing safe and efficient travel. The introduction of multi-protocol transponders in more than two hundred (200) tolled conventional and ORT lanes across the system positions the Turnpike and its customers for future upcoming nationwide electric tolling interoperability.

The final capital cost for the entire tolling collection system (TCS) project is estimated at $267.3 million as refinements continue on the roadside and back-office capabilities to maximize revenue collection and customer satisfaction.

The pavement of each interchange was rated as part of this year's report with many interchanges having high PCR scores. The pavement resurfacing program should continue to be implemented to maintain safe and smooth pavement. LED luminaire upgrades are on-going as part of Turnpike capital improvement projects to lower energy costs for the OTIC.

The 2024 Interchange Design Report was expanded in 2025. Additional existing historical design information was provided and reviewed. Publicly available aerial imagery from Google Earth™ was utilized to supplement the historical data in areas where plans were not available. Mobile LiDAR data obtained for GIS purposes could provide additional data where plans are not readily available.

Design criteria were developed based upon the current ODOT Location and Design Manual, Volume 1 (January 17, 2025) and the current posted speed. The design plans and images for each ramp were compared against the design criteria to determine if the geometry is acceptable for current design standards. In instances where the ramp geometry was determined to be deficient, the geometric design speed for that ramp element was calculated for the existing conditions.

Each deficiency was then evaluated to determine a potential mitigation strategy for the deficiency. Potential impacts were tabulated and a planning level, scaled cost was assigned. In general, it would be suggested that OTIC review the acceleration length concerns and either program for pavement

widening or consider narrowing the shoulder to allow for the complete acceleration length. This should be applied on a case-by-case basis during pavement resurfacing or reconstruction projects.

The degree of curves typically did not meet today's criteria. In areas where the design speed was far below the posted speed, it is recommended to install transverse rumble strips to alert drivers to decrease speed. The substandard curves should then be evaluated and updated as part of ramp reconstruction or the upcoming toll plaza demolition projects.

Crash data for the last five (5) years for each ramp location was reviewed from the ODOT GIS Crash Analysis Tool (GCAT). Each crash report was reviewed to determine if there was a listed geometric reason for the crash. If geometry was a contributing factor, it was noted on the interchange sheet. While the interchange ramps do not meet current design standards, the substandard designs are not typically the contributing factor in crashes.

Despite the age of the facility infrastructure, the interchanges and toll plazas are serving their intended function. The pavement resurfacing program for the Turnpike ramps is required to continue to keep the ramp pavement safe and smooth. Some of the tolling equipment, such as the toll booths frame and siding, toll booth HVAC, server room HVAC, and the utility building HVAC system are in need of dedicated maintenance or replacement. Capital funds have been appropriated for replacement of the aforementioned items on an as needed basis, and it is recommended this continue. An overview of the toll plaza utility buildings and toll booths inspection findings and the Facility Plans is included in Section 2.8 Buildings.

2.7 TECHNOLOGY

The OTIC Technology Department is a team of twenty-six (26) individuals, responsible for managing, maintaining, implementing, and supporting all information technology and telecommunications related needs throughout the OTIC's fifty-nine (59) facilities. The team is based out of the OTIC's Berea headquarters, the Swanton Maintenance Building (West), and Toll Plaza 232 (East).

The OTIC Technology Building, completed in 1999, serves as the central hub for all the OTIC's technology systems. It houses the OTIC Technology Department and Data Center, and provides office space for the Technology Department operations, Communication Center operations, Toll Audit Department and Ohio State Highway Patrol staff. Planning and design for expansion and remodeling of the Berea complex is underway.

Telecommunications Network: The OTIC has a private telecommunications network, including twenty-four (24) fiber strands reserved by Lumen between MP 40 and MP 228. In 1998, the OTIC installed its own fiber optic cable (MP 2 to MP 40 and MP 228 to MP 239) to provide complete paths to all Commission facilities. This cable supported a SONET fiber optic system, which was installed in 1999. In 2020, an assessment of the existing fiber optic cabling was completed. This led to the purchase of replacement fiber optic equipment in 2021. The existing SONET

network was then converted to a Dense Wavelength Division Multiplexing (DWDM) packet network. This upgrade supported the 2024 “Go Live” of the new Toll Collection System.

Cameras at Electronic Tolling Gantry

Communication Systems: In 2015, the OTIC decided to transition from its VHF high-band system to the State of Ohio’s MARCS system. This project included the procurement of Motorola dispatch consoles and control points and was completed in 2016. Toll Intercom migrated to MARCS in 2020 and further upgraded in 2022. The OTIC uses a voice logging recorder to record all radio calls processed by the OTIC communications center. Replacement of antiquated front-end components and expansion of the existing intercom system was completed in 2025.

Intelligent Transportation Systems (ITS): In 2005, a strategic plan for the implementation of intelligent transportation systems (ITS) components was developed. This led to the replacement of the existing SONET system with new switchgear to provide higher bandwidth capacity. The OTIC also implemented a GIS in 2008, and upgrades to the system were performed in 2014. Other ITS components include mainline variable message signs, a messaging and alarm system, a pavement weather monitoring system, and an integrated video monitoring system. The OTIC is in the process of designing and constructing an ITS project that deploys Variable Speed Limit (VSL) signs and Overhead Dynamic Message Signs (DMS) to enhance traveler safety along the turnpike by providing real-time alerts for inclement weather and dynamically adjusting regulatory speed limits. The project will install a 28-mile VSL system between MP 91 and MP 119 to address limited-visibility events paired with systemwide DMS and CCTV for situational awareness and messaging to customers that will reduce speeds, increase safety, and enhance customer experience. The project also

incorporates Roadway Weather Information Systems (RWIS) to monitor the condition of the pavement and local weather. As part of the deployment, OTIC is also procuring and deploying an Advanced Traffic Management System (ATMS) that will integrate the various ITS devices so they can be coordinated and semi-automated where recommended speed limit changes are provided by the system, confirmed by the Commission, and activated automatically following the confirmation. Construction of this project is expected in 2026.

Web and Data Systems: In 2014, the OTIC replaced its network attached storage (NAS) system and obsolete data servers with a converged network infrastructure (CNI). In 2016, a new voice over internet protocol (VoIP) phone system was implemented which included Wi-Fi access points for all maintenance facilities, toll plazas, and services plazas to provide connectivity for wireless VoIP phones and future mobile data needs. In 2025 wireless connectivity was upgraded at the Berea Administration Building. A wireless assessment of connectivity at all Turnpike owned buildings will be awarded in 2025 and wireless hardware is expected to be updated in 2026.

Telephony Systems: In 2015, the OTIC reviewed options for replacement of its PBX, voicemail and call accounting systems. As a result, the OTIC contracted with Cincinnati Bell Technology Solutions (CBTS) to subscribe to its Next Generation Telephony System (NGTS). In January 2022, the OTIC went live with a new Intelligent Voice Response (IVR) System for the Customer Service Center. Enhancements to the system were made in January 2024 to better support the new TCS. This system includes features such as voice recognition, courtesy call back, and support of Spanish as a second language.

Projects completed in 2025 or in planning include:

- Continued upgrade and replacement of the existing 48V VDC batteries, rectifiers, and inverters.
- Contract management systems were transitioned to Periscope in 2025.
- An invoicing system transition to SmartDocs is scheduled for completion by the end of 2025. This will allow for centralized approvals and linkages to the OTIC's enterprise resource planning (ERP) system. Further upgrades to support Automated Clearing House (ACH) payments and an enhanced Vendor Registration Portal are expected for 2026.
- Construction management systems were converted to AASHTOWare in 2025.
- Upgrades to the OTIC's Kronos human resource and payroll systems are scheduled for implementation during the first quarter of 2026.
- Distribution of additional security awareness training programs for all employees
- Continued upgrade and further enhancement of video surveillance systems. Phase 1 across all buildings is complete. Additional cameras are scheduled to be installed at toll plazas and service plazas before the end of 2025.

- Installation of the initial phase of ITS cameras is scheduled for completion by the end of 2025.
- Lifecycle replacement of administration computers was completed in 2025.
- Upgrades to the OTIC's ERP system will be evaluated after 2025.
- Weigh in motion cameras were implemented in 2025.

It is recommended that OTIC continue to fund these projects to maintain modern technology systems that support efficient operations.

2.8 BUILDINGS

Inspection

The Michael Baker team conducted the annual visual inspection of all building structures maintained by the OTIC. This comprehensive inspection covered both interior and exterior conditions including storage facilities. It also assessed potential health and safety risks related to structural conditions, and the performance of roofing, electrical, plumbing, and HVAC systems. The field inspection notes, along with the Microsoft Access database, have been provided to the OTIC to assist in current and future construction planning and maintenance priorities. For a complete list of building structures along the Turnpike, please refer to Table 2.8.1.

In 2017, the Facilities Strategic Plan for the OTIC's maintenance buildings, administration buildings, Service, and toll plazas began development. The strategic plan evaluated the replacement of existing maintenance buildings, a process since completed. The subsequent implementation is currently underway, with planned demolition and rebuilding expected to commence in 2028 beginning with the Swanton Maintenance Building (MP 48.3). The OTIC has entered into a Memorandum of Understanding with the Ohio Facilities Construction Commission to assist in this implementation.

Table 2.8.1: Total* Number of Buildings on the Ohio Turnpike

Category	Quantity
Administration Building	1
Technology Building & Vehicle Maintenance Garage	1
Maintenance Buildings	8
Sign Shop	1
Ohio State Highway Patrol Post Buildings	1
Toll Plaza/Interchanges	33
Service Plaza Buildings	14
TOTAL	59

**The total does not include ancillary buildings such as vehicle storage garages, salt domes, equipment storage*

buildings, or individual toll booths, as well as sewage and water treatment plant buildings and sites. There is a total of thirty-four (34) interchanges including the State Route 49 interchange, but that location does not have a building.

Administration Building Complex

The OTIC's Administrative Complex, which includes the administrative building (MP 159.4), technology buildings (MP 159.41), and a vehicle maintenance garage (MP 159.41), is situated in the City of Berea, adjacent to the Turnpike. At this location, various administrative departments operate including executive, legal, chief financial officer/comptroller, human resources, accounting, procurement, contract administration, audit, marketing and communications, payroll, office services, safety services, service plaza operations, toll operations, customer service center, maintenance, and engineering personnel. Located to the east of the administration building, the technology building and the vehicle maintenance garage house the technology staff, computer center, Turnpike radio communications center, and the Ohio State Highway Patrol (OSHP) Turnpike operations center.

Berea Administrative Building

Recent improvements include replacement of the administration building's north wing boiler with a high-efficiency model in 2017, communications equipment HVAC upgrades in 2018, technology building boiler replacement in 2019, and new roofs to both buildings between 2020 and 2023.

While the administration building, vehicle maintenance garage, and technology building are in good condition, there are some issues with the administration building's building envelope, south wing mechanical systems, and office space availability. The OTIC has been active in addressing these issues, having added additional parking, reconfiguration of workspaces, renovation of basement areas, and replacement of the Commission room HVAC unit. An architect is in development of final design plans for permanent solutions that will involve expansion and renovations of the buildings and the grounds.

Maintenance Buildings

Maintenance facilities consist of eight (8) primary structures constructed from steel and masonry, spaced approximately thirty (30) miles apart along the Turnpike. These buildings house central main bays, supporting offices, restrooms and locker rooms, break rooms, mechanic bays, supply areas, and storage spaces. Each maintenance facility complex includes a concrete and wood salt dome, along with additional storage buildings and salt sheds made from metal, wood, or a combination of materials. Overall, the maintenance buildings are in good condition, although deficiencies have been observed and current operations are exceeding the current capacity and efficiency of the buildings.

Common conditions were noted in the 2025 inspections. These include minor damage and potentially hazardous cracking in the exterior brick facades, varying degrees of surface rust on both interior and exterior steel surfaces, and cracks in the concrete floors across maintenance areas. Historically, the roofs of nearly all maintenance buildings were deteriorating, leading to water leakage and damage. The Facilities Strategic Plan for maintenance buildings recommends a complete replacement of these structures, scheduled to begin in 2028. To address the decaying and leaking roofs, roof replacements and overlays were conducted between 2018 and 2020, backed by a fifteen (15)-year warranty.

Castalia Maintenance Garage Roof

The additional structures within the maintenance facility complexes exhibit conditions ranging from Good to Deteriorating Condition. Common issues include varying degrees of structural damage to exteriors due to impacts and corrosion. Several aging storage garages dispersed along the Turnpike show moderate to severe signs of decay. As outlined in the previously mentioned Facilities Strategic Plan, these facilities are slated for demolition and reconstruction, with work set to commence in 2028.

Highway Patrol Facilities

Milan Patrol Post 90

The OSHP facilities, including Milan Patrol Post 90 (located at MP 118.6) and OSHP Turnpike Operations (situated at MP 159.5 in the Admin Complex), are in Good Condition. Additionally, there are other OSHP posts within maintenance buildings at the following locations: Swanton Patrol Post 89 (at MP 48.4 in the Swanton Maintenance Garage) and Hiram Patrol Post 91 (at MP 198.6 in the Hiram Maintenance Garage). Notably, some holes in the roof and leaks have been observed at Milan Patrol Post 90, which should be addressed. The patrol posts for Swanton and Hiram will be incorporated into the design plans for the raze and rebuilding of the maintenance facilities.

Toll Plaza Buildings

With a few exceptions, the overall condition of toll plazas—encompassing toll booths, canopies, utility buildings, and relevant additional structures—was deemed satisfactory. However, a significant number of toll booths are approaching moderate decay, with complete section loss in some lower areas, necessitating consideration of repair or replacement. Toll plazas that have recently undergone renovation or are newly built are generally in good condition and well-maintained.

Regarding the existing mechanical systems serving toll plazas, booths, and utility buildings, upgrades and improvements are needed. HVAC technology is outdated, relying on constant volume air handling units (AHUs) and pumps, along with inefficient control schemes. Upgrades are typically implemented as these systems fail. Additionally, the plumbing systems exhibit varying degrees of corrosion and leakage from equipment and service lines.

As part of the Toll Modernization Project, three new mainline toll plazas were constructed. Toll Plaza 49 (MP 49) was completed in 2021, while Toll Plazas 4 (MP 3.5) and 211 (MP 211) finished construction in 2023. Furthermore, the existing Westgate Toll Gate (TP 2 – MP 2.7) was demolished in 2024 when the new TCS Toll Plaza 4 (MP 3.5) became operational. The OTIC is developing plans to eliminate toll booths at nine (9) un-tolled locations. An in-depth design study has been prepared based on the interchange at TP 232. Based upon the results of this study, two (2) pilot projects are intended to take place during 2026. The goal of these projects is to allow for a free flow of traffic at these interchanges. Free flow conditions will need to be balanced with the geometric constraints of the intersection.

Westgate Toll Plaza

Service Plaza Buildings

Currently, there are fourteen (14) service plazas operating along the Turnpike. For a complete list of these service plazas, please refer to Table 2.8.2. Overall, the service plazas are in good condition.

As of 2013, the 16 original service plaza facilities, dating back to the early 1950s, have been demolished, with fourteen (14) of them being replaced. The service plazas are designed to meet the needs of Turnpike travelers and professional drivers. They offer a variety of amenities, including gasoline and diesel fuel, food courts, multiple varieties of food vendors, clean restrooms, electronic travel and weather information centers, and retail outlets. Additionally, specific areas dedicated to truckers, such as lounges, laundry facilities, and showers, have been integrated.

A pair of service plazas—Oak Openings and Fallen Timbers at Mile Post (MP) 49.0—were demolished in 2012 and have not been rebuilt. This location now serves as Toll Plaza 49, part of the modernization of the TCS.

Service Plazas Branded to Promote Ohio Tourism

Table 2.8.2: Service Plazas in Operation on the Turnpike

Eastbound Service Plazas	Westbound Services Plazas
Tiffin River (MP 20.8)	Indian Meadow (MP 20.8)
Wyandot (MP 76.9)	Blue Heron (MP 76.9)
Commodore Perry (MP 100.0)	Erie Islands (MP 100.0)
Vermilion Valley (MP 139.5)	Middle Ridge (MP 139.5)
Towpath (MP 170.1)	Great Lakes (MP 170.1)
Brady's Leap (MP 197.0)	Portage (MP 197.0)
Mahoning Valley (MP 237.2)	Glacier Hills (MP 237.3)

The OTIC has successfully completed refurbishment and updates for the interiors, exteriors, mechanical systems, and lighting at several service plazas. Specifically, the following plazas received attention: Erie Islands, Commodore Perry, Middle Ridge, Vermilion Valley, Great Lakes, Towpath, Portage, and Brady's Leap. Between 2014 and 2018, a program replaced the existing flexible underground gasoline and diesel lines with fiberglass at these same service plazas. Additionally, roof membrane replacements were conducted at Commodore Perry and Erie Islands in 2019. The systematic upgrade and replacement of mechanical components continued into 2023, including the substitution of hot water tanks with tankless systems. It is recommended that the OTIC persist with periodic upgrades and rehabilitation of these facilities.

The wastewater treatment plant at Erie Islands Service Plaza (Mile Post 100.0) was retired from service in July 2024 and replaced with a sanitary sewer lift station and sewer line that runs to the City of Clyde. A contract was executed in September 2025 to demolish the wastewater treatment plant and to construct additional truck parking on the site.

The sanitary pump station at the Portage Service Plaza (Mile Post 197.0) underwent an upgrade in 2020. This upgrade involved replacing existing pumps, equipment and controls, and enhancing the pump house. Additionally, a pigging station was incorporated for future maintenance purposes.

In 2019, electric vehicle charging stations were introduced at the Indian Meadow, Tiffin River, Blue Heron, and Wyandot Service Plazas. Each station is equipped with four (4) charging stalls and provided by Electrify America. These stations offer 50 kilowatt (kW), 150 kW, and 350 kW DC fast chargers. In subsequent years, Tesla Supercharger stations were installed at the Blue Heron and Wyandot Service Plazas (2021), followed by additional installations at the Indian Meadow, Tiffin River, Great Lakes, Towpath, Mahoning Valley, and Glacier Hills Service Plazas. The expansion of electric vehicle charging stations continues, as non-proprietary charging facilities at the Great Lakes, Towpath, Mahoning Valley, and Glacier Hills service plazas are planned to be installed in the fourth quarter of 2025.

General

In 2019, the OTIC introduced a facility management software called Asset Essentials. This software enhances the overall process of facility management by establishing a tracking system for handling maintenance requests, conducting preventative maintenance work, managing compliance comprehensively, and providing insight into asset costs. By making key performance indicators more visible, Asset Essentials enables the Turnpike to operate more efficiently in terms of facility management. Currently, the timely completion of work orders is monitored and reported monthly, serving as a measure for determining best practices in effective resource management.

2.9 COMMUNICATIONS

Radio/Cellular Towers

The OTIC owns thirty-four (34) communication towers throughout the length of the Turnpike. Diamond Communications is the current Broker-Manager, acting as the leasing agent regarding equipment co-located on the towers. The OTIC initiated a program in 2024 to inspect each tower once every five (5) years in accordance with Telecommunications Industry Association Standards (TIA-222-G and TIA-222-H). Towers located from Milepost 48.30 to 91.60 were inspected in 2025, including MB-2, MB-3, RTS-1, TP-52, TP-59, TP-64, and TP-91. Tower inspection reports were submitted to the OTIC under separate cover. The inspected towers are generally in good condition with only minor deficiencies.

MB-2 Tower Base

Light Towers

In 2025, the field inspection of the four hundred and thirteen (413) tower lighting locations owned and maintained by the OTIC was performed. These inspections documented field observations, including tower, foundation and anchor bolt conditions. The sounding of each tower anchor bolt was performed. The OTIC owned tower lights were observed generally to be in good condition.

OTIC Light Towers

2.10 MAINTENANCE ORGANIZATION AND EQUIPMENT

The Turnpike is divided into eight (8) maintenance sections, each approximately thirty (30) miles in length. Eight (8) maintenance buildings are located at approximately thirty (30) mile intervals along the Turnpike. Each building serves as the headquarters for a maintenance section and is overseen by a Section Supervisor. Maintenance equipment and supplies are stored in these buildings and the adjacent yards.

The OTIC maintenance organization is divided into two (2) divisions, each under the direction of a division superintendent. Each division consists of four (4) maintenance sections. The western division's personnel and equipment are housed in the Elmore maintenance building, while the eastern division is housed in the Hiram maintenance building.

The OTIC Maintenance Department is a team of 305 individuals, responsible for tasks such as snow removal, mowing, pavement and minor bridge repairs and maintenance, joint sealing of roadways, right-of-way fence repair and replacement, guardrail repair and replacement, storm water and sanitary sewer repairs and replacements, policing the right-of-way, and maintenance and repair of vehicles and equipment.

The division personnel consist of employees who perform duties such as mechanical and electrical work, equipment repair, operation and maintenance of utilities, and perform major (non-routine) work items, with the assistance of the maintenance section, not performed under contract.

Mobile equipment such as trucks, excavators, backhoes, rollers, front-end and skid steer loaders, conveyors, and other construction and maintenance equipment continue to be well maintained by the maintenance personnel and replaced at the end of their service life cycle. The OTIC deploys maintenance crews for twelve (12) hour shifts, seven (7) days a week, to remove snow and ice during winter storms, using de-icing liquids and salt to keep the two hundred and forty-one (241) mile roadway safe and accessible. The snow and ice removal fleet consists of 103 trucks, increased in 2024 to account for additional routes due to new toll plazas.

It is recommended that OTIC continue to fund the Renewal and Replacement Program to ensure maintenance operations and equipment needs are met.

OTIC Snow and Ice Truck

2.11 SAFETY AND SIGNS

The OSHP developed an electronic OH-1 crash reporting system that was instituted on the Turnpike in March 2008. To accommodate the changes, the OTIC developed a file transfer system in cooperation with the OSHP. The combination of these changes significantly reduced the amount of time between the actual crash and the OTIC's ability to process crash data. This electronic system allows for a greater level of accuracy in the OTIC reporting system.

The OTIC Safety Services Department documented a decrease in crashes over the past couple of years. The crash rate per one hundred million vehicle miles decreased from 66.2 in 2023 to 63.1 in 2024, however the fatality rate increased from 0.3 in 2023 to 0.7 in 2024. Appendix E contains crash statistics including traffic accidents and fatalities and annual accident rates and fatality rates per one hundred million vehicle miles of travel.

As part of the 2024 inspections, a comprehensive inventory and evaluation of the retro-reflectivity of all OTIC-maintained signs were conducted. The sign inventory covered both the mainline and all interchanges, with approximate mile-post locations. Nighttime dashboard inspections were performed by two inspectors in a vehicle equipped with a high-resolution dash camera. Signs were categorized as good, fair, or poor. Good signs were completely retroreflective and easily visible at night, while poor signs lacked reflectivity or had significant non-reflective portions. Fair signs fell in between, mostly reflective with minor un-reflective elements (such as Interstate Route IR shields). In general, mainline signs were in good condition, although cross-street signs on overhead bridges tended to be in poor condition. Interchange signs were also generally in good condition. Signs in fair/poor condition at interchanges were often offset due to ample overhead lighting. It is recommended that sign evaluation and upgrades be integrated into pavement rehabilitation projects.

The OTIC maintains its own sign shop, responsible for routine maintenance, fabrication, and certain upgrades to mainline, ramp, and plaza signs. The 2024 retro-reflectivity inventory results could be correlated with the OTIC sign shop fabrication dates to implement a sign upgrade program. This program could complement signage upgrades completed as part of other capital improvement projects. In 2025, the OTIC established a sign inventory as an initial step in this program. A LiDAR vehicle was utilized to collect data for all Turnpike signs. The post processing of this data will be spread over the four-year period from 2025 through 2028. The inventory will reside in a GIS database.

Starting in 2016, the OTIC initiated an overhead sign replacement program, addressing all deficient overhead sign structures. Additionally, a ten (10)-year program aims to replace all overhead sign structures throughout the two (2)-lane portions of the Turnpike. In 2022, a visual inspection of all overhead sign structures occurred as part of the five (5)-year schedule. Overall, the sign structures were in good condition, with minor damage to lettering/panels and some surface corrosion noted. The detailed 2022 report influenced sign maintenance and improvement, with the next inspection planned for 2027.

Regarding pavement markings, annual replacements occur on a contract basis for mainline, interchange ramps, service plaza acceleration, and deceleration ramps. The OTIC sign shop handles

pavement marking replacement within service plazas, maintenance buildings, and toll plazas annually. The OTIC currently specifies high-quality, fast-dry, water-based acrylic paint systems with retro-reflective glass beads for dark and wet conditions. Long-lasting, durable, wet-night reflective pavement marking systems are currently being evaluated for incorporation into future projects.

Lastly, raised pavement markers, object markers, and barrier delineators continue to be replaced by capital improvement projects and the OTIC's maintenance personnel. Funding for maintaining and upgrading safety items such as signs, markings, and delineators should remain a budget priority to ensure a safe travel experience.

Traffic incident management (TIM) is the coordinated detection, response to and removal of traffic incidents and the restoration of traffic capacity as quickly and safely as possible. TIM is a coordinated effort both internally and externally.

TIM depends on communication among responsible personnel (e.g., in incident reporting, response dispatch, and traffic management). Experience gained from each incident provides opportunities to improve TIM performance. Both communication and learning from experience are being enhanced by new technology and management practices such as crowd sourced map applications (Google Maps, AppleMaps, Waze, etc.), geo-located device inventory (GIS), communication procedures (e.g., standardization of terminology and adoption of shared radio frequencies), and channels for communicating with travelers (Facebook, Twitter, Instagram, etc.). The OTIC has partnered with ODOT on the wireless emergency alert system (WEA) that can provide geo-located emergency text alerts in the event of a major incident.

The OTIC currently contracts services for incident response purposes. Continuous Freeway patrol is performed across the Turnpike, and disabled vehicle services contracts are in place to ensure motorists with vehicular problems are quickly addressed.

The OTIC is committed to the efficient operation of the Turnpike. While various police and fire agencies have the statutory authority to close travel lanes, the OTIC works to minimize the disruption to the traveling public by assisting with traffic control, developing pre-planned diversion routes, and advocating quick clearance of major traffic crashes.

To this end, the OTIC continues to refine their Incident Management Playbook. The Playbook can be downloaded at: https://www.ohioturnpike.org/docs/default-source/otic-playbook/otic-incident-management-playbooka9d79cf6cc96651db1daff000092862f.pdf

As a means of decreasing the likelihood and severity of crashes and reducing queuing and delay, the OTIC Permitted Lane Closure Schedule (PLC) provides pre-approved lane closure schedules for each segment of the Turnpike. Some segments are deemed to be so sensitive that even a single lane can be closed only when authorized by the OTIC's upper management. For other segments, a lane or multiple lanes may not be closed except during certain times of the day and/or days of the week. Such segments require an approved waiver to extend lane closures outside the specified times. Other segments have enough surplus capacity that single lane closures are allowed at any time without special approval.

While the OTIC strives to eliminate queuing in work zones, the pre-approved closure schedules are based on threshold queuing values which were chosen realizing that this is not always possible to achieve. Special Provision 104 Section H6, utilized in OTIC's construction contracts, stipulates "Approval of any Lane Closure is conditional that the zone must be removed anytime traffic backups extend one half (1/2) mile beyond the first transitional arrow board."

2.12 STATE HIGHWAY PATROL

The OSHP continues to patrol the Turnpike under an agreement between the OTIC and the Director of the Department of Public Safety of Ohio. The OTIC, under this agreement, reimburses the state for all costs of the OSHP. Table 2.12.1 shows the contingent of officers designated to the Turnpike.

Table 2.12.1: Officers Designated to the Ohio Turnpike

Category	Count
Captain / Staff Lieutenant	1
Lieutenants	3
Sergeants	12
Dispatchers	10
Troopers	44
TOTAL	70

The OSHP utilizes patrol vehicles and aircraft from Columbus to accomplish their duties on the Turnpike. Along with traffic enforcement, some of the duties they perform include removing the criminal element from the Turnpike by targeting drug traffickers, weapons violations, and other criminal behavior. Refer to Table 2.12.2 which shows recent data related to activities of the Patrol. OSHP also provides additional security and assistance at the service plazas to vehicles and drivers along the Turnpike. Commercial motor vehicle troopers are assigned to each post and work on the Turnpike daily along with motor carrier enforcement officers taking enforcement on commercial motor vehicles traveling the Turnpike to assure equipment safety, driver restrictions, and height and weight laws are followed. The OSHP and the OTIC have successfully collaborated to significantly reduce work zone crashes in 2024 and 2025.

The OSHP and the OTIC have prioritized Work Zone Safety!

Table 2.12.2: Activities of the Patrol (2020-2024)

Activity	2020	2021	2022	2023	2024	Total 2020-2024
Enforcement Stops	26,015	31,830	21,617	20,448	25,078	124,988
Non-Enforcement Stops	42,219	44,660	40,766	34,793	35,621	198,059
- Warnings	10,672	13,511	10,378	8,742	10,554	53,857
- Motorist Assists	13,006	12,592	12,103	9,506	9,889	57,096
Aggressive Driving Enforcement	4,181	3,374	1,877	1,657	1,831	12,920
Commercial Vehicle Enforcement	2,034	3,145	2,625	2,600	2,915	13,319
Vehicle Defect Notifications	1,648	1,865	1,190	994	933	6,630
Drug Violations	536	335	142	216	37	1,266
Driving Under Suspension	648	772	435	402	423	2,680
Distracted Driving Violations‡	497	864	568	533	965	3,427
Felony Arrests	168	145	71	99	75	558
Felony Warrants Served	25	24	24	27	28	128
Misdemeanor Summons Issued	538	348	152	208	26	1,272
Misdemeanor Warrants Served	49	87	79	93	25	333
Move Over/Slow Down Violations	*	*	*	289	357	646
Crashes Investigated	1,924	2,376	2,433	2,082	2,133	10,948
OVI Enforcement	244	224	130	160	164	922
Response to Resistance Cases	19	33	14	28	28	122
Driver Impaired Violations	*	*	10	29	26	65
Seatbelt Violations†	1,243	2,048	903	998	1,923	7,115
Speed Violations	22,253	26,623	17,497	16,256	19,459	102,088
Weapons Violations	35	39	13	10	6	103
Case Investigations Initiated	818	650	396	505	210	2,679
Criminal Patrol Points	166	103	36	88	61	454
Blue Max Points	16	20	19	19	19	93

Sources: OSHP computer-aided dispatch (CAD) system; Ohio Trooper Information System (OTIS. Data as of 9/12/25). Data includes all activity made by OSHP units assigned to Posts 89, 90, and 91.

† Seat belt includes both adult and child safety seat violations.

‡ Distracted driving includes incidents with one of the following violations: 4511.204, 4511.205, 4511.991, and 392.82A1 (federal motor carrier violation).

**Activity not tracked at this time*

2.13 TRAFFIC, REVENUES AND EXPENSES

Total revenues for the OTIC from all sources in 2024 were $447,972,000, which is a 7.0% increase compared to 2023. This revenue increase was primarily the result of increased toll revenues.

Table 2.13.1: Comparison of Traffic, Revenue & Expenses, 2024 with 2023

Passenger Vehicle-Miles of Travel	Decreased	3.2%
Commercial Vehicle-Miles of Travel	Decreased	3.0%
Toll Revenues	Increased	7.6%
Total All Revenue	Increased	7.0%
Operating Expense*	Increased	8.0%
TOTAL EXPENSES, INCLUDING INTEREST EXPENSE AND ODOT INFRASTRUCTURE PROJECT EXPENSE	**Increased**	**9.3%**

**Excludes non-cash GASB 68 & 75 Pension & OPEB Expense*

The revenue data for the first seven (7) months of 2025 shows that, when compared to the same period in 2024, toll revenues from passenger cars were up 5.5% and toll revenues from commercial vehicles were up 4.3%. Total toll revenues were up 4.8% for the first seven (7) months of 2025, concession revenues were up 0.3%, and investment income was down 8.9%. Total revenues for the first seven (7) months of 2025 were up 3.9% compared to January-July 2024. The total number of transactions on the Turnpike during January-July 2025 was 3.0% higher than for this same period in 2024. Upon implementation of the new toll system in April 2024, a full-length trip is now three (3) transactions westbound and two (2) transactions eastbound due to the open road tolling/barrier system structure. Based on current trends to date, total revenues from all sources for 2025 are estimated at approximately $464,900,000.

3.0 ESTIMATE OF CURRENT EXPENSES

The OTIC fiscal year is based on a January through December period. Summarized below is an estimate of the amount of money required to maintain and operate the Turnpike during the calendar year 2025.

SUMMARY

Administration and Insurance	$ 27,900,000
Maintenance and Operations Expense	$ 116,300,000
Bond Interest and Principal	$ 123,200,000

ESTIMATE OF CURRENT EXPENSES

Fiscal Year 2025	$267,400,000

Michael Baker International, in its role as Consulting Engineer, reviewed the historical OTIC data related to pledged revenues, expenses, and debt service payments. Pursuant to Article IV, Section 4.08 (b)(ii) of the Amended and Restated Master Trust Agreement ("Senior Lien Trust Agreement"), dated April 08, 2013, as amended by the Nineteenth through Twenty-Fourth Supplemental Trust Agreements, and the Junior Lien Master Trust Agreement ("Junior Lien Trust Agreement"), dated August 1, 2013, as amended by the First through Fourth supplemental Junior Lien Trust Agreements (collectively, the "Trust Agreements") between the OTIC and The Huntington National Bank, Michael Baker International expresses its agreement with the Commission's practice of maintaining the Expense Reserve Account in an amount equal to one-twelfth (1/12) of the annual operating, maintenance and administrative expenses to be paid from pledged revenues, as set forth in the Commission's annual budget for such Fiscal Year. Michael Baker International recommends that the OTIC continue this practice for 2026.

4.0 SCHEDULE OF INSURANCE

The Schedule of Insurance currently in force is shown in Appendix F.

The Ohio Turnpike and Infrastructure Commission is required to maintain comprehensive property and casualty insurance coverage in accordance with Article 5, Sections 5.05, 5.06 and 5.07 of the Amended and Restated Master Trust Agreement ("Senior Lien Trust Agreement"), dated April 8, 2013, as amended by the Nineteenth through Twenty-Fourth Supplemental Trust Agreements, as well as the Junior Lien Master Trust Agreement dated August 1, 2013, as amended by the First through Fourth Supplemental Junior Lien Trust Agreements (collectively, the "Trust Agreements"). These consist of policies on Major Bridges, Use and Occupancy, and Commercial Liability. In addition to the required policies, a number of other insurance policies are carried in accordance with prudent business practices. As Consulting Engineer, Michael Baker International has reviewed the current insurance policies held by the OTIC and confirmed that they meet and, in several cases, exceed the minimum insurance requirements stated in Article V, Section 5.05 of the Trust Agreements.

5.0 RENEWAL, REPLACEMENT AND SYSTEM PROJECT FUNDS

Pledged revenues exceeding those required for operations, maintenance, and administration, bond interest and principal, and the required deposit to the expense reserve account, are deposited into the Renewal and Replacement and System Projects Funds. The revenues in the Renewal and Replacement Fund are used for the purchase of replacement vehicles and equipment and routine annual maintenance operations, while the System Projects Fund is used for the rehabilitation and upgrading of the Turnpike bridges, roadways, buildings, and for construction of new interchanges and other facilities. It is estimated that total pledged revenues in 2026 will amount to approximately $453,000,000, of which approximately $172,000,000 will be needed for the operations, maintenance, and administration of the Turnpike and $126,000,000 will be required for bond interest and principal expense. Of the remaining amount, approximately $8,000,000 will likely be deposited into the Renewal and Replacement Fund, leaving a total of approximately $147,000,000 to be deposited into the System Projects Fund.

APPENDIX A:
Ohio Turnpike
Straight Line Diagram
(Strip Map)

TOLL PLAZAS

- FULL INTERCHANGE
- PARTIAL INTERCHANGE

SERVICE PLAZAS

- SERVICE PLAZA (OPEN)
- SERVICE PLAZA (CLOSED)

MAINTENANCE ZONES

- MAINTENANCE BUILDING
- 3 LANES
- 2 LANES

SNOW AND ICE LIMITS

- SALT STORAGE
- MAINTENANCE BUILDING
- 3 LANES
- 2 LANES

COUNTY LINES

- MAJOR BRIDGE/ RIVER CROSSING

DISABLED VEHICLE SERVICE ZONES

EMERGENCY MEDICAL SERVICE ZONES

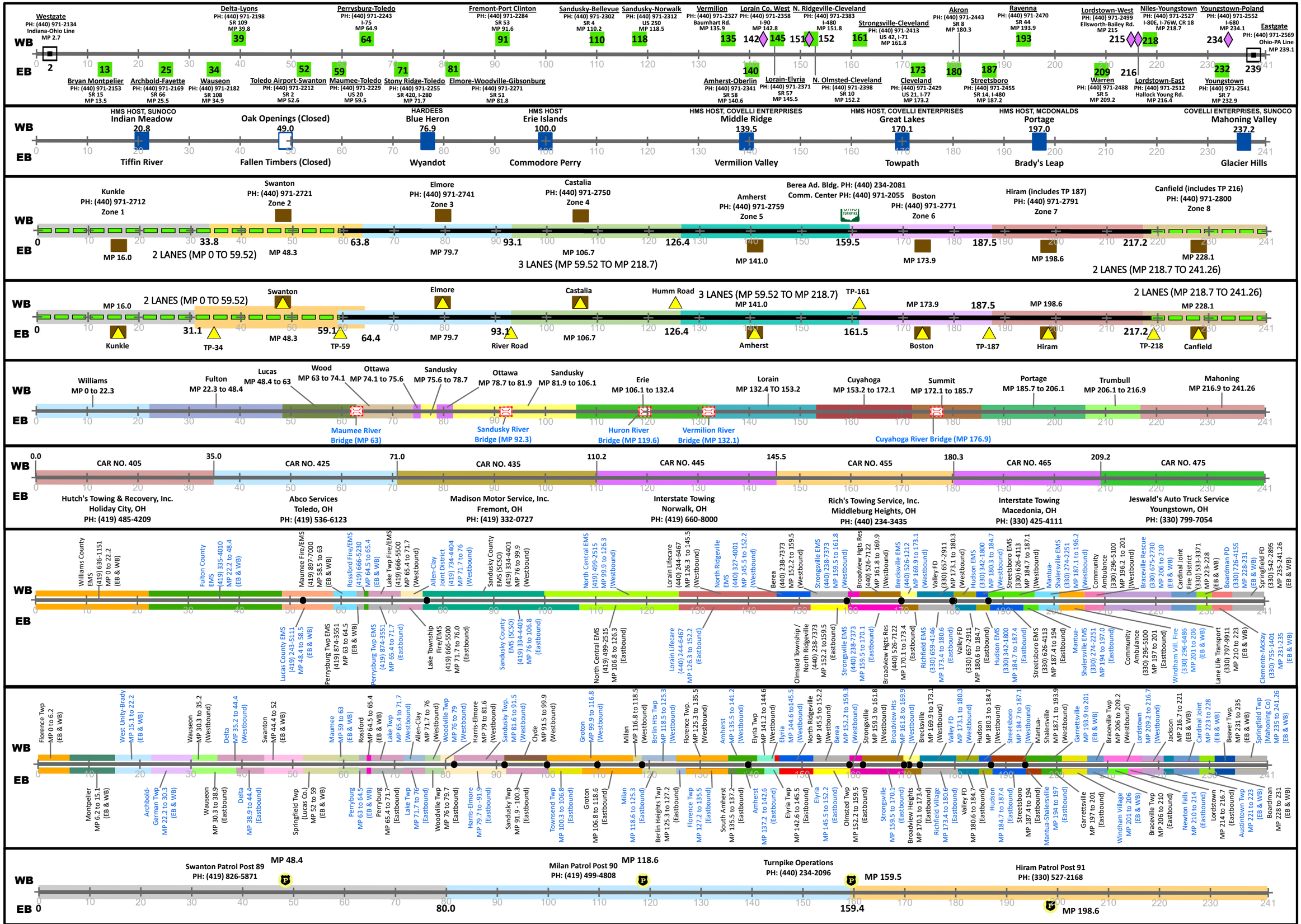
- OTHER COVERAGE AREA (contact Comm. Center for more information)

FIRE DEPARTMENT SERVICE ZONES

- OTHER COVERAGE AREA (contact Comm. Center for more information)

STATE HIGHWAY PATROL ZONES

Date: 9/24/2021



APPENDIX B:
Pavement Resurfacing and Replacement

Table B.1: Third Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
1980	144.0	153.5	9.5	20.1
	230.6	241.2	10.6	
1981	132.3	144.0	11.7	11.7
1983	92.4	101.4	9.0	25.7
	186.9	196.3	9.4	
	223.3	230.6	7.3	
1985	153.5	161.6	8.1	19.4
	161.6	172.9	11.3	
1986	214.2	223.3	9.1	9.1
1987	71.0	80.7	9.7	19.5
	111.7	118.7	7.0	
	177.4	180.2	2.8	
1988	27.5	38.9	11.4	18.3
	180.1	187.0	6.9	
1989	205.4	214.3	8.9	8.9
1990	39.0	48.6	9.6	14.0
	173.0	177.4	4.4	
1991	118.8	132.3	13.5	13.5
1992	62.5	71.1	8.6	18.9
	101.4	111.7	10.3	
1993	0.0	5.7	5.7	5.7
1994	5.7	14.8	9.1	20.7
	80.8	92.4	11.6	
1996	14.8	27.5	12.7	19.7
	55.5	62.5	7.0	
1998	48.6	55.5	6.9	6.9
2006(*)	196.3	205.4	9.1	9.1
2007(**)	196.3	205.4	9.1	
TOTAL TO DATE				241.2

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.2: Fourth Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
1989	144.0	153.0	9.0	9.0
1990	230.6	234.9	4.3	4.3
1991	234.9	241.2	6.3	6.3
1992	132.0	144.0	12.0	12.0
1993	91.2	101.4	10.2	20.6
	161.6	172.0	10.4	
1994	214.2	223.3	9.1	9.1
1995	111.7	118.8	7.1	23.8
	186.9	196.3	9.4	
	223.3	230.6	7.3	
1996	153.5	160.0	6.5	6.5
1997	71.1	80.8	9.7	14.0
	160.0	161.6	1.6	
	177.4	180.1	2.7	
1998	27.5	38.9	11.4	11.4
1999	38.9	48.6	9.7	16.5
	180.1	186.9	6.8	
2000	101.4	111.7	10.3	21.3
	172.9	177.0	4.1	
	207.4	214.3	6.9	
2001	118.8	127.2	8.4	8.4
2002	0.0	5.7	5.7	5.7
2003	62.5	69.3	6.8	6.8
2004	55.5	63.8	8.3	8.3
2007	80.9	91.2	10.3	10.3
2008	5.7	14.8	9.1	9.1
2011	14.8	27.5	12.7	12.7
2012	69.3	71.1	1.8	1.8
2013	127.3	132.1	4.8	4.8
2014	48.6	55.5	6.9	6.9
2018	196.3	205.2	8.9	9.7
	172.0	172.8	0.8	
TOTAL TO DATE				239.3

Table B.3: Fifth Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
1997	144.0	153.5	9.5	9.5
2001	230.6	241.3	10.7	10.7
2002	92.4	101.4	9.0	12.2
	161.6	164.8	3.2	
2003	132.1	144.4	12.3	12.3
2004	168.6	172.0	3.4	11.9
	214.8	223.3	8.5	
2006	111.2	111.7	0.5	0.5
2006(*)	186.9	196.3	9.4	9.4
2007(**)	186.9	196.3	9.4	
2008	111.7	118.8	7.1	7.1
2010	223.3	230.6	7.3	7.3
2011	205.0	210.0	5.0	12.0
	153.0	160.0	7.0	
2012	101.2	109.2	8.0	8.0
2012	118.8	127.3	8.5	8.5
2012	209.6	214.4	4.8	4.8
2013	27.5	38.9	11.4	21.2
	127.2	127.3	0.1	
	176.3	186.0	9.7	
2014	43.3	48.6	5.3	5.3
2015	0.0	5.7	5.7	12.1
	74.1	80.5	6.4	
2016	38.9	43.3	4.4	18.3
	55.5	69.3	13.9	
2017	69.3	74.1	4.8	4.8
2018	127.2	132.1	4.9	4.9
2019	8.2	14.8	6.6	6.6
2020	80.5	90.0	9.5	9.5
2021(**)	7.3	8.2	0.9	0.9
2024	14.8	27.5	12.7	17.3
2024	50.9	55.5	4.6	
TOTAL TO DATE				215.1

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.4: Sixth Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
2006	144.4	153.5	9.1	9.1
2010	91.2	101.5	10.3	14.4
	132.1	136.2	4.1	
2011	160.0	161.6	1.6	1.6
2012	172.0	176.3	4.3	4.3
2013	136.2	144.4	8.2	13.9
	230.4	236.0	5.7	
2014(*)	217.3	218.3	1.0	6.3
2014	236.0	241.3	5.3	
2015(**)	221.0	223.0	2.0	4.0
	214.0	216.0	2.0	
2016(*)	221.0	223.0	2.0	2.0
2018	191.4	196.3	4.9	4.9
2020	118.8	127.2	8.4	10.2
	176.3	178.1	1.8	
2021	112.5	118.8	6.3	6.3
2022	74.0	80.5	6.5	14.2
	178.1	185.7	7.6	
2025	27.5	33.7	6.2	16.2
	43.0	46.5	3.5	
	59.5	66.0	6.5	
TOTAL TO DATE				107.4

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.5: Seventh Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
2011	152.0	153.5	1.5	1.5
2013	132.1	132.2	0.1	0.1
2017	136.0	144.1	8.1	8.1
2018	132.1	136.2	4.1	4.1
2024	230.3	236.0	5.7	5.7
2025	97.9	100.0	2.1	2.1
TOTAL TO DATE				21.6

Table B.6: Third Lane - First Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
2003	193.4	199.0	5.6	5.6
2005	145.0	152.0	7.0	7.0
2006(*)	199.0	205.4	6.4	6.4
2007(**)	199.0	205.4	6.4	6.4
2012	118.8	127.2	8.4	8.4
2015	141.1	145.4	4.3	7.3
2015	215.0	218.0	3.0	
2016	187.4	193.4	5.9	5.9
2017	160.1	169.1	9.0	14.1
2017	136.0	141.1	5.1	
2018	127.2	136.2	9.0	21.1
2018	149.2	154.1	4.9	
2018*	169.1	176.3	7.2	
2019	205.2	215.9	10.7	10.7
2020	80.5	90.0	9.5	20.2
2020(*)	176.3	178.1	1.7	
2020(**)	169.1	178.1	9.0	
2021	112.5	118.8	6.3	6.3
2022	74.0	80.5	6.6	6.6
2025	59.5	66.0	6.5	19.3
	97.9	105.0	7.1	
	154.1	159.8	5.7	
TOTAL TO DATE				145.3

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.7: Third Lane - Second Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
2018	193.39	205.2	11.81	11.8
2025	118.8	127.9	9.1	9.1
TOTAL TO DATE				20.9

Table B.8: Full Depth Replacement

Year	Direction	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
		Start	End		
2011	WB	95.90	101.20	5.30	5.3
2012	EB	95.90	101.20	5.30	10.2
	WB	164.82	169.74	4.92	
2013	WB	90.00	95.90	5.90	10.8
	EB	164.82	169.74	4.92	
2014	EB	159.80	164.82	5.02	11.1
	EB	101.20	107.30	6.10	
2015	WB	159.80	164.82	5.02	21.4
	WB	101.20	107.30	6.10	
	EB	144.10	149.24	5.14	
	WB	216.10	221.26	5.16	
2016	EB	107.30	112.50	5.20	20.5
	WB	144.10	149.24	5.14	
	EB	186.35	191.39	5.04	
	EB	216.10	221.26	5.16	
2017	EB	90.00	95.90	5.90	16.1
	WB	107.30	112.50	5.20	
	WB	186.35	191.39	5.04	
2018	EB	149.24	154.10	4.86	11.5
	EB	169.74	176.34	6.60	
2019	WB	149.24	154.10	4.86	11.7
	WB	169.74	176.57	6.83	
2020	WB	46.50	50.92	4.42	4.4
2021	WB	2.80	7.26	4.46	18.4
	EB	46.50	50.92	4.42	
	WB	208.17	212.76	4.59	
	EB	236.34	241.25	4.91	
2022	EB	2.80	7.26	4.46	14.0
	EB	208.17	212.76	4.59	
	WB	236.34	241.25	4.91	
2023	EB	0.00	2.60	2.60	5.2
	WB	0.00	2.60	2.60	
2024	EB	2.6	2.8	0.2	0.4
	WB	2.6	2.8	0.2	
2025	EB	212.76	216.10	3.3	3.3
TOTAL TO DATE					164.3

Right two lanes and shoulder only included in full depth replacement limits shown in Table 8.

APPENDIX C:
Bridge Deck Replacements, Rehabilition, Replacements, and Removals

Table C.1: Mainline Bridge Deck Replacements (1/5)

Year	Bridge	Milepost
1983	Maumee River – EBL	63
1983	Cuyahoga River – WBL	176.9
1984	S.R. 109	40.3
1984	D T & I Railroad	40.5
1984	Bad Creek	41.3
1984	Maumee River - WBL	63
1984	S.R. 53	92
1984	Sandusky River	92.3
1984	N & S Railroad	98.9
1984	S.R. 510	99.1
1984	S.R. 412	99.7
1984	S.R. 99	111.2
1984	Vermilion River	132.1
1984	Quarry Road	138
1984	Penn Central Railroad	138.2
1984	Black River	145.9
1984	S.R. 301	147.3
1984	Chestnut Ridge Road	152
1984	Over Ramp at Exit 152	152.2
1984	Lorain Road	152.3
1984	Conrail Railroad	152.6
1984	S.R. 82 (Royalton Road)	165.4
1984	York Road	165.5
1984	Bennett Road	166.2
1984	Cuyahoga River – EBL	176.9
1984	Tinker's Creek	185.6
1984	S.R. 45	217.3
1984	Penn Central Railroad	217.3
1984	Meander Reservoir	221.3
1984	Evans Lake-Yellow Creek	234.4
1984	Poland-Unity Road	237.8
1984	Columbiana Road	238.1
1984	Garfield Road	240.8
1985	S.R. 49	2.1
1985	Swan Creek	47.4
1985	S.R. 64	47.5

Table C.1: Mainline Bridge Deck Replacements (2/5)

Year	Bridge	Milepost
1985	Little Muddy Creek	90.2
1985	S.R. 19	90.3
1985	N & W Railroad	90.7
1985	Green Creek	96.2
1985	Branch of South Creek	96.7
1985	Erlin Road and South Creek	97.1
1985	Raccoon Creek	97.9
1985	S.R. 58 (Oberlin N. Road)	140.2
1985	N & W Railroad	140.6
1985	Penn Central Railroad	141.7
1985	Cuyahoga River	191.4
1985	Bryant Road	202.8
1985	Tumor Road	222.7
1985	Kirk Road	222.8
1985	Erie Lackwanna Railroad	223
1986	Sugar Creek	81.3
1986	Wolf Creek	82
1986	Wagoner Road	83.3
1986	Penn Central Railroad	83.3
1986	Berlin Road	124
1986	S.R. 61 & Ceylon-Norwalk Rd.	124.5
1986	Humm Road	125.3
1986	Ditch	126.6
1986	Baumhart Road	136.2
1986	Lake Avenue	144.4
1986	B & O Railroad	144.6
1986	S.R. 57	145.1
1986	Penn Central Railroad	147.9
1986	U.S. 20	148
1986	W. Branch of Rocky River	157.4
1986	Lindbergh Blvd.	157.5
1986	N. Royalton-Brecksville Pkwy.	168.6
1986	Western Reserve Road	230.7
1986	Sharott Road	232
1986	S.R. 7	232
1987	Grand Trunk Western Railroad	34.2

Table C.1: Mainline Bridge Deck Replacements (3/5)

Year	Bridge	Milepost
1987	S.R. 108	34.5
1987	S.R. 295	51.4
1987	Penn Central Railroad	52.3
1987	Albion Road	56.1
1987	Penn Central Railroad	56.3
1987	Swan Creek	58.5
1987	S.R. 65	63.3
1987	B & O Railroad	63.5
1987	White Road	63.6
1987	Simmons Road	63.9
1987	East Branch Grassy Creek	64.2
1987	Nine Mile Creek	85.3
1987	Muddy Creek	87.3
1987	Fuller Creek	101.5
1987	Dirt Access Road	103.4
1987	Pickel Street	103.5
1987	Mills Creek	108.3
1987	Penn Central Railroad	109.1
1987	Portland Road	109.2
1987	Hudson Aurora Road	184.2
1987	Norfolk and Western Railroad	186
1987	Erie Lackawanna and Penn Central Railroads	208.1
1987	Penn Central Railroad	208.7
1987	Newton Falls - Braceville Road	208.9
1987	Newton Falls - Bailey Road	211.5
1987	B & O and Penn Central Railroads	211.7
1987	Branch of Duck Creek	212.6
1987	Carson - Salt Springs Road	213.6
1987	Tippecanoe Road	228.4
1987	Indian Run	228.6
1987	Mill Creek	230.4
1988	Nettle Creek	10.6
1988	St. Joseph River	11.3
1988	Conrail	19.6
1988	U.S. 127	20.1
1988	U.S. 20	59.8

Table C.1: Mainline Bridge Deck Replacements (4/5)

Year	Bridge	Milepost
1988	Eastgate Road	61.1
1988	Norfolk & Western Railroad & Stengel Avenue	61.5
1988	Glenwood Road	66
1988	Conrail Railroad	66.2
1988	Cedar Creek	68
1988	Conrail Railroad & C.R. 10	68.8
1988	S.R. 163	73
1988	Conrail Railroad	74
1988	County Line Road	74.1
1988	Trapp Road	77.4
1988	Toussaint Creek	77.5
1988	Lime Road	77.6
1988	Bark Creek	94.2
1988	U.S. 6	95.4
1988	N & W Railroad - Kelley Road	117.3
1988	U.S. 250	118.1
1988	Huron River - N & W Railroad	119.6
1988	Infirmary Road	193.1
1988	Parkman Road	203.7
1988	South Fork Eagle Creek	205.2
1988	Ohio Turnpike over Interchange 16 Ramps	232.9
1989	St. Joseph Beaver Road	14.1
1989	N & W Railroad	14.2
1989	Tiffin River	24.7
1989	C & O Railroad	70.2
1989	Cummins Road	70.3
1989	S.R. 420 & I-280	71.4
1989	S.R. 43	188.2
1989	Mahoning Avenue	219.8
1990	Portage River	80.5
1990	B & O Railroad	113.7
1990	Ransom Road	114
1990	S.R. 5	209.6
1990	Mahoning River	209.9
1990	Ravenna-Warren Road	210.1
1990	B & O Railroad	210.3

Table C.1: Mainline Bridge Deck Replacements (5/5)

Year	Bridge	Milepost
1991	Eastland Road	160.4
1991	East Branch of Rocky River	160.7
1991	Rocky River Road	160.7
2002	Turnpike over I-76	219
2006	Turnpike over Meander Reservoir	221.3
2017	Garfield Road – CR8 (WB)	240.8
2018	Garfield Road – CR8 (EB)	240.8
2018	Wheeling & Lake Erie RR (WB)	186.0
2019	Ai Creek	47.4
2019	State Route 64	47.5
2019	Wheeling & Lake Erie RR (EB)	186.0
2019	Poland-Unity Road	237.8
2019	Columbiana-New Castle	238.1
2020	State Route 108	34.5
2021	Turner Road	222.7
2021	Kirk Road	222.8
2023	S.R. 109	40.3
2023	DT&I Railroad	40.5
2023	S.R. 510	99.1
2024	Waggoner Road – CR 82 (WB)	83.3
2024	Skadden Road – SR 99 (WB)	111.1
2024	Turnpike over TP 152 Ramp (EB)	152.1
2024	Lorain Road – SR 10/CR 12 (EB)	152.3
2024	Cleveland-Canton Road – SR 43 (WB)	188.2
2025	Waggoner Road – CR 82 (EB)	83.3
2025	Skadden Road – SR 99 (EB)	111.1
2025	Baumhart Road	136.2
2025	Turnpike over TP 152 Ramp (WB)	152.1
2025	Lorain Road – SR 10/CR 12 (WB)	152.3
2025	Cleveland-Canton Road – SR 43 (EB)	188.2
2025	Bryant Road	202.8
TOTAL TO DATE*:		**167 Pairs**

*Pairs are not recorded until both the EB and WB are completed.

Table C.2: Overhead & Ramp Deck Replacements (1/6)

Year	Bridge	Milepost
1980	Gulf Road	146.4
1983	Bagley Road	152.9
1983	Sprague Road	159
1983	U.S. 42 (Pearl Road)	161.1
1983	S.R. 91	183.2
1984	Holland Road	59
1984	Ramp over Chestnut Ridge Road at Exit 152	152
1984	Usher Road	156.1
1984	Webster Road	162.9
1984	Abbey Road	164.4
1984	Ramp over S.R. 21 at Exit 173	172.9
1984	S.R. 303	207.3
1985	Ramp over Turnpike at Exit 13	13.4
1985	Ramp over Turnpike at Exit 173	173.2
1985	S.R. 21	172.9
1986	Ramp over Turnpike at Exit 34	34.9
1986	Ramp over S.R. 57 at Exit 145	145.1
1986	Jennings Road over Turnpike	154
1986	W. 130th Street over Turnpike	163.8
1986	Turnpike Ramp over S.R. 8	180
1987	Ramp over US 250 at Exit 118	118.1
1987	Ramp over Turnpike at Exit 118	118.6
1987	West Ridge Road	142.6
1987	Ramp over Turnpike at Exit 145	145.5
1987	S.R. 83	150.5
1987	S.R. 252	156.9
1987	Edgerton Road	169.6
1987	Highland Road	171.1
1987	Barr Road	171.6
1987	Raccoon Road	226.7
1988	Race Road	149.2
1988	Maddock Road	149.8
1988	Ramp over C.R. 12 at Exit 152	152.3
1988	Old Exit 161 Ramp over Turnpike	161.5
1988	S.R. 3	166.8
1988	Ramp over S.R. 7 at Exit 232	232.6
1988	S.R. 164	233.8
1989	S.R. 66	26.3

Table C.2: Overhead & Ramp Deck Replacements (2/6)

Year	Bridge	Milepost
1989	Wilkens Road	50.4
1989	S.R. 2	52.9
1989	Eber Road	53.5
1989	Crissey Road	54.8
1989	Manley Road	58.6
1989	S.R. 590	85.5
1989	Fought Road	86.6
1989	Four Mile House Road	88.1
1989	Fangbonner Road	91.1
1989	Ramp over Turnpike at Exit 91	91.6
1989	Ramp over S.R. 53 at Exit 91	92
1989	Shannon Road	93
1989	Carley Road	94.7
1989	Northwest Road	106.1
1989	S.R. 269	106.8
1989	Deyo Road	107.5
1989	Billings Road	108.7
1989	Patten-Tract Road	112.5
1989	Thomas Road	115.1
1989	S.R. 13	119.3
1989	Gore-Orphanage Road	133.1
1989	Vermilion Road	135
1989	South Amherst Road	138.7
1989	Oberlin Road	141.3
1989	Stearns Road	154.6
1989	Big Creek Parkway	161
1989	Black Road over EB Turnpike	174.1
1989	Black Road over WB Turnpike	174.1
1989	Boston Mills Road	178
1989	S.R. 8 Northbound	180
1989	S.R. 8 Southbound	180
1989	Ramp over Turnpike at Exit 180	180.3
1989	Stow Road	184.7
1989	U.S. 224	227.6
1989	New Springfield Road	235.6
1989	Beard Road	236.7
1989	S.R. 170	240.4
1990	Nettle Creek Road	6.2

C.2: Overhead & Ramp Deck Replacements (3/6)

Year	Bridge	Milepost
1990	Farmer Center Road	9
1990	S.R. 576	10.2
1990	Townline Road	12.1
1990	S.R. 15 over Exit 13 Ramp	13.2
1990	S.R. 15	13.2
1990	Pleasant Hill Road	15.1
1990	Holloway Road	57.3
1990	Camper Road	75.6
1990	Gibbs Road	97.6
1990	Karbler Road	98.1
1990	Yorktown Road	100.2
1990	Vickery Road	101.2
1990	Mugg Road	102.3
1990	Albion Road	162.2
1990	S.R. 94	167.3
1990	S.R.176	169.5
1990	Old S.R. 8	179.5
1991	Exit 59 Ramp over US 20	59.8
1991	Portage River-South Road	80.6
1991	Murray Ridge Road	143.4
1991	West River Road	145.8
1991	Page Road	189.2
1991	Diagonal Road	191.2
1992	Harrison Road	130.8
1992	Prospect Road	182.1
1992	Exit 187 Ramp over Turnpike	187.2
1992	Exit 187 Ramp over S.R. 14	187.2
1992	Peck Road	195.2
1993	S.R. 105	79.5
1993	Joppa Road	128.5
1993	S.R. 60	131.6
1993	Coit Road	192.4
1993	Limeridge Road	196.7
1993	S.R. 534	207.6
1993	Exit 209 Ramp over Turnpike	209.2
1993	Exit 209 Ramp over S.R. 5	209.6
1994	Township Line Road	94.1
1994	S.R. 101	104.2

C.2: Overhead & Ramp Deck Replacements (4/6)

Year	Bridge	Milepost
1994	Exit 161 over Turnpike	161.8
1994	S.R. 88	199.5
1994	S.R. 4 over Turnpike	110.7
1994	S.R. 44 over Turnpike	194.2
1995	River Road	62.8
1996	EB I-480 over Turnpike	186.8
1996	WB I-480 over Turnpike	186.8
1999	Gibson Road	223.9
1999	US 62/S.R. 46	225.2
2000	Shiets Road	96.1
2000	Jacobs Road	96.5
2000	Vickery Road	101.2
2000	Dirt Access Road	103.4
2000	S.R. 101 Bridge	104.2
2000	EB I-90 over West Ridge Road	142.6
2000	EB I-90 over Turnpike	142.8
2001	Stanley Road	201.8
2001	Lintz Road	214.5
2002	Pemberville Road	72
2002	Prospect Street	159.5
2002	Ramp over I-71	161.5
2002	Lipkey Road	220.3
2003	Slagle Road	200.2
2003	Horn Road	204.7
2004	Shiloh-Whiteville Road	44.4
2004	Scott Road	49.4
2004	Ramp over Turnpike at Exit 234	234.1
2004	Ramp over Yellow Creek at Exit 234	234.1
2005	Fulton-Lucas County Road	48.4
2005	Cass Road	60.3
2005	Ramp Over Turnpike at Exit 71	71.7
2007	Reighard-Whiteville	43.9
2007	Utah Road	45.4
2012	Gulf Road	146.4
2014	Fish Creek Road	0.9
2014	Stryker-Lockport Road	22
2014	Werth Road	93.5
2015	Old SR596 – CR 17	16.1

C.2: Overhead & Ramp Deck Replacements (5/6)

Year	Bridge	Milepost
2015	Clay's Church Road – TR 19	18.1
2015	Liberty-Adrian Road – CR 8-1	41.1
2015	Key Street – CR 101	60.8
2015	Gibson Road – TR118	223.9
2016	Eberly-Home Road	17.1
2016	Alvordton Road	19.1
2016	Clifton-Gunn Road	21.4
2016	Rueger-Shetler Road	23.9
2016	Fulton-Williams Road	24.4
2016	Spies-Handy Corners Road	27.3
2016	Raker-Barden Road	41.9
2016	Delta-Santee Road	42.4
2016	Brigham-Fraker Road	42.9
2016	SR 83	150.5
2016	Asbury Road	197.8
2016	SR 700	198.5
2017	Arlington Road - TR 130	122.3
2017	Joppa Road - CR 140	128.5
2017	Dean Road - TR 66 (County Line)	132.4
2017	West River Road	145.8
2017	State Route 252 - Columbia Road	156.9
2017	Boston Mills Road - CR 32	178
2017	Olde Eight Road	179.5
2017	Nichols Road - CR 225	199.2
2018	USR 42 - Pearl Road	161.1
2018	I-480 EB - Exit 187	186.8
2019	Ramp over State Route 420	71.4
2019	South Billman Road	75.2
2019	Hessville Road	84.4
2019	River Road	120
2019	Wikel Road	121.9
2019	Chapin Road	123.1
2019	State Route 60	131.6
2019	Gifford Road	135.4
2020	Tedrow-Morenci Road	31.4
2020	Wauseon-Ottokee Road – CR 14	35.2
2020	Winameg-Lyons Road	38.3
2020	Heller-Lyons Road	39.3

C.2: Overhead & Ramp Deck Replacements (6/6)

Year	Bridge	Milepost
2020	Webster Road	162.9
2020	Abbey Road	164.4
2021	Fangboner Road – TR 166	91.1
2021	Ohio Turnpike Ramp over Turnpike	91.6
2022	Ohio Turnpike Ramp over Lorain Road	152.3
2022	Jennings Road – CR 234	153.9
2022	East Edgerton Road – CR 63	169.6
2023	Ohio Turnpike Ramp over S.R. 57	145.1
2023	Race Road	149.2
2023	Stearns Road	154.6
2024	Hartman-Inlet Road – TR 17	32.3
2024	Biddle-Scott Road – TR 12-1	37.1
2024	Brailey Road – TR 3	46.4
2024	Northwest Road / Southwest Road – CR 312	106.1
2024	Deyo Road – TR 102	107.5
2024	Mudbrook Road – SR 13	119.3
2024	Berea-Bagley Road	152.9
2025	Fought Road – CR 106	86.6
2025	Shannon Road – CR 234	93.0
2025	Carley Road – TR 202	94.7
2025	Copp Road – TR 302	104.3
2025	State Route 269	106.8
2025	Vermillion Road – CR 70	135.0
2025	Pyle South Amherst Road CR 16	138.7
2025	West Ridge Road CR 53	142.6
2025	Ramp over US 42 Connector	162.0
2025	Albion Road CR 75	162.2
2025	State Road SR 94	167.3
TOTAL TO DATE:		218

Table C.3: Bridge Deck Overlay Projects (1/3)

Year	Bridge	Type	Milepost
1982	Prospect Street (S.R. 237)	Latex	159.5
1983	Key Street	Latex	60.8
1983	Ramp over I-71 at Exit 161	Latex	161.5
1983	Ramp over Turnpike at Exit 161	Latex	161.5
1984	S.R. 101	Latex	104.2
1984	U.S. 62 – S.R. 46	Latex	225.2
1985	EB Turnpike over I-77	Latex	172.5
1985	WB Turnpike over I-77	Latex	172.5
1985	EB Turnpike over I-271	Latex	175.3
1985	Ramp over Turnpike at Exit 218	Latex	219
1985	EB Turnpike over I-76	Latex	219
1985	WB Turnpike over I-76	Latex	219
1988	Root Road over Turnpike	Latex	151.1
1989	Heller Lyon Road over Turnpike	Latex	39.3
1989	Liberty-Adrian Road over Turnpike	Latex	41.1
1989	Raker-Barden Road over Turnpike	Latex	41.9
1989	Delta-Santee Road over Turnpike	Latex	42.4
1989	Lime City Road over Turnpike	Latex	65.4
1989	Oregon Road	Latex	67.2
1989	Ramp under Toll Plaza, Exit 161	Latex	162
1990	Pettisville-Morenci Road	Latex	30.3
1990	Tedrow-Morenci Road	Latex	31.4
1990	Hartman-Inlet Road	Latex	32.5
1990	Lena-Morenci Road	Latex	33.2
1990	Exit 71 Ramp over S.R. 420	Latex	71.4
1990	Pemberville Road	Latex	72
1990	Billman Road	Latex	75.2
1991	Fish Creek Road	Latex	0.9
1991	Malcolm Church Road	Latex	3.1
1991	Ricketts Bridge Road	Latex	4.1
1991	West Eagle Church Road	Latex	5.1
1991	White Bridge Road	Latex	6.9
1991	Champion Road	Latex	7.6
1991	Cummins Road	Latex	11.6
1991	Old State Route 259	Latex	16.1
1991	Eberly Home Road	Latex	17.1

Table C.3: Bridge Deck Overlay Projects (2/3)

Year	Bridge	Type	Milepost
1991	Clays Church Road	Latex	18.1
1991	Alvordton Road	Latex	19.1
1991	Clifton Gunn Road	Latex	21.4
1991	Zone-Southern Road	Latex	25.3
1991	Spies Handy Corners Road	Latex	27.3
1991	Lauber Hill-Ritter Road	Latex	28.3
1991	Eckley-Powers Road	Latex	29.3
1991	Reighard-Whiteville Road	Latex	43.9
1991	Shiloh-Whiteville Road	Latex	44.4
1991	Utah Road	Latex	45.4
1991	Brailey Road	Latex	46.6
1991	Fulton-Lucas Road	Latex	48.4
1991	Scott Road	Latex	49.4
1991	Exit 59 Ramp	Latex	59.5
1991	Cass Road	Latex	60.3
1991	Crystal Street	Latex	62
1991	US 24 – SR 25	Latex	62.3
1991	Swartzman Road	Latex	82.2
1991	Hessville Road	Latex	84.4
1991	Dean Road	Latex	132.4
1991	Gifford Road	Latex	135.4
1991	Exit 142 Eastbound Ramp over West Ridge Road	Latex	142.6
1991	Lipkey Road	Latex	220.3
1991	Herbert Road	Latex	225
1991	Exit 234 Eastbound Ramp over Turnpike	Latex	234.1
1991	Exit 234 SB Ramp over the Yellow Creek	Latex	234.4
1992	Asbury Road	Latex	197.8
1992	Nichols Road	Latex	199.2
1992	Jewel-North Road	Latex	206.3
1993	Stryker-Lockport Road	Latex	22
1993	Shilling-Ely Road	Latex	22.7
1993	Ruegar Shelter Road	Latex	23.9
1993	Fulton-Williams Road	Latex	24.4
1993	Wauseon-Ottokee Road	Latex	35.2
1993	W. Barre-Advance Road	Latex	36.3
1993	Biddle Scott Road	Latex	37.1

Table C.3: Bridge Deck Overlay Projects (3/3)

Year	Bridge	Type	Milepost
1993	Winnemeg-Lyons Road	Latex	38.3
1993	Brigham-Fraker Road	Latex	42.9
1993	Dutch Road	Latex	76.3
1993	Martin- Williston Road	Latex	78.7
1993	Dishinger Road	Latex	81.5
1993	River Road	Latex	120.1
1993	Wikel Road	Latex	121.9
1993	Arlington Road	Latex	122.3
1993	Chapin Road	Latex	123.1
1993	Frailey Main Road	Latex	126.3
1993	Angling Road	Latex	129
1993	S.R. 700	Latex	198.5
1995	Copp Road	Latex	104.3
2012	Royalton Road	Micro-Silica	165.4
2012	York Road	Micro-Silica	165.5
2012	Bennet Road	Micro-Silica	166.2
2013	Turnpike Ramp over Turnpike	Micro-Silica	161.5
2013	Turnpike Ramp over Turnpike	Micro-Silica	161.8
2013	Turnpike Ramp over Turnpike	Micro-Silica	173.2
2014	Maddock Road	Type K	149.8
2014	State Route 3	Type K	166.8
2015	Turnpike Ramp over Turnpike	Type K	34.9
2015	NS RR (Conrail) (NYC RR) (EB)	Type K	147.9
2015	Turnpike Ramp over Turnpike	Type K	218.7
2016	EB & WB Turnpike over Kelly Road	Micro-Silica	117.3
2016	EB & WB Turnpike over SR 250	Micro-Silica	118.1
2016	NS RR (Conrail) (NYC RR) (WB)	Micro-Silica	147.9
2018	Turnpike Ramp over Turnpike	Micro-Silica	218.7
2019	Quarry Road	Micro-Silica	138
2022	EB Turnpike over Western Reserve Road – CR 32	Micro-Silica	230.7
2025	N. Main Street CR 229 (Mainline)	Micro-Silica	203.7
TOTAL TO DATE:			103

Table C.4: Overhead Bridge Replacement/Reconstruction (1/2)

Year	Bridge	Milepost
1996	Dishinger Road	81.5
1996	Billings Road	108.7
1996	Root Road	151.2
1996	S.R. 88	199.5
1997	Lime City Road	65.4
1997	Tracy Road	67.7
1997	Lemoyne Road	70.8
1997	Billman Road	75.2
1997	Dutch Road	76.3
1997	Martin-Williston Road	78.7
1997	Swartzman Road	82.2
1997	Kingsway Road	89.4
1997	Patten-Tract Road	112.5
1997	Thomas Road	115.1
1997	Gate 7 Ramp	118.6
1997	Gate 8 Ramp	145.5
1997	West 130th Street	163.8
1997	S.R. 176	169.5
1997	Black Road	174.1
1997	Metroparks Bikeway	179.2
1997	Selkirk-Bush Road	212.5
1998	Crystal Avenue	62
1998	Detroit Avenue	62.3
1998	Vermilion Road	135
1998	Albion Road	162.2
1999	Camper Road	75.6
1999	S.R. 105	79.5
1999	Angling Road	129
1999	S.R. 60	131.6
1999	Abbey road	164.4
1999	Edgerton Road	169.6
2000	Oregon Road	67.2
2000	Luckey Road	69.7
2000	Harrison Road	130.8
2000	Berea-Bagley Road	152.9
2000	Sprague Road	159

Table C.4: Overhead Bridge Replacement/Reconstruction (2/2)

Year	Bridge	Milepost
2000	Elsworth Bailey NB	215.4
2000	Elsworth Bailey SB	215.4
2000	Exit 218 Ramp Over Turnpike	219
2002	S.R. 795 Over Turnpike	65.1
2002	Pemberville Road	72
2003	Ramp over Turnpike	59.5
2003	CSX Railroad	157.2
2006	Norfolk Southern Railroad	182
2019	Perrysburg-Holland Road	59
2023	S.R. 21 over Turnpike	172.9
2025	State Route 88	199.5
TOTAL TO DATE:		47

Table C.5: Bridge Removals (1/1)

Year	Bridge	Milepost
2019	Ohio Turnpike over Inactive Railroad	138
2020	Ohio Turnpike over Inactive Railroad	34.2
2020	Ohio Turnpike over Millcreek Bikeway*	223
2021	Ohio Turnpike Ramp over S.R. 53	92
2022	Ohio Turnpike Ramp over French Creek*	151.3
2023	Ohio Turnpike over Inactive Railroad	98.9
2025	Ohio Turnpike over N. Coast Trail, Abandoned RR	83.3
TOTAL TO DATE:		7

* Replaced with precast concrete culvert

Table C.6: Pedestrian Bridges (1/1)

Year	Bridge	Milepost
2021	Toll Plaza 49 Pedestrian Bridge over the Ohio Turnpike	49
2022	Toll Plaza 4 Pedestrian Bridge over the Ohio Turnpike	4.6
2022	Toll Plaza 211 Pedestrian Bridge over the Ohio Turnpike	211
TOTAL TO DATE:		3

APPENDIX D:
Current Repairs,
Rehabilitations,
and Replacements

Table D.1: Current Bridge Bridge Projects

Milepost	Bridge	Scope	Status
133.1	Gore-Orphanage Road	Overhead Deck Replacement & Rehab	Completion Scheduled - 2026
180.3	Ramp over Ohio Turnpike	Overhead Deck Replacement & Rehab	Completion Scheduled - 2026
182.1	Prospect Road CR 75	Overhead Deck Replacement & Rehab	Completion Scheduled - 2026
183.2	Darrow Road State Route 91	Overhead Deck Replacement & Rehab	Completion Scheduled - 2026
185.6	Tinker's Creek	Mainline Bridge Replacement	Completion Scheduled - 2026
227.6	Board-Canfield Road	Overhead Bridge Replacement	Completion Scheduled - 2026

Table D.2: Current Roadway Projects Start Milepost	End Milepost	Scope	Status
154.10	159.8	Pavement Replacement	Completion Scheduled 2027
212.76	216.25	Pavement Replacement	Completion Scheduled 2026

APPENDIX E:
Crash Statistics

Table E.1: Crash Statistics (1955 to 2023) (1/2)

Year	Crashes	Crash Rate*	No. of Fatalities	Fatality Rate*
1955	233	147	4	2.5
1956	806	102.5	16	2
1957	775	85	28	3.1
1958	666	72.5	29	3.1
1959	763	77.7	18	1.8
1960	756	73.2	20	1.9
1961	735	72.3	23	2.3
1962	773	72.6	13	1.2
1963	778	71.6	16	1.5
1964	966	83.3	35	3
1965	1,039	86.3	32	2.6
1966	1,193	93.4	40	3.1
1967	1,268	98.7	27	2.1
1968	1,485	108.4	35	2.6
1969	1,502	104.1	40	2.8
1970	1,478	100.2	24	1.6
1971	1,542	101.3	34	2.2
1972	1,832	114.9	26	1.6
1973	1,902	115.4	28	1.7
1974	1,491	98.1	10	0.7
1975	1,366	88.5	24	1.6
1976	1,496	90.7	21	1.3
1977	1,770	103.4	26	1.5
1978	1,726	98.4	19	1.1
1979	1,543	95.5	38	2.4
1980	1,393	88.4	26	1.7
1981	1,583	94.6	20	1.2
1982	1,552	98.3	12	0.8
1983	1,625	98.6	13	0.8
1984	1,821	107.8	11	0.7
1985	1,814	104.8	19	1.1
1986	1,698	93	8	0.4
1987	1,944	101.7	12	0.6
1988	1,874	93	18	0.9
1989	1,944	92.7	21	1
1990	1,847	84.6	13	0.6
1991	1,759	81.5	13	0.6
1992	1,755	78.5	21	0.9

Table E.1: Crash Statistics (1955 to 2023) (2/2)

Year	Crashes	Crash Rate	No. of Fatalities	Fatality Rate
1993	1,846	80	12	0.5
1994	1,978	81.8	19	0.8
1995	2,019	80.3	12	0.5
1996	2,248	90.5	13	0.5
1997	2,035	82.9	10	0.4
1998	1,889	73.5	8	0.3
1999	2,303	86.7	8	0.3
2000	2,443	90.4	12	0.4
2001	2092	77	14	0.5
2002	2373	84.5	10	0.4
2003	2433	85.9	11	0.4
2004	2609	89.6	17	0.6
2005	2858	95.6	14	0.5
2006	2342	77	8	0.3
2007	2532	85	11	0.5
2008	2689	95	5	0.2
2009	2125	81.6	8	0.3
2010	2268	80.9	7	0.2
2011	2583	92.7	6	0.2
2012	2598	92.7	7	0.2
2013	2380	83.5	8	0.3
2014	2642	91.1	9	0.4
2015	2459	90.2	11	0.4
2016	5367	91.7	12	0.5
2017	2238	73.0	5	0.2
2018	2397	78.3	9	0.3
2019	2235	74.4	14	0.5
2020	1912	76.9	12	0.5
2021	2390	77.9	11	0.4
2022	2459	82.1	15	0.5
2023	2109	66.2	11	0.3
2024	2156	63.1	20	0.7
2025**	1567	87.3	8	0.2

**Crash Rate and Fatality Rate are the number of crashes/fatal crashes per 100 million vehicle miles traveled.*

***Through August 31, 2025*

APPENDIX F:
Schedule of Insurance

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
EFFECTIVE 09/01/2025 THROUGH 09/01/2026
MASTER POLICY SCHEDULE

LINE OF COVERAGE	CARRIER
General Liability ($5 M) Slip/Fall on Commission Property	Old Republic Union Insurance
Public Officials Liability Covers Elected and Appointed Officials	
Automobile Auto Accidents	
1st Layer Umbrella ($3M) Sits Over General Liability, Public Officials, Auto	Gemini Insurance Company (Berkley Public Entity)
2nd Layer Umbrella ($3M) Sits Over General Liability, Public Officials, Auto	General Star Indemnity (Genesis)
3rd Layer Excess Liability ($5M) Sits Over General Liability, Public Officials, Auto	Arch
4th Layer Excess Liability ($5M) Sits Over General Liability, Auto	Starstone
5th Layer Excess Liability ($10M) Sits Over General Liability, Auto	Group Ark
6th Layer Excess Liability ($5M) Sits Over General Liability, Auto	Allied World
7th Layer Excess Liability ($5 M) Sits Over General Liability, Auto	Vantage
8th Layer Excess Liability ($5M) Sits Over General Liability, Auto	HDI Global
9th Layer Excess Liability ($5M) Sits Over General Liability, Auto	Great American
10th Layer Excess Liability ($15M) Sits Over General Liability, Auto	Navigators
Property Service Plazas, Toll Booths, Maintenance Buildings	Travelers
Bridges High value bridges	CNA
Crime Employee Theft, Embezzlement	Travelers
Pollution Environmental Contamination (3 yr. paid in 2023)	Ironshore
Cyber Hacking, Expose Credit Card Information	Crum & Forster

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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