OHIO TURNPIKE

71st Annual Consulting Engineer Inspection

REPORT



PREPARED FOR:

Ohio Turnpike and Infrastructure Commission
682 Prospect Street, Berea, Ohio 44017

PREPARED BY:

Michael Baker INTERNATIONAL

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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 2026 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 2026. 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 rectifying deficiencies.***

Pavement and Bridges

In 2026, the OTIC allocated $246,800,000 for the Capital Improvement Program. During this year, work was performed on 25 bridges including deck replacements of six bridges, one bridge deck overlay, and the repainting of eight bridges. The westbound deck replacement of the Maumee River bridge, the second longest bridge in the OTIC inventory, was completed in 2026. The Page Road bridge received major repairs to address collision damage from an over height truck striking the bridge. Nine bridges had work that began in 2026 that will be completed in 2027. Lastly, the Tinker's Creek mainline bridge replacement and the U.S. 224 overpass bridge replacement were completed in 2026.



Deck Replacement – Mainline EB & WB over Maumee River (MP 63.0)

Currently, the Turnpike mainline consists of three lanes eastbound and westbound for approximately 159 miles (from MP 59.52 to MP 218.70) and two lanes eastbound and westbound for approximately 82 miles. To facilitate future third lane widening of the mainline pavement, existing two-lane bridges are typically widened during rehabilitation projects including the Bad Creek Bridge which started construction this year. Similarly, overhead bridges with dual median piers are converted to single-median pier bridges as part of their reconstruction including the U.S. 224 (Boardman/ Canfield Rd Bridge replaced this year. A 2009 OTIC study created a plan to replace the original concrete pavement. To date, approximately 358 lane miles have been reconstructed, which is approximately 37% of the total lane miles originally constructed on the Turnpike. Approximately 152 centerline miles of the original composite pavement remains in service on the mainline, while approximately 89 centerline miles now consist of flexible pavement. In 2026, around 85 lane miles of pavement were resurfaced under four mainline resurfacing projects. The Pavement Replacement Program is expected to continue in 2027, with an estimated completion by 2042.

Facilities

Between 1998 and 2013, 14 of the original 16 service plazas were replaced, while two 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 out of the seven 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. Electric vehicle charging is available at eight of the service plaza locations.

In 2017, the OTIC engaged a consultant to develop a comprehensive strategic plan covering all facilities including maintenance buildings, service plazas, toll plazas, and the administration buildings. 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. Also, in 2023 Toll Plaza 239 was upgraded for westbound open road tolling. Furthermore, the existing Westgate Toll Gate (TP 2 – MP 2.7) was demolished in 2024 when the new tolling collection system (TCS) Toll Plaza 4 (MP 3.5) became operational.

The 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 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 facilities. The crash rate (*) per 100 million vehicle miles increased from 69.0 in 2024 to 77.4 in 2025 (2,156 total crashes in 2024 compared to 2,390 in 2025). The rate of crashes resulting in fatalities decreased from 0.6 to 0.2 per 100 million vehicle miles from 2024 to 2025. There were six fatal crashes and ten total fatalities during 2025, the lowest amount since 2018. The OTIC is continuously evaluating and implementing improvements to work towards Vision Zero, a strategy to eliminate all traffic fatalities and severe injuries.

** 2024 crash rate as presented in 2025 Annual Report has been revised based on actual vehicle miles traveled recalculation from the updated Traffic Revenue Report.*

Revenue

Total revenues for the OTIC from all sources in 2025 were approximately $458,861,000, up 2.4% compared to 2024. The revenue increase was primarily the result of increased toll revenue. Meanwhile, total expenses increased 0.9%. The total miles traveled for passenger vehicles decreased by 0.6% and commercial vehicle total miles traveled decreased 2.0% in 2025 compared to 2024. The toll rate increase resulted in an approximate 3.2% increase in 2025 toll revenue. The revenue data for the first seven months of 2026 shows that, when compared to the same period in 2025, toll revenues from passenger cars were up 1.9% and toll revenues from commercial vehicles were up 3.0%. Total toll revenues were up 2.6% for the first seven months of 2026. Total revenues for the first seven months of 2026 were up 1.3% compared to January through July 2025. The total number of vehicle transactions on the Turnpike during January through July 2026 was 1.4% higher than for this same period in 2025. Upon implementation of the toll system in April 2024, a full-length trip is three vehicle transactions westbound and two vehicle transactions eastbound due to the open road tolling/barrier system structure. Based on current trends to date, total revenues from all sources for 2026 are estimated at approximately $466,400,000.

2.0 REPORT OF FINDINGS AND RECOMMENDATIONS FOR MAINTENANCE AND REPAIR



Open Road Tolling Gantry

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 to inform a pavement condition rating. The Mainline Pavement Condition Ratings (PCR) were provided by ODOT, while Michael Baker assessed the ramps. These inspections, combined with the 2009 OTIC pavement condition evaluation, help guide the fifty-year capital plan toward identifying areas in need of upgrades. The OTIC continues to fund robust pavement replacement and resurfacing programs.

MAINLINE PAVEMENT

In 2026, a total of 114.1 lane miles of pavement were improved. Three mainline resurfacing projects (R33, R59, and R165) were completed, and one mainline resurfacing project was started (R221) totaling 85.4 lane miles of resurfacing. One mainline reconstruction project (PR 212) was completed, and two mainline reconstruction projects (PR 127 and PR 154) were started for a total of 28.7 lane miles of reconstruction. The projects started in 2026 are currently scheduled to be completed in 2027.

In addition to the mainline pavement construction, the truck parking area at the Erie Islands (MP 100.0 westbound) service plaza was expanded.



Pavement Replacement near MP 159

Overall, the mainline travel lanes on the Turnpike remain well-maintained, with an average PCR score of 83.83/100 recorded in Spring 2026 (an increase from 82.81/100 in 2025). Given the OTIC's continued investment in pavement improvements, it is anticipated that the average PCR score for 2027 will continue to improve and get closer to the target PCR of 85. Figure 2.1.1 illustrates the changes in PCR scores over the past decade.

Table 2.1.1: 2026 Pavement Improvement Projects

Pavement Reconstruction		
Project	Mile Post Range	
PR 127 (EB)	127.90	133.20
PR 154 (WB)	154.10	159.80
PR 212 (WB)	212.76	216.10

Pavement Resurfacing		
Project	Mile Post Range	
R 33 (EB/WB)	33.73	38.90
R 59 (EB/WB)	66.05	73.95
R 165 (EB)	164.70	169.74
R 221 (WB)	221.33	230.35

MAINLINE SHOULDER PAVEMENT

Since the mainline shoulders are used for emergencies and maintaining traffic during construction operations, it is essential that they are well maintained. 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, four long sections of the right shoulder (MP 154.0 to MP 159.5, MP 198.0 to MP 202.0, MP 205.0 to MP 207.5 and MP 223.0 to MP 228.5) and a single long section of the left shoulder (MP 223.0 to 230.0) which are rated as poor. The eastbound shoulders from MP 154.0 to 159.5 and MP 223.0 to MP 230.0 will be resurfaced in 2027 under construction projects previously awarded. The westbound shoulders exhibit similar scoring with a few short, interspersed sections of poor left and right shoulders and two long sections of poor right shoulders (MP 140.0 to 144.0 and MP 205.0 to 207.5).

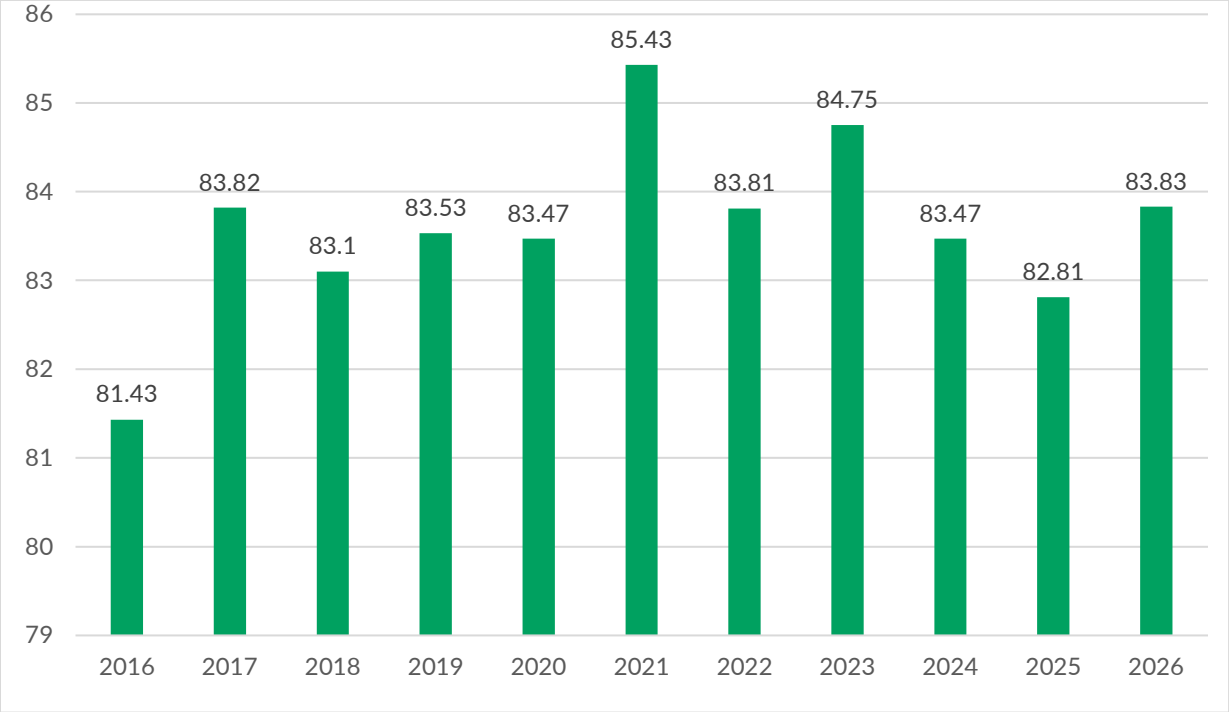
The major deficiencies of the shoulders primarily result from excessive cracking, although most of these cracks have been partially or mostly sealed.

RAMP PAVEMENT

During the annual visual inspection, all ramps at all 34 interchanges and all access drives were inspected for pavement condition utilizing ODOT's PCR system. Generally, PCR ratings only had minor deductions from the 2025 PCR ratings due to more visible distresses from one additional year of traffic loads and weather. ***Overall, the interchange ramps on the Turnpike remain well-maintained, with an average PCR score of 82.76/100 recorded in spring 2026 (a slight decrease from 83.30/100 in 2025).*** The ramps at Exit 13 and Exit 232 are programmed to receive pavement improvements in 2027.

Michael Baker has obtained three consistent, consecutive years of PCR ramp data. Analyses are being performed on the data to help inform the pavement replacement and resurfacing programs and will be provided in a supplemental report. As additional consistent years of PCR ramp data are obtained, trends can be identified to help guide future capital improvement plans.

Figure 2.1.1: Mainline PCR Score 2016-2026



Changes in Mainline Pavement Condition Rating Scores from 2016-2026

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 50 Year Capital Plan. Approximately 100-lane-miles of mainline roadway are planned to be resurfaced or replaced in 2027. This includes the completion of two pavement replacement projects started in 2026 (MP 127.9 to 133.2 and MP 154.1 to 159.8) and one new pavement replacement project (MP 138.6 to 144.1) anticipated to start in 2027.

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 continued.



Pollinator Garden at Service Plaza

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. SNBI requires additional data to be collected and inventoried. The OTIC is implementing SNBI in a phased approach. Beginning in 2024, bridges in the Kunkle and Swanton maintenance zones were inventoried according to SNBI requirements. Elmore, Castalia, and Amherst zones were inventoried per SNBI in 2025. Boston, Hiram, and Canfield zones were inventoried per SNBI in 2026. All OTIC bridges are scheduled to meet SNBI requirements at the end of 2026.

According to the bridge condition inspections conducted in 2026, the vast majority (80.3%) of the OTIC's bridges are in satisfactory to good conditions, scoring 6 or 7 based on the SNBI. The OTIC owns and maintains a total of 529 bridges, including 412 bridges and 117 culverts classified as bridges, according to the policy of ODOT and the OTIC.

Out of these 529 structures, 19.7% of the structures (104 in total, comprised of 86 bridges and 18 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 1% since 2025.

Figure 2.3.1: 2026 General Appraisal Score

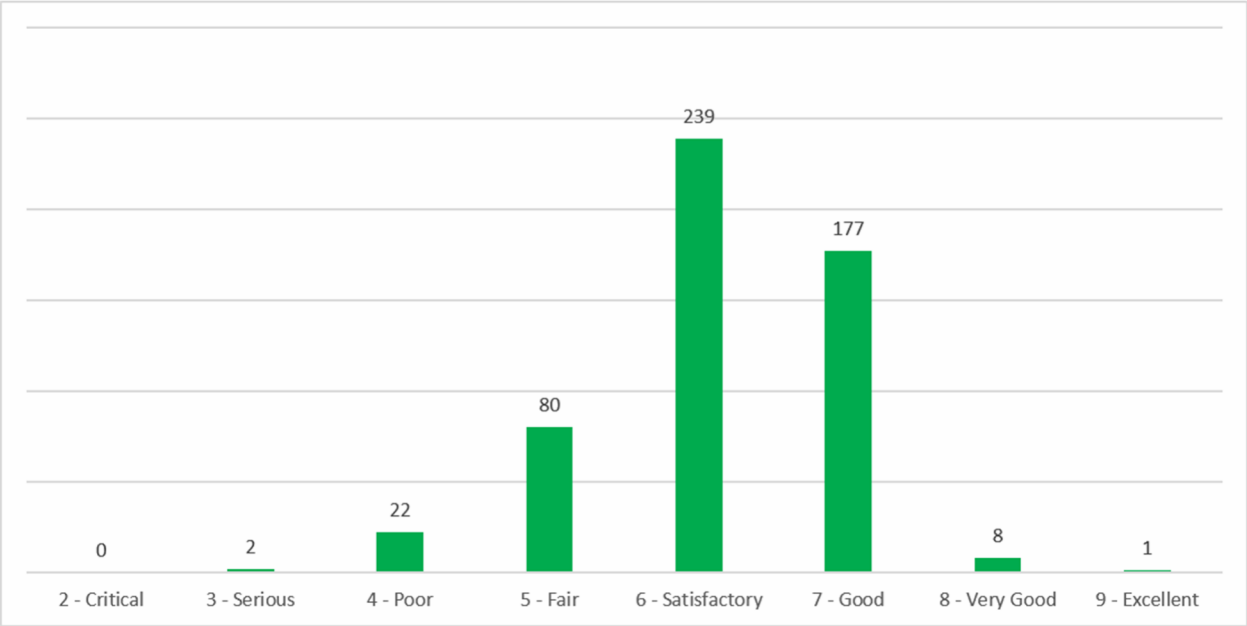


Figure 2.3.1 shows the overall SNBI Condition Ratings distribution for bridges maintained by the OTIC. The SNBI scoring criteria uses a 0-9 evaluation rating with 0 being "Failed" and 9 being "Excellent". Ratings of 5 or greater indicate structural elements may or may not show deterioration but remain sound and performance or strength is not affected.

Of the structures rated 4 or below, twenty-one are bridges and three are culverts classified as bridges. Of these 24 structures, four will have deficiencies repaired through construction projects initiated in 2026. Eleven of the structures are currently programmed for rehabilitation within the next three years. The remaining nine structures have been included in capital planning evaluations but have not yet been programmed for major rehabilitation. These structures will be monitored through future inspections, and maintenance repairs will be initiated as needed.

The most downgraded element impacting the overall structure rating is section loss in the beam/girder 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 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 current capital planning projects. ***The OTIC is currently developing bridge preventative maintenance policy which will be incorporated into the Bridge Standard Operating Procedure. This policy will include cyclical activities that will target causes of common bridge deficiencies.***

In design, the OTIC is incorporating more robust strip seal expansion joints in lieu of compression seal joints and eliminating expansion joints over piers with link slabs where possible in overhead bridge rehabilitations. Jointless bridges, which incorporate semi-integral abutments, are being implemented in new designs and rehabilitations, where possible.

MAJOR AND/OR NSTM BRIDGES

An in-depth inspection of the Olde Eight Road Bridge (MP 179.5) was performed in August 2026. 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 Olde Eight Road Bridge is in Fair Condition [5-SNBI] and open with no restrictions. The bridge's condition was decreased due to widespread moderate defects (pack rust) throughout the superstructure along the arches. A bridge rehabilitation and painting project is planned for 2028 construction to improve the bridge's condition.



Olde Eight Road Bridge

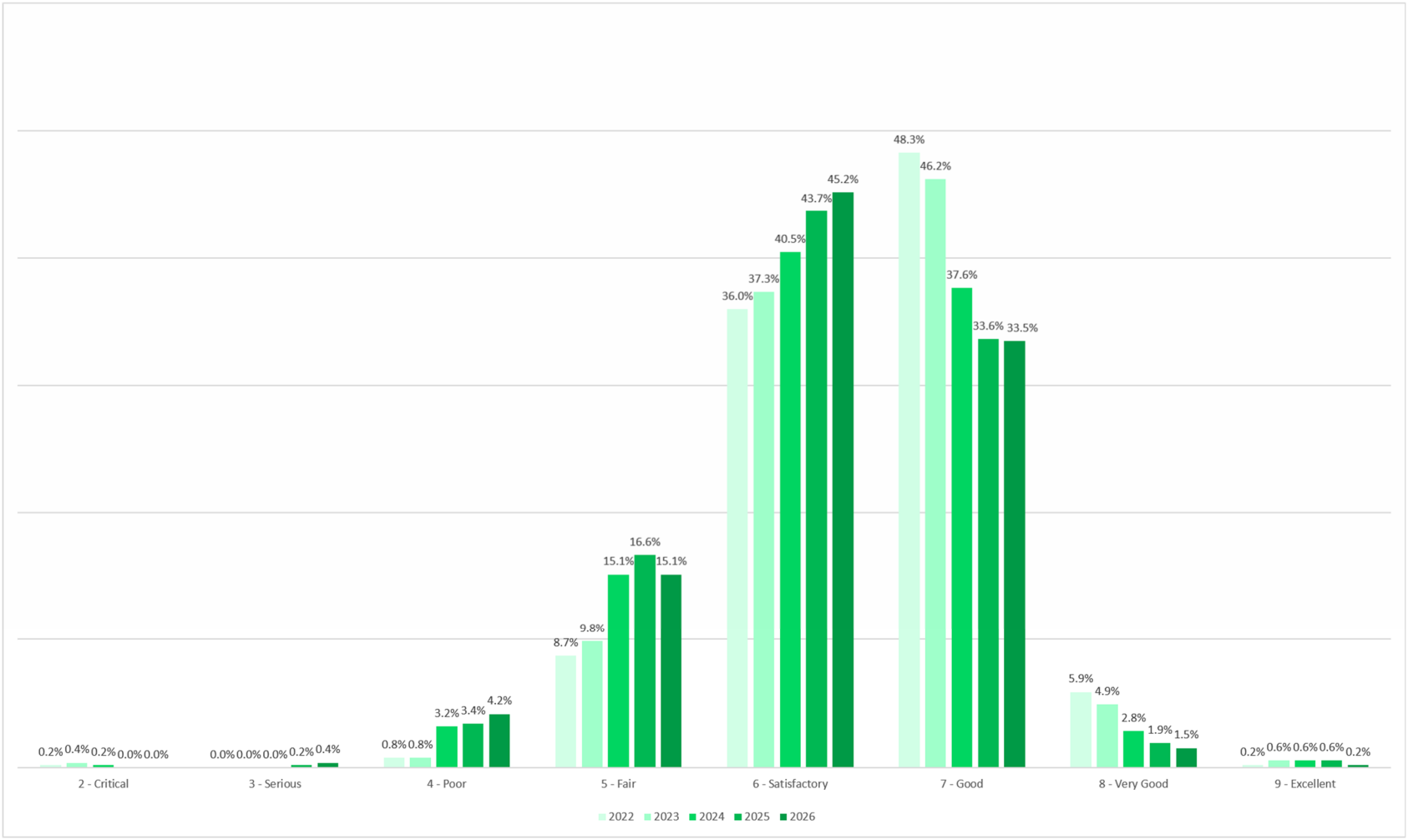
An in-depth inspection of the Cuyahoga River Westbound and Eastbound Bridge's (MP 176.9) was performed in August 2026. The assessment included hands-on inspection of bridge elements. The inspection was performed in accordance with FHWA and ODOT guidelines and was submitted under separate cover to the OTIC. Overall, the Cuyahoga River Bridges are in Satisfactory Condition [6-SNBI] and open with no restrictions. The bridges condition was decreased due to the presence of isolated moderate width cracks with efflorescence in the superstructure.



Cuyahoga River Bridge

A Non-redundant Steel Tension Member (NSTM) inspection will be performed in October 2026 at a mainline bridge carrying the Turnpike over Kelley Road and Norfolk Southern (MP 117.3). The inspection will be conducted in accordance with FHWA and ODOT guidelines with a report submitted to the OTIC under separate cover.

Figure 2.3.2: Comparison of General Appraisal Scores



Graph showing distribution of General Appraisal ratings for bridges maintained by the OTIC from 2022-2026. Note that the OTIC bridge inventory total varies each year.

2026 STRUCTURE IMPROVEMENTS

The OTIC 2026 Capital Program includes multiple repairs and rehabilitations to structures along the Turnpike. Work was performed on a total of 25 bridges in 2026. This includes the deck replacement of six bridges, one bridge deck overlay, and the repainting of eight bridges. The westbound deck replacement of the Maumee River bridge, the second longest bridge in the OTIC inventory, was completed in 2026. The Page Road bridge received major repairs to address collision damage from an over height truck striking the bridge. Nine bridges that had work that began in 2026 that will be completed in 2027. Lastly, the Tinker's Creek mainline bridge replacement and the U.S. 224 bridge replacement were completed in 2026.



Tinker's Creek Bridge Replacement

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

The summary ratings from the 2026 bridge safety inspections reveal that superstructure elements are the primary controlling factor for most of the OTIC bridge General Appraisal ratings. Analysis of the OTIC substructure summaries indicates that 10.2%, totaling 42 structures, received a SNBI rating below 6. While 12.4%, totaling 51 structures, received a superstructure 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 1950s amid a rehabilitation program. The 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 [7-SNBI] or Satisfactory [6-SNBI]. Estimating the extent of section loss from the ground during routine inspections is challenging. The OTIC should continue to 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 the bridge deck expansion joints are significant throughout the Turnpike. The development of pack rust between the bearing components creates issues with bearing alignment and function. Bearing issues of this nature can result in 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. The OTIC should develop an aggressive bearing rehabilitation and/or replacement program to improve long-term serviceability and performance.



OTIC Bearing Replaced with Elastomeric Type

Inspectors have observed delaminated haunch, parapet, and deck concrete over the mainline roadways during routine inspections. Should loose or falling concrete be identified by bridge inspectors, OTIC maintenance crews should immediately address the potential hazard. Bridge

safety inspections occur only once a year and reveal many of these issues. However, these problems can develop year-round, and as such, the OTIC should consider a parapet monitoring program to minimize these hazards. These parapet deficiencies typically occur at vandal fence anchor locations.

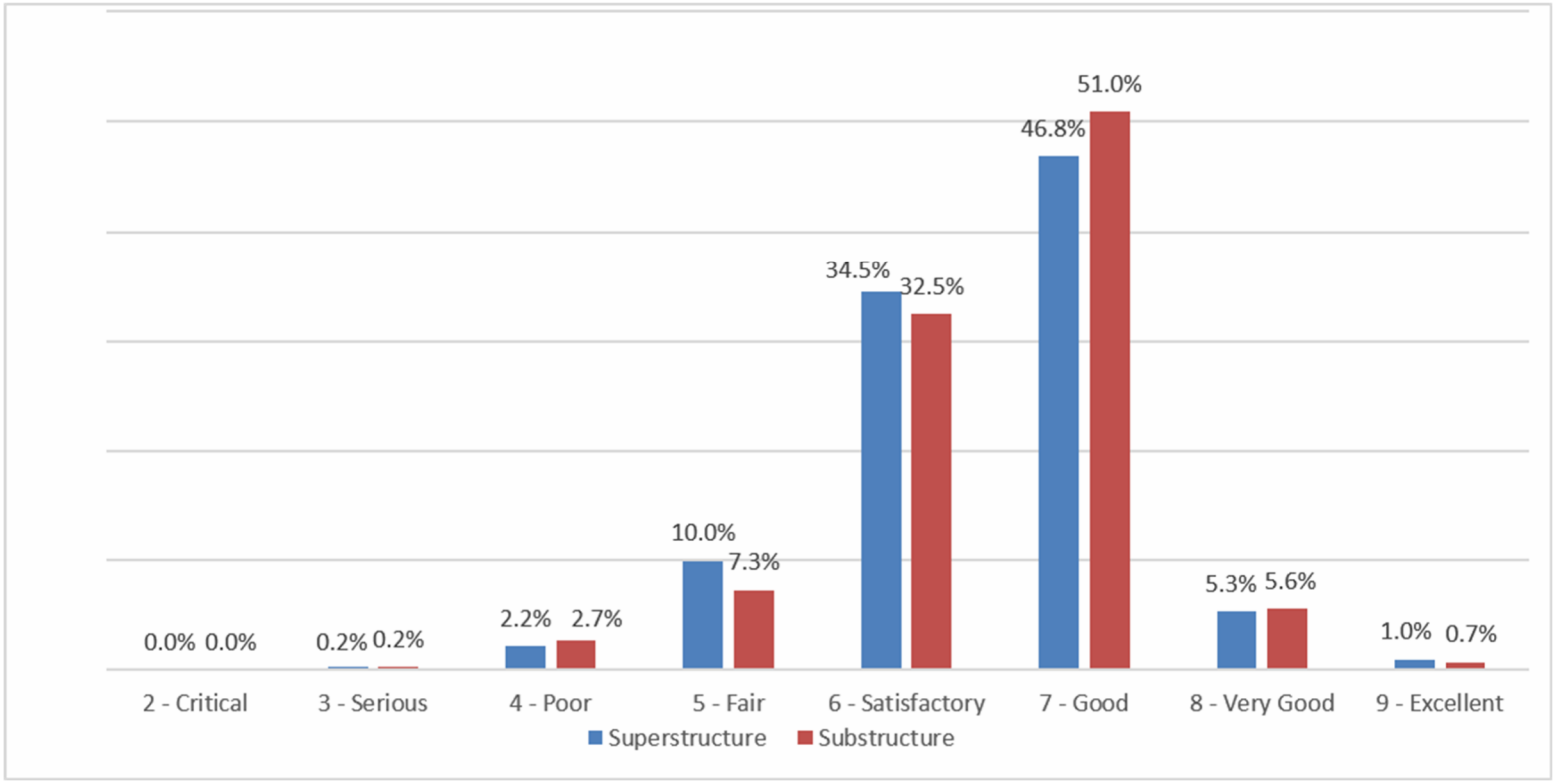
The OTIC is continuing to update new and rehabilitation design policies to address common deficiencies in its bridges. Expansion joints are being eliminated where feasible. This includes link slabs at piers and semi-integral abutments. Reconstruction of abutment seats is being performed in lieu of individual pedestal reconstruction. The OTIC is investing more significantly in bridge painting.

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 2027 on the Turnpike's bridges.

DOCUMENTATION

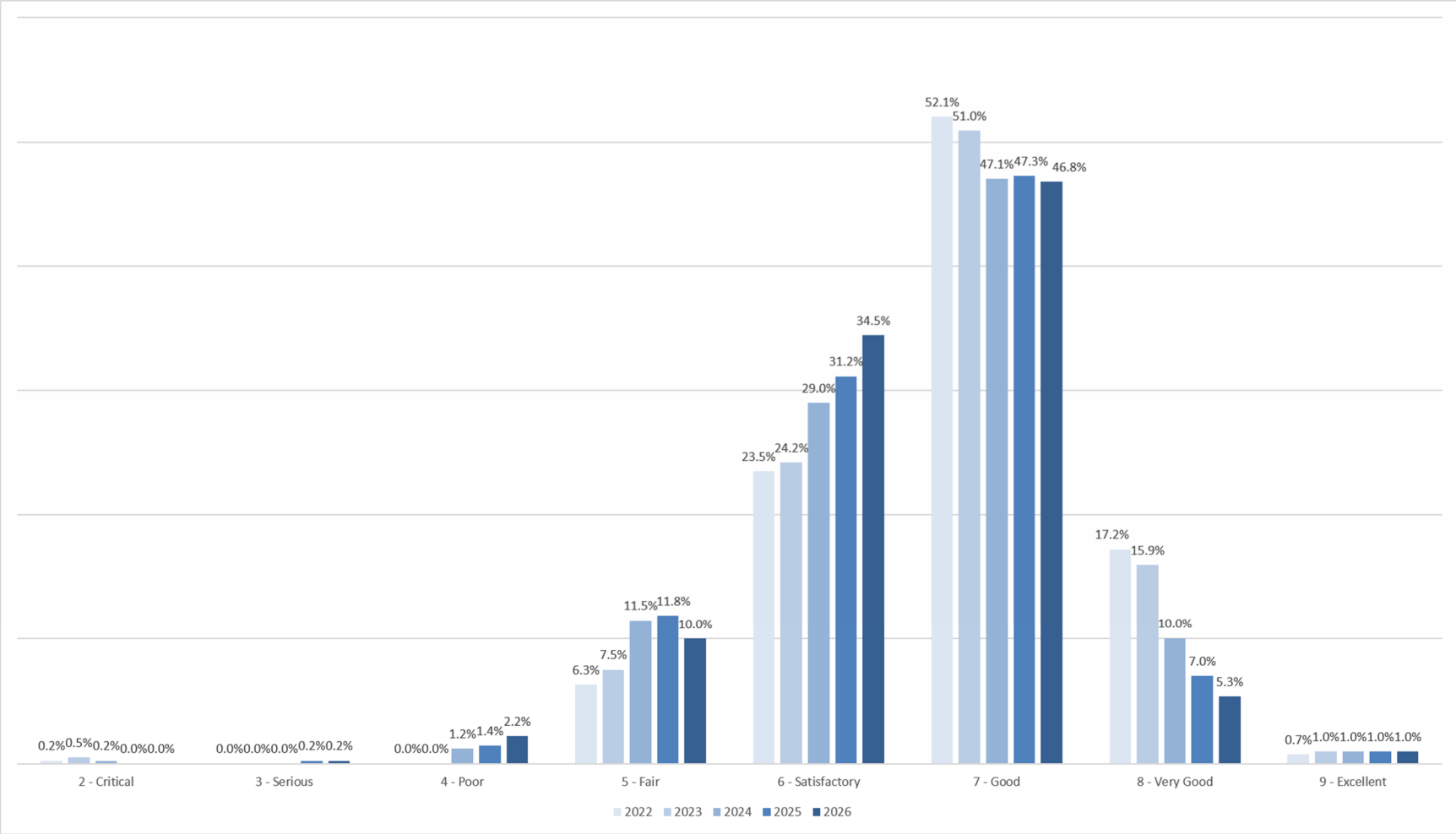
As required by the FHWA and ODOT, inspection reports for 2026 have been prepared for the OTIC on all Turnpike bridges. All inspection reports are located in ODOT's AssetWise system. These reports include element level planning data, inspector notes, and inventory data that can be used for planning future maintenance and repair programs.

Figure 2.3.3: 2026 Bridges Superstructure & Substructure



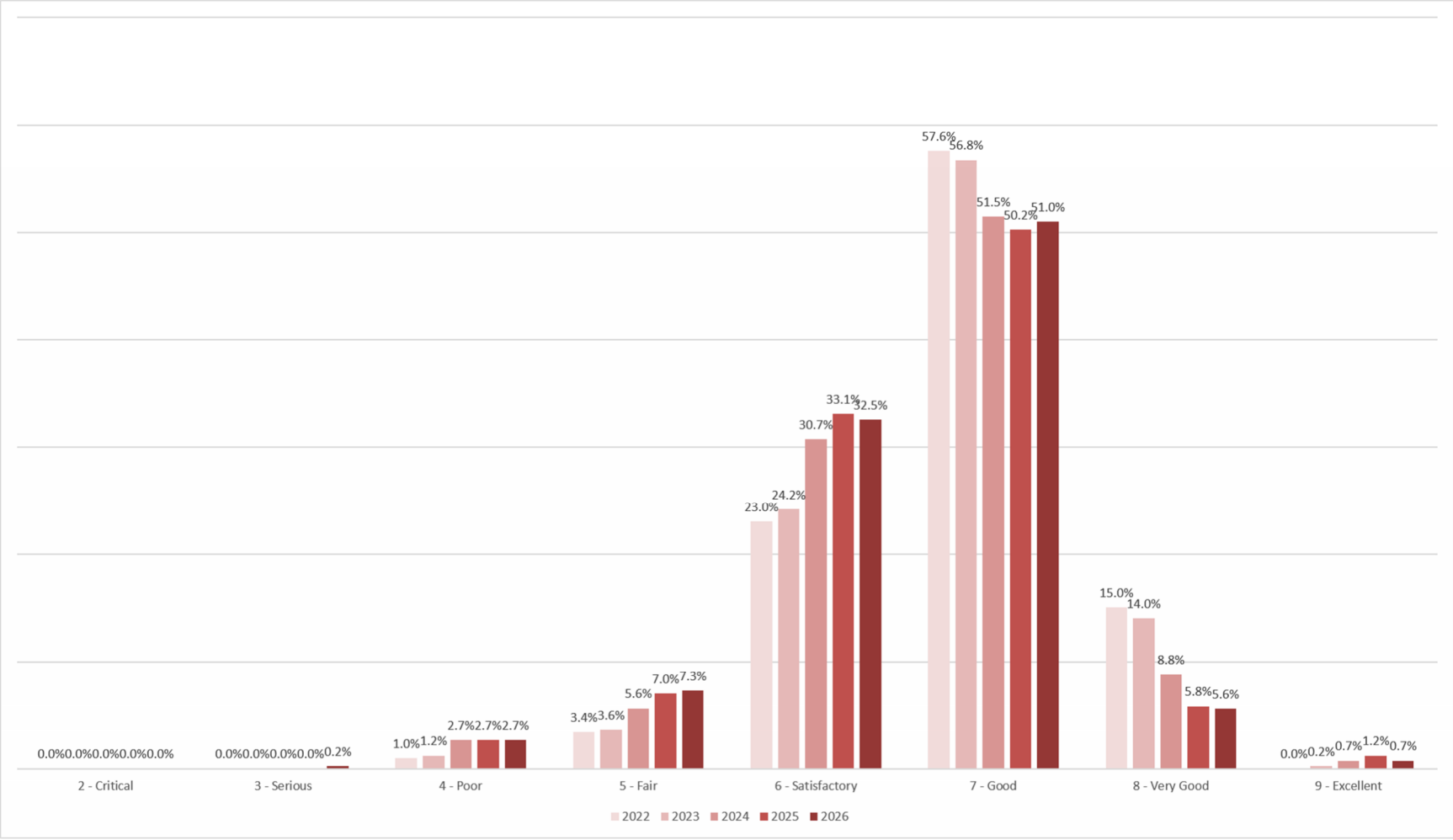
Graph showing distribution of Superstructure and Substructure summary ratings for bridges maintained by the OTIC in 2026.

Figure 2.3.4: Comparison of Superstructure Rating Summaries



Graph showing distribution of Superstructure summary ratings for bridges maintained by the OTIC from 2022-2026. Note that the OTIC bridge inventory total varies each year.

Figure 2.3.5: Comparison of Substructure Rating Summaries



Graphs showing distribution of Substructure summary ratings for bridges maintained by the OTIC from 2022-2026. Note that the OTIC bridge inventory total varies each year.

2.4 Culverts

CULVERTS CLASSIFIED AS BRIDGES

Structures with a clear span of ten feet or more are inspected and classified as bridges according to Ohio Revised Code (ORC) Section 5501.74 (the federal definition considers spans of 20 feet or more). Currently, the OTIC owns and maintains 117 culverts falling into this category of the ORC (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 in 2026 and Figure 2.4.2 provides a summary of ratings from 2022 through 2026.

Figure 2.4.1: Culvert Component Ratings for Culverts (Classified as Bridges)

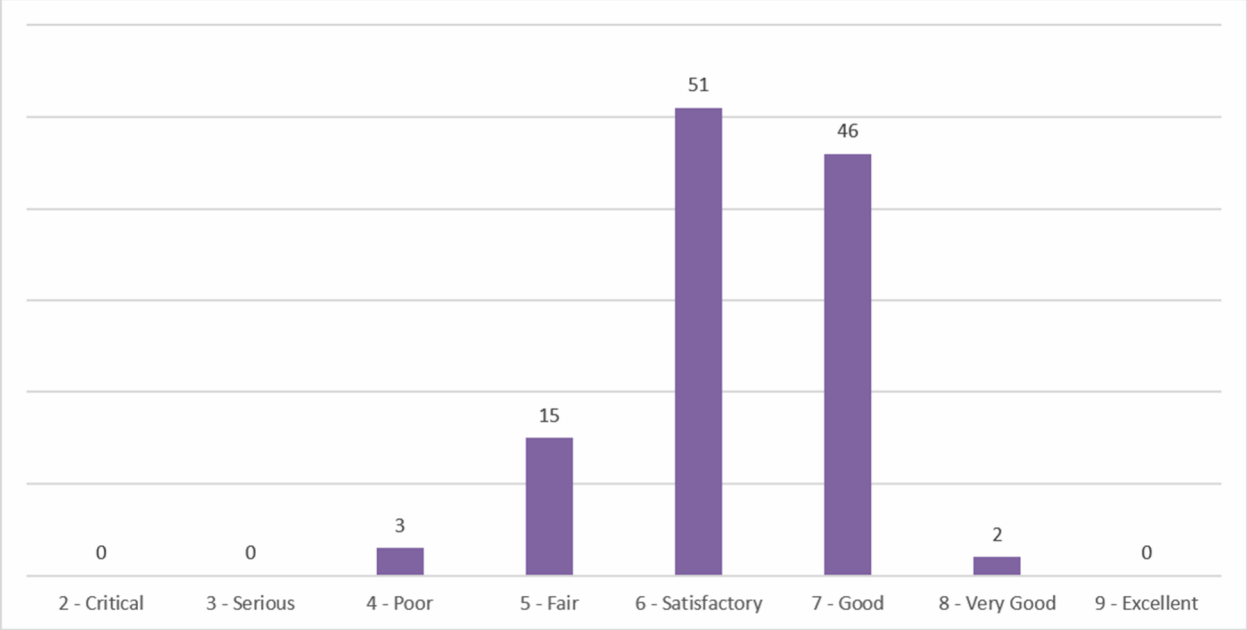
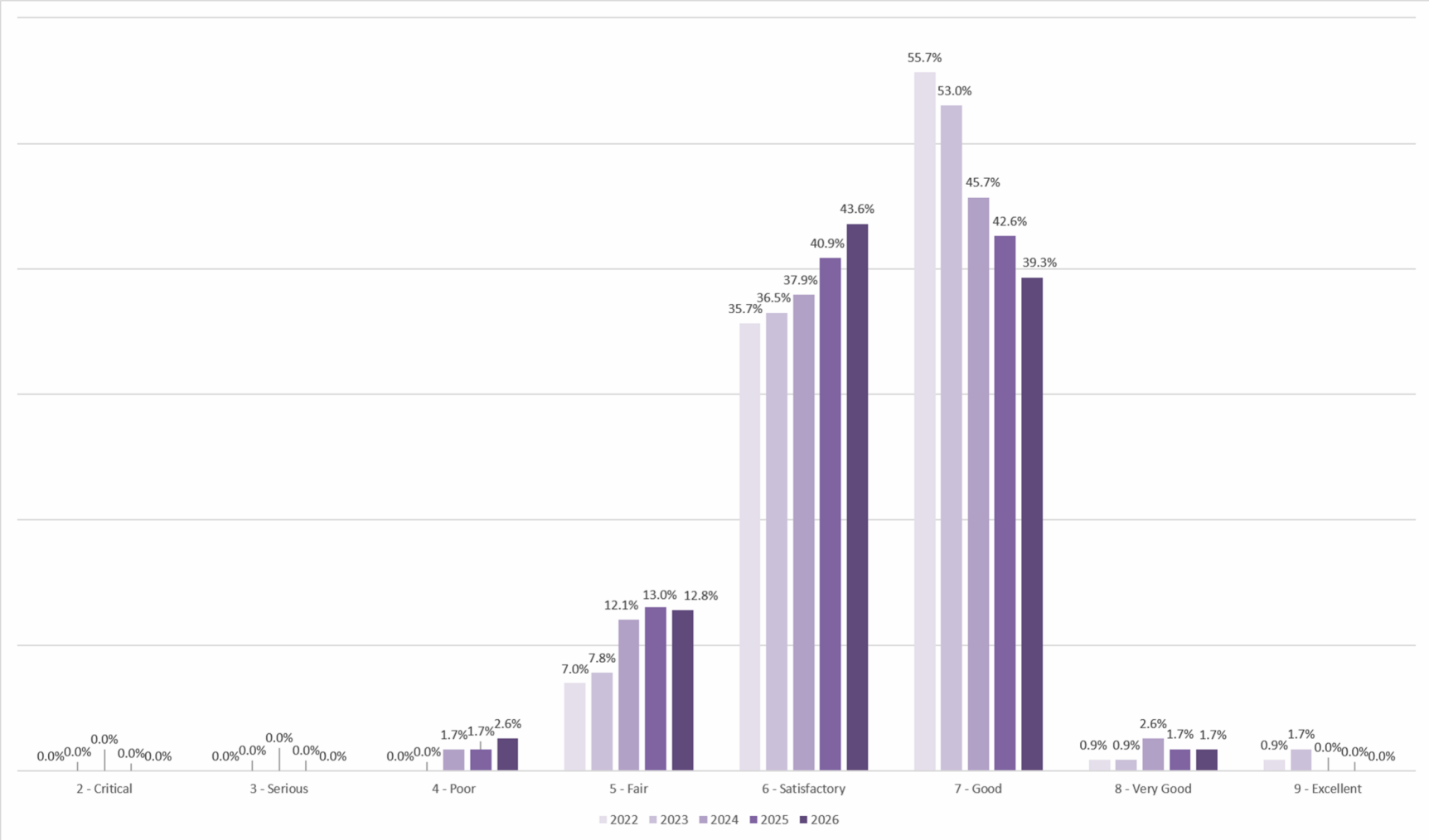


Figure 2.4.2: Comparison of Culvert Component (Classified as Brides) Rating Summaries



Graph showing element ratings for all OTIC culverts classified as bridges maintained by the OTIC from 2022-2026. Note that the OTIC bridge inventory total varies each year.

CULVERTS NOT CLASSIFIED AS BRIDGES

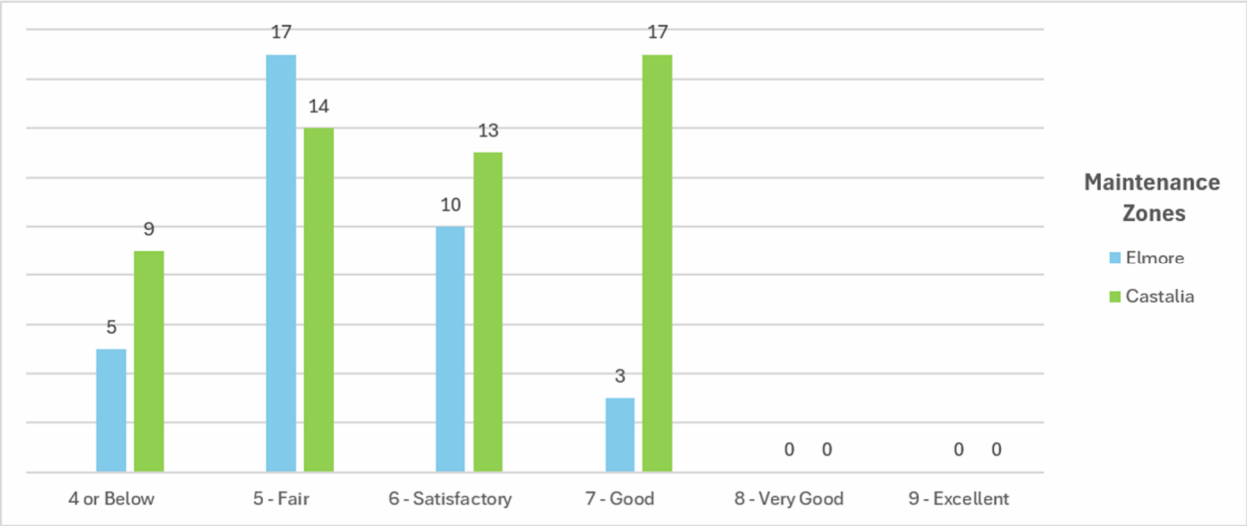
Structures with a clear span of less than ten feet are not classified as bridges. However, their proper function is tied to the long-term performance of the OTIC's assets. Through 2023, the OTIC's culverts under 120 inches had been inspected on an annual basis. Frequency of inspection was modified in 2024 to be more in line with ODOT and other agencies. Additionally, ODOT's Conduit Management Manual was utilized as an inspection guidance document for all culverts not inspected as bridges. The OTIC has designated large culverts to be from 30 inches to under 120 inches and small culverts to be from 12 inches to under 30 inches.

LARGE CULVERTS (30" TO UNDER 120")

The large culverts are inspected once every five years if the general appraisal rating is higher than four. Large culverts with a general appraisal rating of four or less will be inspected annually until they are improved. Previous inspection efforts split the OTIC culvert inventory into fifths, with a separate segment of culverts inspected each year. In 2024, large culverts were inspected and inventoried in the Amherst maintenance zone. In 2025, large culverts in the Boston maintenance zone were inspected and inventoried. In 2026, large culverts in the Elmore and Castalia maintenances zones 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 large culverts range in size from 30 inches to 108 inches and are typically constructed of either corrugated steel or reinforced concrete. Culvert inspection is performed to detect early signs of deterioration that may require repair or replacement. Common deficiencies in large culverts include joint separation and infiltration for concrete culverts and deformation and corrosion in metal culverts. However, the most common deficiency is culvert blockage related to vegetation or sedimentation of the waterway. The 2026 Elmore and Castalia section inspections included 88 culverts in total with nine culverts in Castalia and five culverts in Elmore with General Appraisal ratings of four or below. These culverts will be added to the list of 16 culverts from other maintenance zones to be inspected yearly until the deficiencies are addressed. Two culverts previously rated poor will be removed from the list following repair/replacement as part of active pavement replacement projects. Refer to Figure 2.4.3 for a summary of the General Appraisal ratings of large culverts by maintenance zone inspected in 2026.

Figure 2.4.3: 2026 Large Culvert General Appraisals (30” to Under 120”)

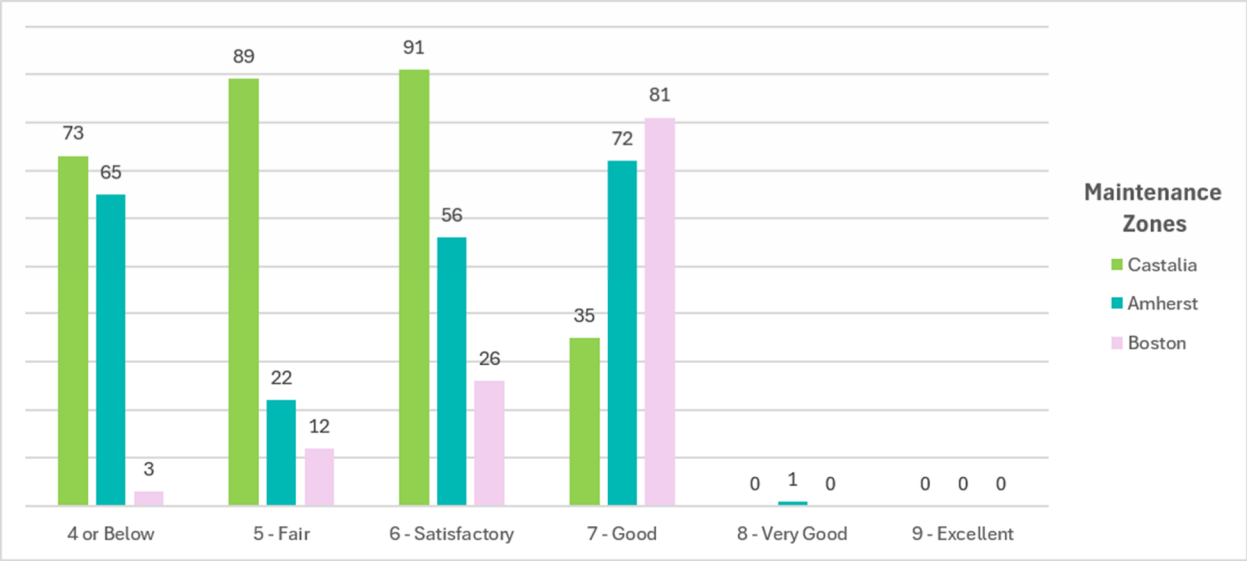


SMALL CULVERTS (12” TO UNDER 30”)

In 2024, the OTIC expanded the culvert inspection program to include culverts ranging from 12 inches to under 30 inches. The small culverts were inventoried in GIS. These small culverts are inspected once every ten years if their general appraisal rating is higher than four. Any culvert with a General Appraisal rating of four or less will be inspected annually until rehabilitated. Common deficiencies in small culverts include broken channel and ditch protection, headwall or end section deterioration, erosion, waterway blockage, and scour of the waterways. In recent years, the failure of small culverts necessitated isolated slope repairs or more extensive dedicated slope repair projects. In 2025, 70 culverts, inventoried in the Boston maintenance zone were field located and inspected and in 2026, 625 culverts were inventoried and inspected in Castalia, Amherst, and Boston.

Of the 625 culverts inspected in 2026, 141 culverts received a General Appraisal rating of 4 (Poor) or below. Most of these ratings were the result of excessive vegetation or sedimentation in the roadside ditch. Developing a repair program for the aging storm sewer system will help protect adjacent facilities and roadways from potential failure. Culverts within an upcoming pavement replacement project will also be inspected ahead of the project by the contracted design consultant and programed for repairs as needed. Refer to Figure 2.4.5 for a summary of the General Appraisal ratings of small culverts by maintenance zone inspected in 2026.

Figure 2.4.4: 2026 Small Culvert General Appraisals (12” to Under 30”)*



*Boston Maintenance Zone Small Culverts were only inspected within the median

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.

It is important to note that culverts outside the scope of the Third Lane and Pavement Replacement Programs are now nearly 70 years old. According to the current ODOT Location and Design Manual, pipe materials should have a design lifespan of 75 years or should be rehabilitated or replaced when a General Appraisal reaches a rating of 4. Two large culverts in the Boston maintenance zone were rated 4 or below in 2025 and six large culverts in the Amherst maintenance zone were rated 4 or below in 2024. Culverts outside of Boston were inspected annually in accordance with ODOT policy of inspections when rated 4 or lower. It is recommended that rehabilitation and/or replacement of these poorly rated culverts be prioritized. The six Amherst culverts rated four or below have been recently inspected and are currently being scoped for repair or replacement. Similar investigative and design work will be performed on the two Boston culverts, the nine Castalia culverts, and five Elmore culverts that rated four or below in 2026.

Since the inspection efforts have expanded over the past several years Michael Baker has consistent data for additional analysis and provided recommended culvert inventory, inspection and maintenance improvements which have been provided in a supplemental report.



Culvert Inspection at Milepost 127.5

2.5 Guardrail, Median Barriers, Noise Walls, and Fences

Michael Baker performed an annual visual inspection of the entire Turnpike in 2026. All ramps and mainline pavement were driven and conditions on the guardrail, median barrier, noise walls and fences were obtained. The guardrail along the entire length of the Turnpike's mainline is generally in good condition, with minor rusting. The eastbound guardrail has three sections in poor condition (MP 191.5 to 197.0, MP 223.5 to 225.0, and MP 228.5 to 230.0). The eastbound guardrail from MP 223.5 to MP 230.0 will be replaced in 2027 under the construction project previously awarded. The westbound guardrail has two sections in poor condition (MP 140.0 to 142.0 and MP 192.0 to 193.5). The westbound guardrail from MP 140.0 to 142.0 will be replaced in 2027 under the planned pavement replacement project in that section. 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 166 miles (third lane and ORT barrier wall) of the Turnpike and is generally in good condition. The eastbound barrier wall has several segments in poor condition (MP 85.5 to MP 86.0, MP 88.5 to MP 89.0, MP 106.0 to MP 107.0, MP 109.5 to MP 111.0, MP 141.0 to MP 142.5, MP 153.0 to MP 153.5 and MP 172.0 to 173.0) and the westbound barrier wall has one stretch in poor condition (MP 106.0 to MP 106.5). 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. Ohio does not currently have statewide guidance for noise wall inspections, so criteria and inspection practices from other state DOTs were reviewed in 2024 and a systematic process was adapted for evaluating noise walls adjacent to OTIC facilities. Approximately 18,380 linear feet of noise wall were inspected in 2024, comprised of 17 individual walls at nine locations, for general condition. Overall, 16 noise walls fell into the "Good" category, including the two locations maintained by the Turnpike. Refer to the 2024 supplemental noise wall report for the criteria and complete 2024 inspection results. 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, requiring advanced repair. Vegetation growth and undermining was present in more than 15 panels. There were four failed panels requiring immediate repair with sizable sections missing and high moisture level in wood material affecting structural integrity of barrier. The noise wall was again reinspected in 2026 with no substantial changes noted from the 2025 inspection.

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 during annual inspections. For detailed information, please refer to the respective bridge and culvert inspection reports. To maintain safety and functionality, we advise the OTIC to allocate funding for ongoing fence maintenance and localized replacement.

The Commission has ninety-six (96) remote and back gates located on the main line and at toll plazas, services plazas, maintenance buildings, and the Berea campus to facilitate easy access on and off the mainline to and from these facilities by the OTIC, law enforcement, public safety, and construction vehicles. These 96 access points allow vehicles equipped with OTIC issued non-revenue ETC transponders to automatically open the gate and pass through utilizing Automatic Vehicle Identification (AVI) equipment installed at each location. In 2026, the Commission is upgrading AVI equipment at all 96 of these access points replacing obsolete technology installed in 2009.

2.6 Interchanges

The number of interchanges on the Turnpike is currently at 34, including the interchange at State Route 49, 20 conventional interchanges with tolling plazas, four open road tolling plazas, and the nine non-tolled interchanges.



Hybrid Toll Plaza

On April 10, 2024, the OTIC successfully launched its new modernized hybrid open barrier/ticket system and back-office tolling system. This was the largest project undertaken by OTIC since the toll road opened in 1955, combining technology and construction under more than 20 separate projects. 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 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 on entrance lanes and in E-ZPass®-only 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 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 20 interchanges and eliminates toll collection at nine interchanges. The elimination of tolling furthers economic growth in surrounding communities by providing both residents and visitors with 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 these nine locations. An in-depth design study and 30% design documents have been prepared based on the interchange at TP 232. Based upon the results of this study, one pilot project is expected to be sold in 2027. 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 existing geometric constraints of the intersection. With the removal of unnecessary infrastructure at the non-tolled facilities, the OTIC will realize cost savings with a reduction in utility and maintenance costs at these nine 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 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 currently estimated at $266.9 million (variance from 2025 estimate as construction projects were closed out, with a few remaining) as refinements continue 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 ongoing as part of Turnpike capital improvement projects to lower energy costs for the OTIC.

The 2024 Interchange Design Report was completed in 2026. Publicly available aerial imagery and elevation data from the Ohio Geographically Referenced Information Program (OGRIP) was utilized to supplement the historical data in areas where plans or surveys were not available. While the interchange ramps generally do not meet current design standards, the substandard designs are not typically the contributing factor in crashes. In general, it is suggested that OTIC review the acceleration and deceleration 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.

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 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 need dedicated maintenance or replacement. Facility roof replacements are on-going as part of Turnpike capital improvement projects to maintain the structures. 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.

LIGHT TOWERS

In 2025, the field inspection of the 413 tower lighting locations owned and maintained by the OTIC was performed. These assets are programmed to be inspected on a five-year cycle. 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

2.7 Technology

The OTIC Technology Department is a team of 26 individuals, responsible for managing, maintaining, implementing, and supporting all information technology and telecommunications related needs throughout the OTIC's 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 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.



OTIC Technology Building

Communication Systems: In 2015, the OTIC decided to transition from its VHF high-band system to the State of Ohio's Multi-Agency Radio Communication System (MARCS). 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. Mandatory radio authentication and security key updates were implemented in 2026 to comply with state and federal infrastructure protection policies.

Intelligent Transportation Systems (ITS): Current ITS components include portable changeable message signs 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 Closed-circuit television (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. This work will include an advanced traffic management system (ATMS) that will integrate the various ITS devices so they can be coordinated and semi-automated. Construction of this project is expected in 2027.

Web and Data Systems: In 2020 the converged network infrastructure (CNI) was replaced with a hyper converged infrastructure (HCI) solution. In 2025, wireless connectivity was upgraded at the Berea Administration Building. A wireless assessment of connectivity at all Turnpike owned buildings is ongoing, with wireless hardware updates to follow.

Telephony Systems: 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. A 2027 upgrade is planned for the Customer Service Center involving the implementation of Agentic AI solutions.

Projects completed in 2026 or in planning include:

- Continued upgrade and replacement of the existing 48V VDC (Volts of Direct Current) batteries, rectifiers, and inverters.
- An invoicing system transition to SmartDocs is scheduled for completion by the end of 2026. This will allow for centralized approvals and linkages to the OTIC's enterprise resource planning (ERP) system and include upgrades to support Automated Clearing House (ACH) payments.
- Upgrades to the OTIC's Kronos human resource and payroll systems are being implemented with a scheduled go live in January 2027.
- Distribution of additional security awareness training programs for all employees. A full-time cyber security staff member has been hired.
- Continued upgrade and further enhancement of video surveillance systems. Phase 1 across all buildings is complete. Phase 2, which included additional cameras at toll plazas and service plazas, is also complete. A Phase 3 is currently planned for 2027, which will include additional cameras at the service plazas, as well as a multi-phase rollout of upgraded Network Video Recorder (NVR) servers.
- A Request for Proposal (RFP) for development of a new OTIC website is planned for advertisement before the end of 2026.
- Development of an IT (Information Technology) Strategic Plan is expected to commence in the fourth quarter of 2026.

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, photos, and Microsoft Excel 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 are a total of 34 interchanges including the State Route 49 interchange, but that location does not have a building.*

ADMINISTRATION BUILDING COMPLEX

The OTIC's Administrative Building Complex, which includes the administrative building (MP 159.4), technology building (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 offices.



Berea Administrative Building

As needed, improvements have been made to both building's mechanical, electric, and plumbing systems and the building envelope.

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 currently developing design plans for an addition to the administration building and renovations to both buildings, as well as the grounds.

MAINTENANCE BUILDINGS

Maintenance facilities consist of eight (8) primary structures constructed from steel and masonry, spaced approximately 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.



Amherst Maintenance Garage Roof

Common deficient conditions were noted in the 2026 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 15-year warranty.

The additional structures within the maintenance facility complexes exhibit conditions ranging from “Good” to “Deteriorating” conditions. 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 Ohio State Highway Patrol (OSHP) facilities, including Milan Patrol Post 90 (located at MP 118.6) and OSHP Turnpike operations offices (situated at MP 159.5 in the Administration 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, several of the exterior windows showed signs of air leakage and condensation due to deteriorated weather seals. 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, including toll booths, canopies, utility buildings, and relevant additional structures, was deemed satisfactory. However, a significant number of toll booths are exhibiting moderate decay, typically of those found in the snow-belt of Lake Erie, where there is heavy salt use during winter months, 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 plaza utility buildings and toll booths, 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. Apart from the building's AHU's, pumps, and control systems, each toll plaza is equipped with its own mini split system to control the temperatures within the IT/communication rooms where multiple computer servers and data infrastructure is housed. These installations all appeared to be functional and working as intended.

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. Also in 2023, Toll Plaza 239 was upgraded for westbound open road tolling. 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 un-tolled locations. An in-depth design study and 30% design documents have been prepared based on the interchange at TP 232. Based upon the results of this study, a pilot project is expected to be sold in early 2027. The goal of the project is to remove the toll booths and concrete

lane dividers and provide positive separation of incoming and outgoing traffic to permit traffic flow similar to non-tolled interstate highway interchanges.



Toll Plaza 161

SERVICE PLAZA BUILDINGS

Currently, there are 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.



Tiffin River Service Plaza

As of 2013, the 16 original service plaza facilities, dating back to the early 1950s, have been demolished, with 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 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.

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 (MP 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 truck parking expansion was completed in 2026.

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 charging stalls 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 continued in late 2025, with the installation of additional non-proprietary charging facilities at the Great Lakes, Towpath, Mahoning Valley, and Glacier Hills service.

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 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 years in accordance with Telecommunications Industry Association Standards (TIA-222-G and TIA-222-H). Towers located from MP 106.70 to 145.50 were inspected in 2026, including MB-4, TP-110, TP-118, RTS-2, TP-135, MB-5, and TP-145. Tower inspection reports are being submitted to the OTIC under separate cover. The inspected towers are generally in good condition with only minor deficiencies.



TP 110 Tower Inspection

2.10 Maintenance Organization and Equipment

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

The OTIC maintenance organization is divided into two divisions, each under the direction of a division superintendent. Each division consists of four maintenance zones. 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 306 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, maintenance and repair of vehicles and equipment, along with maintaining the Commission's various facilities.

The division personnel consist of employees who perform duties such as plumbing, mechanical and electrical work at facilities, 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



OTIC Fleet Maintenance

maintenance crews for 12-hour shifts, seven days a week, to remove snow and ice during winter storms, using de-icing liquids and salt to keep the 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.

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 100 million vehicle miles increased from 69.0 in 2024 to 77.4 in 2025, however the rate of accidents resulting in fatalities decreased from 0.6 in 2024 to 0.2 in 2025. Appendix E contains crash statistics including traffic accidents and fatalities and annual accident rates and fatality rates per 100 million vehicle miles of travel.

> ** 2024 crash rate as presented in 2025 Annual Report has been revised based on actual vehicle miles traveled recalculation from the updated Traffic Revenue Report*

As part of the 2025 inspections, Michael Baker utilized their LiDAR truck to drive the mainline, ramps, and service plazas. A comprehensive sign inventory was developed in GIS for all the OTIC-maintained signs. This inventory included dimensions, Manual on Uniform Traffic Control Devices MUTCD code, sign content, support, and mounting type and condition. It is anticipated that this database will become part of the OTIC asset management, allowing tracking of sign installation and replacement data. This will allow systematic scheduling to replace signs as they age to comply with retro-reflectivity and meet current sign criteria. A GIS map application was developed to allow for continuous updates as signs are replaced and upgraded. Michael Baker has coordinated with the OTIC sign shop staff on use of this application. It is recommended that sign upgrades continue to 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 service plaza signs. Michael Baker has met with sign shop staff to understand workflow and identify efficiencies. Based on those discussions, we have started the process of developing a SignCAD database to eliminate the need for sign shop staff to design signs in SignCAD. Team members can now input the design directly into their fabrication software.

Starting in 2016, the OTIC initiated an overhead sign replacement program, addressing all deficient overhead sign structures. Additionally, a ten-year program aims to replace all overhead sign

structures throughout the two-lane portions of the Turnpike. In 2022, a visual inspection of all overhead sign structures occurred as part of the five-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.

Lastly, raised pavement markers, object markers, and barrier delineators continue to be replaced with 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., 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, one 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 the 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 minimize work zone crashes in 2025 and 2026.

The OSHP and the OTIC partnered in 2026 on a new enforcement initiative which includes a marked semi-truck to assist in enforcement and encourage safer driving.



OSHP Marked Semi-Truck

Table 2.12.2: Activities of the Patrol (2021-2025)

Activity	2021	2022	2023	2024	2025	Total 2021-2025
Enforcement Stops	31,830	21,617	20,448	20,078	20,219	119,192
Non-Enforcement Stops	44,660	40,766	34,793	35,621	33,929	189,767
- Warnings	13,511	10,378	8,742	10,554	8,479	51,664
- Motorist Assists	12,592	12,111	9,515	9,888	9,436	53,542
Aggressive Driving Enforcement	3,374	1,877	1,657	1,928	2,337	11,173
Commercial Vehicle Enforcement	3,145	2,625	2,600	2,915	2,601	13,886
Vehicle Defect Notifications	1,865	1,190	994	933	1,073	6,055
Drug Violations	332	142	216	37	53	780
Driving Under Suspension	772	435	402	423	426	2,458
Distracted Driving Violations‡	864	568	533	965	796	3,728
Felony Arrests	145	71	99	75	93	483
Felony Warrants Served	24	24	27	28	31	134
Misdemeanor Summons Issued	348	152	208	34	29	771
Misdemeanor Warrants Served	87	79	93	77	59	395
Move Over/Slow Down Violations	615	240	311	378	313	1857
Crashes Investigated	2,376	2,433	2,082	2,133	2,336	11,360
OVI Enforcement	224	130	160	164	166	844
Response to Resistance Cases	33	14	28	28	14	117
Driver Impaired Violations	39	22	31	30	36	158
Seatbelt Violations†	2,048	903	998	1,923	1,045	6,917
Speed Violations	26,623	17,497	16,256	19,459	15,413	95,248
Weapons Violations	39	13	10	6	13	81
Case Investigations Initiated	650	396	505	309	301	2,161
Criminal Patrol Points	103	36	88	61	61	358
Blue Max Points	20	19	19	19	16	93

Sources: OSHP computer-aided dispatch (CAD) system; Ohio Trooper Information System (OTIS. Data as of 8/25/26). Data includes all activities 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).

2.13 Traffic, Revenues and Expenses

Total revenues for the OTIC from all sources in 2025 were $458,861,000, which is a 2.4% increase compared to 2024. This revenue increase was primarily the result of increased toll revenues.

Table 2.13.1: Comparison of Traffic, Revenue & Expenses, 2025 with 2024

Passenger Vehicle-Miles of Travel	Decreased	0.6%
Commercial Vehicle-Miles of Travel	Decreased	2.0%
Toll Revenues	Increased	3.2%
Total All Revenue	Increased	2.4%
Operating Expense*	Increased	8.4%
TOTAL EXPENSES, INCLUDING INTEREST EXPENSE AND ODOT INFRASTRUCTURE PROJECT EXPENSE	**Increased**	**0.9%**

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

The revenue data for the first seven months of 2026 shows that, when compared to the same period in 2025, toll revenues from passenger cars were up 1.9% and toll revenues from commercial vehicles were up 3.0%. Total toll revenues were up 2.6% for the first seven months of 2026, concession revenues were down 6.5%, and investment income was down 14.9%. Total revenues for the first seven months of 2026 were up 1.3% compared to January through July 2025. The total number of transactions on the Turnpike during January through July 2026 was 1.4% higher than for this same period in 2025. Upon implementation of the toll system in April 2024, a full-length trip is three transactions westbound and two transactions eastbound due to the open road tolling/barrier system structure. Based on current trends to date, total revenues from all sources for 2026 are estimated at approximately $466,400,000.

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 2026.

SUMMARY

Payroll and Fringe Benefit Expenses	$ 84,200,000
Administration and Insurance Expenses	$ 15,600,000
Maintenance and Operations Expense	$ 59,700,000
Bond Interest and Principal	$ 117,200,000

ESTIMATE OF CURRENT EXPENSES

Fiscal Year 2026	$276,700,000

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 2027.

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 2027 will amount to approximately $465,000,000, of which approximately $178,000,000 will be needed for the operations, maintenance, and administration of the Turnpike and $131,000,000 will be required for bond interest and principal expense. Of the remaining amount, approximately $5,000,000 will likely be deposited into the Renewal and Replacement Fund, leaving a total of approximately $151,000,000 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

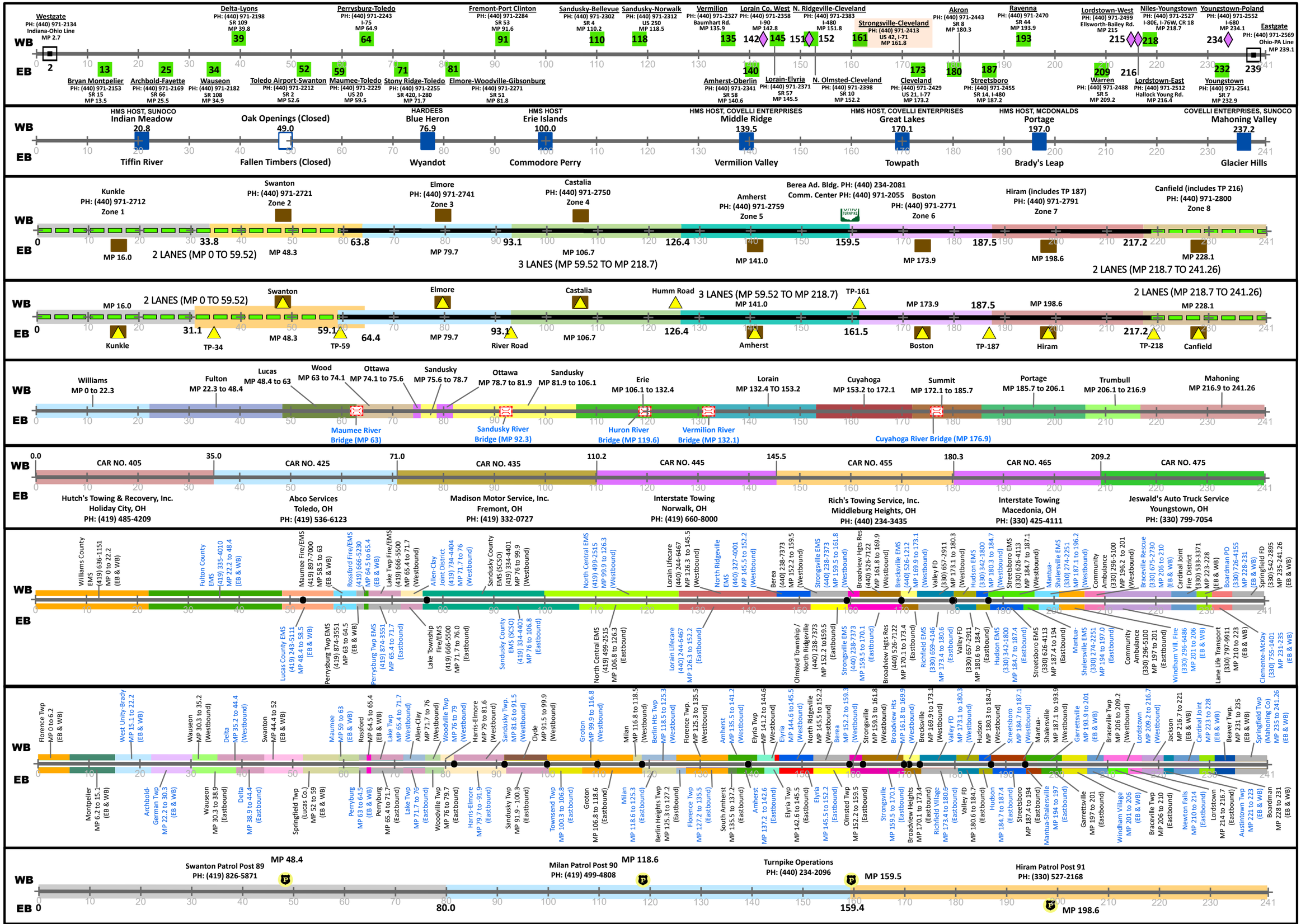
OTHER COVERAGE AREA (contact Comm. Center for more information)

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	144.00	153.50	9.50	20.10
	230.60	241.20	10.60	
1981	132.30	144.00	11.70	11.70
1983	92.40	101.40	9.00	25.70
	186.90	196.30	9.40	
	223.30	230.60	7.30	
1985	153.50	161.60	8.10	19.40
	161.60	172.90	11.30	
1986	214.20	223.30	9.10	9.10
1987	71.00	80.70	9.70	19.50
	111.70	118.70	7.00	
	177.40	180.20	2.80	
1988	27.50	38.90	11.40	18.30
	180.10	187.00	6.90	
1989	205.40	214.30	8.90	8.90
1990	39.00	48.60	9.60	14.00
	173.00	177.40	4.40	
1991	118.80	132.30	13.50	13.50
1992	62.50	71.10	8.60	18.90
	101.40	111.70	10.30	
1993	0.00	5.70	5.70	5.70
1994	5.70	14.80	9.10	20.70
	80.80	92.40	11.60	
1996	14.80	27.50	12.70	19.70
	55.50	62.50	7.00	
1998	48.60	55.50	6.90	6.90
2006(*)	196.30	205.40	9.10	9.10
2007(**)	196.30	205.40	9.10	
TOTAL TO DATE				241.20

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.2: Fourth Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
1989	144.00	153.00	9.00	9.00
1990	230.60	234.90	4.30	4.30
1991	234.90	241.20	6.30	6.30
1992	132.00	144.00	12.00	12.00
1993	91.20	101.40	10.20	20.60
	161.60	172.00	10.40	
1994	214.20	223.30	9.10	9.10
1995	111.70	118.80	7.10	23.80
	186.90	196.30	9.40	
	223.30	230.60	7.30	
1996	153.50	160.00	6.50	6.50
1997	71.10	80.80	9.70	14.00
	160.00	161.60	1.60	
	177.40	180.10	2.70	
1998	27.50	38.90	11.40	11.40
1999	38.90	48.60	9.70	16.50
	180.10	186.90	6.80	
2000	101.40	111.70	10.30	21.30
	172.90	177.00	4.10	
	207.40	214.30	6.90	
2001	118.80	127.20	8.40	8.40
2002	0.00	5.70	5.70	5.70
2003	62.50	69.30	6.80	6.80
2004	55.50	63.80	8.30	8.30
2007	80.90	91.20	10.30	10.30
2008	5.70	14.80	9.10	9.10
2011	14.80	27.50	12.70	12.70
2012	69.30	71.10	1.80	1.80
2013	127.30	132.10	4.80	4.80
2014	48.60	55.50	6.90	6.90
2018	196.30	205.20	8.90	9.70
	172.00	172.80	0.80	
TOTAL TO DATE				239.30

Table B.3: Fifth Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
1997	144.00	153.50	9.50	9.50
2001	230.60	241.30	10.70	10.70
2002	92.40	101.40	9.00	12.20
	161.60	164.80	3.20	
2003	132.10	144.40	12.30	12.30
2004	168.60	172.00	3.40	11.90
	214.80	223.30	8.50	
2006	111.20	111.70	0.50	0.50
2006(*)	186.90	196.30	9.40	9.40
2007(**)	186.90	196.30	9.40	
2008	111.70	118.80	7.10	7.10
2010	223.30	230.60	7.30	7.30
2011	205.00	210.00	5.00	12.00
	153.00	160.00	7.00	
2012	101.20	109.20	8.00	8.00
2012	118.80	127.30	8.50	8.50
2012	209.60	214.40	4.80	4.80
2013	27.50	38.90	11.40	21.20
	127.20	127.30	0.10	
	176.30	186.00	9.70	
2014	43.30	48.60	5.30	5.30
2015	0.00	5.70	5.70	12.10
	74.10	80.50	6.40	
2016	38.90	43.30	4.40	18.20
	55.50	69.30	13.90	
2017	69.30	74.10	4.80	4.80
2018	127.20	132.10	4.90	4.90
2019	8.20	14.80	6.60	6.60
2020	80.50	90.00	9.50	9.50
2021(**)	7.30	8.20	0.90	0.90
2024	14.80	27.50	12.70	17.30
2024	50.90	55.50	4.60	
TOTAL TO DATE				215.00

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.4: Sixth Resurfacing

Year	Milepost Limits		Length	Total Length for Year (Miles)
	Start	End	(Miles)	
2006	144.40	153.50	9.10	9.10
2010	91.20	101.50	10.30	14.40
	132.10	136.20	4.10	
2011	160.00	161.60	1.60	1.60
2012	172.00	176.30	4.30	4.30
2013	136.20	144.40	8.20	13.80
	230.40	236.00	5.60	
2014(*)	217.30	218.30	1.00	6.30
2014	236.00	241.30	5.30	
2015(**)	221.00	223.00	2.00	4.00
	214.00	216.00	2.00	
2016(*)	221.00	223.00	2.00	2.00
2018	191.40	196.30	4.90	4.90
2020	118.80	127.20	8.40	10.20
	176.30	178.10	1.80	
2021	112.50	118.80	6.30	6.30
2022	74.00	80.50	6.50	14.10
	178.10	185.70	7.60	
2025	27.50	33.70	6.20	16.20
	43.00	46.50	3.50	
	59.50	66.00	6.50	
2026	33.73	38.90	5.17	9.17
	66.00	70.00	4.00	
2026(**)	223.00	230.35	7.35	7.35
TOTAL TO DATE				123.72

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.5: Seventh Resurfacing

Year	Milepost Limits		Length	Total Length for Year (Miles)
	Start	End	(Miles)	
2011	152.00	153.50	1.50	1.50
2013	132.10	132.20	0.10	0.10
2017	136.00	144.10	8.10	8.10
2018	132.10	136.20	4.10	4.10
2024	230.30	236.00	5.70	5.70
2025	97.90	100.00	2.10	2.10
2026(**)	221.30	223.00	1.70	1.70
TOTAL TO DATE				23.30

Table B.6: Third Lane - First Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
2003	193.40	199.00	5.60	5.60
2005	145.00	152.00	7.00	7.00
2006(*)	199.00	205.40	6.40	6.40
2007(**)	199.00	205.40	6.40	6.40
2015	141.10	145.40	4.30	7.30
2015	215.00	218.00	3.00	
2016	187.40	193.40	6.00	6.00
2017	160.10	169.10	9.00	14.10
2017	136.00	141.10	5.10	
2018	127.20	136.20	9.00	21.10
2018	149.20	154.10	4.90	
2018*	169.10	176.30	7.20	
2019	205.20	215.90	10.70	10.70
2020	80.50	90.00	9.50	20.30
2020(*)	176.30	178.10	1.80	
2020(**)	169.10	178.10	9.00	
2021	112.50	118.80	6.30	6.30
2022	74.00	80.50	6.50	6.50
2025	59.50	66.00	6.50	6.50
	97.90	105.00	7.10	7.10
	154.10	159.80	5.70	5.70
2026	66.00	73.95	7.95	7.95
TOTAL TO DATE				144.95

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.7: Third Lane - Second Resurfacing

Year	Milepost Limits		Length	Total Length for Year (Miles)
	Start	End	(Miles)	
2018	193.39	205.20	11.81	11.81
2025	118.80	127.90	9.10	9.10
2026(*)	164.70	169.74	5.04	5.04
TOTAL TO DATE				**25.95**

(*) - Eastbound lanes only.

(**) - Westbound lanes Only.

Table B.8: Reconstruction - First Resurfacing

Year	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
	Start	End		
2026(*)	164.70	169.74	5.04	5.04
TOTAL TO DATE				5.04

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table B.9: Full Depth Replacement

Year	Direction	Milepost Limits		Length (Miles)	Total Length for Year (Miles)
		Start	End		
2011	WB	95.90	101.20	5.30	5.30
2012	EB	95.90	101.20	5.30	10.22
	WB	164.82	169.74	4.92	
2013	WB	90.00	95.90	5.90	10.82
	EB	164.82	169.74	4.92	
2014	EB	159.80	164.82	5.02	11.12
	EB	101.20	107.30	6.10	
2015	WB	159.80	164.82	5.02	21.42
	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	20.54
	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	16.14
	WB	107.30	112.50	5.20	
	WB	186.35	191.39	5.04	
2018	EB	149.24	154.10	4.86	11.46
	EB	169.74	176.34	6.60	
2019	WB	149.24	154.10	4.86	11.69
	WB	169.74	176.57	6.83	
2020	WB	46.50	50.92	4.42	4.42
2021	WB	2.80	7.26	4.46	18.38
	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	13.96
	EB	208.17	212.76	4.59	
	WB	236.34	241.25	4.91	
2023	EB	0.00	2.60	2.60	5.20
	WB	0.00	2.60	2.60	
2024	EB	2.60	2.80	0.20	0.40
	WB	2.60	2.80	0.20	
2025	EB	212.76	216.10	3.34	3.34
2026	EB	127.90	133.20	5.30	14.34
	WB	154.10	159.80	5.70	
	WB	212.76	216.10	3.34	
TOTAL TO DATE					178.75



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

Table C.1: Mainline Bridge Deck Replacements (1/6)

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

Table C.1: Mainline Bridge Deck Replacements (2/6)

Year	Bridge	Milepost
1985	S.R. 64	47.5
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	NS (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	Waggoner 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

Table C.1: Mainline Bridge Deck Replacements (3/6)

Year	Bridge	Milepost
1986	Sharott Road	232
1986	S.R. 7	232
1987	Grand Trunk Western Railroad	34.2
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

Table C.1: Mainline Bridge Deck Replacements (4/6)

Year	Bridge	Milepost
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
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

Table C.1: Mainline Bridge Deck Replacements (5/6)

Year	Bridge	Milepost
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
1991	Eastland Road	160.4
1991	East Branch of Rocky River	160.7
1991	Rocky River Road	160.7
2000	Dirt Access Road	103.4
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
2019	Ai Creek	47.4
2019	State Route 64	47.5
2019	Wheeling & Lake Erie RR (EB)	186
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

Table C.1: Mainline Bridge Deck Replacements (6/6)

Year	Bridge	Milepost
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
2026	Maumee River (WB)	63.0
2026	Portland Road - CR 32 (EB)	109.2
2026	S.R. 82 (WB)	165.4
2026	York Road - CR 46 (WB)	165.5
TOTAL TO DATE*:		167 Pairs

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

Table C.2: Overhead & Ramp Deck Replacements (1/7)

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 SR 21 at Exit 173	172.9
1984	SR 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

Table C.2: Overhead & Ramp Deck Replacements (2/7)

Year	Bridge	Milepost
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
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

C.2: Overhead & Ramp Deck Replacements (3/7)

Year	Bridge	Milepost
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
1990	Farmer Center Road	9.0
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

C.2: Overhead & Ramp Deck Replacements (4/7)

Year	Bridge	Milepost
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
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	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

C.2: Overhead & Ramp Deck Replacements (5/7)

Year	Bridge	Milepost
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
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

C.2: Overhead & Ramp Deck Replacements (6/7)

Year	Bridge	Milepost
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
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

C.2: Overhead & Ramp Deck Replacements (7/7)

Year	Bridge	Milepost
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
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
2025	Pyle South Amherst Road CR 16	138.7
2025	West Ridge Road CR 53	142.6
2025	Ramp over US 42 Connector	162
2025	Albion Road CR 75	162.2
2025	State Road SR 94	167.3
2026	Yorktown Road - CR 260	100.2
2026	Gore-Orphanage Road - CR 34	133.1
2026	Ramp over Ohio Turnpike	180.3
2026	Prospect Road - CR 142	182.1
2026	Darrow Road - SR 91	183.2
TOTAL TO DATE:		222

Table C.3: Bridge Deck Overlay Projects (1/4)

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

Table C.3: Bridge Deck Overlay Projects (2/4)

Year	Bridge	Type	Milepost
1991	Cummins Road	Latex	11.6
1991	Old State Route 259	Latex	16.1
1991	Eberly Home Road	Latex	17.1
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

Table C.3: Bridge Deck Overlay Projects (3/4)

Year	Bridge	Type	Milepost
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
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

Table C.3: Bridge Deck Overlay Projects (4/4)

Year	Bridge	Type	Milepost
2022	EB Turnpike over Western Reserve Road – CR 32	Micro-Silica	230.7
2025	N. Main Street CR 229 (Mainline)	Micro-Silica	203.7
2026	Infirmary Road - CR 164	Micro-Silica	193.1
TOTAL TO DATE:			**104**

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

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

Year	Bridge	Milepost
2000	Sprague Road	159
2000	Ellsworth Bailey NB	215.4
2000	Ellsworth 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
2026	Boardman-Canfield Road – U.S. 224	227.6
TOTAL TO DATE:		48

Table C.5: Mainline Bridge Replacement/Reconstruction (1/1)

Year	Bridge	Milepost
2004	Cuyahoga River	176.9
2026	Tinkers Creek	185.6
TOTAL TO DATE:		7

Table C.6: 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



APPENDIX D:
Current Repairs, Rehabilitations, and Replacements

Table D.1: Current Bridge Projects

Milepost	Bridge	Scope	Status
41.3	Bad Creek	Mainline Deck Replacement & Rehab	Completion Scheduled - 2027
63.0	Maumee River	Mainline Deck Replacement & Rehab	Completion Scheduled - 2027
101.3	Vickery Road - CR 268	Overhead Deck Replacement & Rehab	Completion Scheduled - 2027
109.2	Portland Road - CR 32 (WB)	Mainline Deck Replacement & Rehab	Completion Scheduled - 2027
163.8	West 130th St - CR 48	Overhead Bridge Deck Overlay	Completion Scheduled - 2027
165.4	SR 82 (EB)	Mainline Deck Replacement & Rehab	Completion Scheduled - 2027
165.5	York Road - CR 46 (EB)	Mainline Deck Replacement & Rehab	Completion Scheduled - 2027
169.5	Broadview Road - SR 176	Overhead Deck Replacement & Rehab	Completion Scheduled - 2027
215.4	Ellsworth-Bailey Road	Overhead Bridge Deck Overlay	Completion Scheduled - 2027

Table D.2: Current Roadway Projects

Start Milepost	End Milepost	Scope	Status
127.9	133.2	Pavement Replacement	WB Completion Schedule – 2027
154.1	159.8	Pavement Replacement	EB Completion Schedule – 2027
221.33	230.35	Pavement Resurfacing	EB Completion Schedule – 2027
222.35	222.35	Mainline Slope & Drainage Repairs	Completion Scheduled - 2026



APPENDIX E:
Crash Statistics

Table E.1: Crash Statistics (1955 to 2025) (1/2)

Year	Crashes	Crash Rate*	No. of Fatalities	Fatal Crash 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

Table E.1: Crash Statistics (1955 to 2025) (2/2)

Year	Crashes	Crash Rate	No. of Fatalities	Fatal Crash Rate
1992	1,755	78.5	21	0.9
1994	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	69.0	20	0.6
2025	2390	77.4	10	0.2

**Crash Rate and Fatal Crash Rate are the number of crashes/fatal crashes per 100 million vehicle miles traveled. 2024 crash rate as presented in 2025 Annual Report has been revised based on actual vehicle miles traveled from the updated Traffic Revenue Report.*



APPENDIX F:
Schedule of Insurance

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
EFFECTIVE 09/01/2026 THROUGH 09/01/2027
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	Startstone
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	Accredited
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 (3 Year Policy) Environmental Contamination	Ironshore
Cyber ($3M) Hacking, Expose Credit Card Information	Travelers



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION