

2009

**Fifty-Forth Annual
Inspection Report**

The James W. Shocknessy Ohio Turnpike

Prepared for

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1.0 INTRODUCTION

This report is a general summary of the detailed field inspections performed in 2009 of the physical features of the Turnpike; specifically the structures, pavement, and buildings, as well as a summary of observations pertaining to new construction, maintenance, revenues, traffic and safety. Transcriptions of the detailed 2009 field inspection notes were delivered to the Commission staff for their use in the early planning of maintenance and repair programs for 2010. In addition, the Ohio Department of Transportation (ODOT) and Federal Highway Administration bridge inspection reports were completed and submitted to the Ohio Turnpike Commission (Commission).

During the last several years, the Commission has been limited in their performance of mainline resurfacing, bridge painting and selective rehabilitation due to the economic slowdown. The 2009 calendar year proved even more challenging as construction was limited to completion of toll plaza renovation at interchanges 52 and 64, and the new electronic toll collection system. The installation of the new electronic toll collection system and conversion to the EZPass network has taken approximately 18 months to complete. The system became operational on October 1, 2009. The new system is an axle based system and results in streamlining the current 11 classes of vehicular identification to seven classes. The new system is anticipated to maximize throughput at the toll plazas, reduce congestion and enhance safety. The Commission did not perform any bridge rehabilitation, bridge painting, or pavement resurfacing in 2009.

The Commission has partnered with the Ohio Department of Transportation for the reconstruction of the State Route 8 corridor at its intersection with the Ohio Turnpike at interchange 180. The project is scheduled for completion in 2011.

The Commission's Third Lane Program remains idle due to the economic slowdown. Approximately 147 miles of the third lane program has been completed to date and only two sections (13 miles) remain to be constructed. These sections have been designed and are "shelf ready" when funding becomes available.

The Commission has recently embarked upon a study to evaluate the condition of the original concrete pavement for the entire 241 miles of the turnpike. The purpose and goal of the study

is to assess the life expectancy of the pavement and make a recommendation for the sequential reconstruction along the entire length of the turnpike.

The Commission's multi-year program to replace its existing service plazas has also been affected by the economic slowdown. To date the Commission has replaced 5 pairs of service plazas which equates to 10 service plazas total. The total number of service plazas on the Turnpike was temporarily reduced from 16 (8 pairs) to 14 (7 pairs) when the two service plazas at Milepost 20.8 were closed and demolished in anticipation of reconstruction. Due to the ongoing budget shortfall, these plazas have remained in the design phase. The service plazas at Milepost 49.0 and Milepost 237.2 have yet to undergo reconstruction. The new service plazas are modern, state of the art facilities with improved energy efficiency, designed to accommodate the ever-increasing number of Turnpike travelers. Amenities for the new service plazas include a food court arrangement with a sit-down restaurant and multiple fast food vendors, electronic travel and weather information centers, and retail outlets. Special trucker areas have been incorporated into the facilities, which include a lounge, laundry and shower facilities, and dedicated phones.

The Turnpike's safety record continues to compare favorably with other similar highways. The accident rate per one hundred million vehicle miles increased from 85.0 in 2007 to 95.0 in 2008, while the fatality rate decreased from 0.5 in 2007 to 0.2 in 2008.

Total revenues for 2008 were \$212,258,000, which is a 6.1 percent decrease compared to 2007. This revenue decline was caused by a decrease in traffic from the national economic slowdown and falling short-term interest rates which resulted in lower investment income. The revenue data for the first eight months of 2009 shows that, when compared to the same period in 2008, toll revenues from passenger cars were up 1.1 percent. While there has been gradual improvement in commercial traffic since April 2009, toll revenues from commercial vehicles for the first eight months of 2009 were down 15.9 percent compared to the prior year. Total toll revenues were down 8.8 percent for the first eight months of 2009 and investment income was down 69.2 percent. Total revenues for the first eight months of 2009 were down 9.4 percent compared to January-August, 2008. The total number of vehicles using the Turnpike during January-August, 2009 was 4.2 percent lower than for this same period in 2008. Based on current trends to date, total revenues from all sources for 2009 are estimated at approximately \$205,000,000.

2.0 REPORT OF FINDINGS AND RECOMMENDATION FOR MAINTENANCE AND REPAIR

2.1 Pavement and Shoulders

The Ohio Turnpike Commission is currently evaluating the condition of the original concrete pavement for the entire 241 miles of the turnpike. It is anticipated that this comprehensive pavement evaluation and analysis will identify all of the factors contributing to the current condition of both the pavement and the sub base. The purpose and goal of the study is to assess the remaining life expectancy of the pavement and make a recommendation for the sequential reconstruction along the entire length of the turnpike.

The Commission's third lane program remains idle due to the economic slowdown. Approximately 147 miles of the third lane program has been completed to date and only two sections (13 miles) remain to be constructed. These sections have been designed and are "shelf ready" when funding becomes available. In addition to the third lane program, the Commission's annual resurfacing of portions of the mainline roadway also became subject to the adverse affects of the budget shortfalls. No resurfacing was performed in 2009. The resurfacing program for 2010 will be closely coordinated with the results and recommendations of the comprehensive pavement evaluation and analysis.

The pavements on the turnpike continue to be well sealed and repaired as required by the Commission's maintenance personnel to preserve the riding quality and structural integrity of the roadway. As previously noted, the evaluation of the original concrete pavement began in order to prepare the Master Plan for the replacement of the pavement where necessary.

2.2 Landscaping

The Commission's landscape personnel continue to supervise the contract herbicide spray program along the mainline and at interchanges, and perform minor herbicide and pesticide spraying at interchanges and service plazas. Landscape personnel maintain landscaping along the Right-of-Way and also construct and maintain the landscaping and plantings at the interchanges, service plazas, maintenance buildings and the administration building. The Commission's landscape personnel developed and implemented the landscaping plans for the

five pair of newer service plazas. In addition, landscaping is developed for exits and interchanges. The landscaping has been renewed and upgraded at the Administration Building.

2.3 Bridges

In 1983, the Commission initiated a program of replacing the decks on all 146 pairs of the mainline bridges for which they have the maintenance responsibility. The majority of the construction in this program was completed by 1991. In 2009, new bridge work was confined to a project by which the Commission partnered with the Ohio Department of Transportation at interchange 180. This project includes the reconstruction of the turnpike's two existing bridges within the interchange as well as the construction of a new bridge over the turnpike for southbound State Route 8 traffic. This work is anticipated to be completed in 2011 .

The Commission's bridge maintenance and improvement program includes miscellaneous repair to bridge parapets, fencing and bridge painting. This program was also subject to the adverse affects of the economy which resulted in budget constraints. The Commission did not perform any bridge rehabilitation or repainting projects in 2009.

Annual inspections revealed that the overall condition of the bridges on the turnpike system is good. Typical maintenance recommendations include repainting of steel, sUbsturcture concrete patching, and embankment repair. The good condition of structures can be at least in part attributed to the bridge repainting, replacement, and rehabilitation program and to continued maintenance by the Commission's personnel. To help maintain the good condition of structures, the Commission should continue the bridge repainting program in the upcoming years.

Inspection forms for 2009 required by the Federal Highway Administration and the Ohio Department of Transportation have been prepared by the Consulting Engineer for the Commission on all turnpike structures, including culverts 10 feet or greater in span.

A transcription of the detailed 2009 field inspection notes for all turnpike structures, including photos illustrating areas of required maintenance or repair, were submitted to the Commission's staff to use in planning future maintenance and repair programs. The major bridge inspections are scheduled to begin in 2009.

2.4 Culverts

Culverts Classified as Bridges

Structures having a ten foot span or greater, which carry waterways under the turnpike are inspected and reported as bridges. Deficiencies noted in these culverts consist primarily of deteriorated concrete headwalls and wingwalls, leaking barrel joints, undermined and broken ditch paving, accumulated debris or vegetation growth in ditches, silting and erosion. In some locations, concrete headwall and wingwall deterioration has become so extensive that they require replacement. These culverts are usually constructed with reinforced concrete in either an arch shape or as a box shape with single or multiple cells.

Small Culverts

There are numerous culverts which carry storm run-off and smaller streams in pipes ranging from 30" to 108" in diameter. Culvert types include corrugated steel and concrete pipe culverts. Corrugated metal pipes are inspected closely to ensure early detection of areas of corrosion which may require repair or replacement. The deficiencies found in small culverts also consist of broken ditch pavement, headwall deterioration, erosion, silting of ditches, and vegetation growth in the ditches.

Culvert Construction and Rehabilitation

In conjunction with the Third Lane Program, between Exits 59 and 218, all culverts within a design contract section were inspected by the design consultants, and required repairs were included in the third lane construction plans. These repairs typically included recoating of bituminous pipes, realigning if required, wingwall and headwall repairs and/or reconstruction with new flared end sections. Required ditch improvements were also included in these construction contracts.

2.5 Fence and Guardrail

The entire right-of-way of the turnpike is fenced to deter the entrance of animals and pedestrians onto the roadways. The fence also serves as a demarcation of the right-of-way. The majority of this fence is the woven wire type farm fence. A program was started in 1987 to replace this fence in its entirety. This work, which is being performed by the Commission's maintenance forces, continues with over 439 miles (approximately 91%) of the fence replaced to date. In some areas, primarily where development has occurred adjacent to the turnpike, a

chain-link fence has replaced the woven wire fence. The chain link fence is in generally good condition.

In areas where third lane construction is complete, the 56 foot grass median strip has been replaced by two traffic lanes, paved shoulders and a 50 inch concrete median barrier. The concrete median barrier is currently in place for approximately 142 miles of the turnpike, eliminating the need for interior guardrail in those areas.

The guardrail replacement program has continued. This replacement program includes the replacement of deteriorated guardrail, posts, block and hardware with new replacement components. Approximately 9.5 miles have been replaced to date. The major portion of this work has been and will continue to be performed in the third lane. The guardrail replacement and upgrade program has included replacing the buried end terminals on guardrails with an energy-dissipating end terminal designed to reduce the potential for more serious accidents, and the replacement of deteriorated rail elements, block and posts.

2.6 Interchanges and Toll Plazas

The number of interchanges on the turnpike is now at 31. The program to perform major renovations to or replacement of the toll plazas commenced in 1995. This program consisted of the replacement of toll booths and canopies at all original plazas, replacement of the toll plaza utility buildings, addition of air conditioning to toll booths, lane additions as required, concrete pavement replacement, and connection to municipal water and sewer systems when possible. In 2009, work was completed on upgrading Toll Plaza's 52 and 64. This upgrade included adding a new entrance lane at Toll Plaza 64, adding air conditioning for the toll booths, upgrading the building HVAC and modernizing the work, break, and locker rooms at both locations.

In November of 2006, the Commission began the development of contract documents to upgrade the existing Toll Collection System and incorporate E-ZPass, an electronic toll collection system. In March of 2008, a contract was awarded for the replacement of the existing system and the implementation of E-ZPass. Then in September 2008 work commenced on the necessary modifications required at the Toll Plaza's to accommodate the new electronic toll collection equipment. This work was divided into three phases and took nearly a year to

complete. Included in these improvements is the installation of LED variable message signs at each toll lane. This enhancement, the most extensive of its kind in the E-ZPass network, assures a clear concise directional message to the Commission's customers when entering or exiting the turnpike. The addition of E-ZPass to the Ohio Turnpike will now allow an E-ZPass customer to travel from Maine to Wisconsin without stopping to pay a toll and provides a convenient service for frequent Ohio Turnpike travelers. The new E-ZPass Toll Collection System went online on October 1, 2009.

An overview of the findings of the inspection of the toll plaza utility buildings and toll booths is included in Section 2.8 Buildings.

2.7 Telecommunications

Construction of the Commission's Telecommunications Building was completed in 1999. Prior to 1999, all telecommunications equipment was installed in various rooms throughout the Administration Building. The new facility is attached to the service garage, which is located adjacent to the main Administration Building. The building serves as the Commission's hub site for all of its telecommunications systems. Installation of the new digital microwave equipment and fiber-optic equipment was completed in late 1999 and installation of the CRT touch-screen dispatch console system was completed in January 2000. The Telecommunications Building became fully equipped and operational in February 2000, initially housing both communications centers (Ohio Turnpike Commission and Ohio State Highway Patrol, District 10) as well as the offices of the Telecommunications Department and Ohio State Highway Patrol. In mid 2003, the Commission's Information Systems Department and Data Center were relocated to the Telecommunications Building.

The 6GHz digital microwave radio system comprises 13 repeater sites and 21 transmit/receive terminal sites to provide voice communication to 8 maintenance buildings, 22 toll plazas, 2 state highway patrol posts and the Administration Complex in Berea. Berea is located on the backbone and serves as the hub site for all of the turnpike telecom systems. 14 spur paths were upgraded in 1995 when the FCC mandated that the 2GHz band be vacated. The entire backbone and remaining spur paths were upgraded in 1999.

The SONET fiber optic system provides voice and data transport to every turnpike facility with the exception of six service plazas which will be added to the system as they are reconstructed. Currently, voice communication to the six "old" service plazas is provided by means of T-1 leased lines. In 1984, the Commission approved a right-of-way agreement allowing Owest Communications (formerly Litel) to install fiber-optic cable along the turnpike right-of-way between milepost 40 and milepost 228. As part of that agreement, Owest reserved 24 fiber strands for the Commission to utilize for its private telecommunications network. In 1998, the Commission awarded contracts to extend the cable to the Eastgate and Westgate terminals. Upon completion of the SONET fiber optic system, all data transport was successfully transferred in December of 1999. In the event of catastrophic failure at the primary hub, the system is designed to automatically switch all SONET traffic to the backup hub site located at Toll Plaza 161. The installation of a secondary 24-strand fiber optic cable between the Telecommunications Building and the backup hub site was completed in 2006.

In 2005, the Commission awarded a contract for the development of a strategic plan for the implementation of intelligent transportation systems (ITS) components. As part of that study, it was determined that the Commission's existing fiber optic communication equipment must be replaced with higher capacity hardware components to provide the additional bandwidth required for future ITS components. As a result, the Commission awarded a contract in June, 2007 to replace its existing SONET system with new switchgear to provide OC-192 bandwidth capacity for the west leg of the system and OC-48 for the east leg. Installation was completed in September, 2008. ITS components being considered include mainline variable message signs, an all facility messaging and alarm system, a pavement weather monitoring system and an integrated video monitoring system. The video monitoring system will allow the Commission to monitor and record activity at each of the Commission's toll plazas, service plazas, maintenance facilities and key locations along the turnpike mainline to provide safety for the Commission's employees and its customers, and will be designed with remote viewing capability to allow administrators to view all cameras from the Administration Complex in Berea. In mid 2007, the Ohio State Highway Patrol procured new Computer-Aided Dispatch (CAD) and GIS systems from the State of Ohio's Multi-Agency Radio Communication System (MARCS). As part of the MARCS upgrade, all of the patrol vehicles were equipped with 800 MHz trunked mobile radios, automated vehicle location (AVL) and mobile computer terminals (MCT).

VHF high-band two-way radio systems provide for the mobile voice communications needs of the Commission's maintenance and toll employees as well as District 10 of the Ohio State Highway Patrol. Mobile units have been installed in Commission vehicles, OSHP vehicles, contracted wrecker service vehicles and construction contractor's zone vehicles. Replacement of 16 VHF base repeater radios and four satellite receivers was completed in 2006.

In 2000, contracts were awarded to replace three communications towers and to paint/repair the remaining towers. The communications tower located at Toll Plaza 187 was relocated approximately 100 feet during renovation of the site to accommodate the addition of new entrance lanes. An obsolete 75-foot communications tower located at the Berea site was removed in 2005. In 2007 the Consulting Engineer performed inspections of 34 communication towers along the Ohio Turnpike. The inspectors reported that all 34 towers, including the original 8 towers erected in 1955, appear to be in good condition with minor surface cracks in the foundations and pedestals. Repairs to the towers began in 2008.

The Commission's PBX telephone network provides telephone communication to every turnpike facility. In 2005, a contract was awarded for the installation of a new integrated PBX telephone network which includes such features as voicemail, automated attendant and call accounting. Installation of the new PBX telephone system was completed in 2006. All new PBX network equipment including the primary switch was installed in the Telecommunications Building; new PBX sub-switches were installed in each of the remote facilities. The majority of the PBX telephones were replaced with multi-line digital sets.

The Commission utilizes a voice logging recorder to record all radio and telephone traffic processed by each of the two communications centers. In 2004, the Commission replaced its obsolete analog 24-channel recorder with a new 48-channel digital recorder. The new recorder features a modular design, DVD-R storage and network capability.

Category 6 communications cabling has been installed throughout the entire Administration Building to replace outdated twisted-pair and coaxial cable formerly used for telephones, radio remotes and data transport. Phase I of the project provided for replacement of cabling in the core of the building and was completed in August of 2003. Phase II provided for replacement of cabling in the newly renovated east wing and was completed in July of 2004. Phase III provided for replacement of cabling in the newly renovated west wing and was completed in April of

2007. All remaining communications cabling was replaced during the final phase, which was completed in December of 2008.

2.8 Buildings

Administration Building

The Administration Building, located adjacent to the turnpike in the City of Berea, houses the administrative offices; engineering staff, maintenance supervisory offices; legal, comptroller and toll audit offices; purchasing, customer services, and toll collection supervisors. A vehicle maintenance garage and contiguous communications center are located east of the Administration Building and houses the computer center; highway patrol headquarters, and radio communications headquarters. The Administration Building, vehicle maintenance garage, and communications center have been maintained in generally good condition. The third and final phase of the renovation of the original portion of the Administration Building, as well as the roof replacement on the south section, was completed in 2009.

Maintenance Buildings

With minor exception, Maintenance Centers are in generally good condition and are generally well maintained. Typically, wood frame storage buildings and, to a lesser degree, engineered metal storage buildings at Maintenance Centers require selective repairs.

Highway Patrol Facilities

All Highway Patrol facilities are in generally good condition and have been generally well maintained.

Toll Plaza Buildings

With limited exception, the overall appearance of the toll booths, canopies and the utility buildings at toll plazas is satisfactory. Newly renovated and newly constructed toll plazas are in generally good condition and have been generally well maintained.

Service Plaza Buildings

Currently there are 14 Service Plazas in operation on the turnpike. See Table 2.8.1 for a list of the Service Plazas.

Table 2.8.1 Service Plazas in Operation on the Turnpike

EASTBOUND SERVICE PLAZAS	WESTBOUND SERVICE PLAZAS
Fallen Timbers (MP 49.0)	Mahoning Valley (MP 237.2)
Wyandot (MP 76.9)	Portage (MP 197.0)
Commodore Perry (MP 100.0)	Great Lakes (MP 170.1)
Vermilion Valley (MP 139.5)	Middle Ridge (MP 139.5)
Towpath (MP 170.1)	Erie Islands (MP 100.0)
Brady's Leap (MP 197.0)	Blue Heron (MP 76.9)
Glacier Hills (MP 237.2)	Oak Openings (MP 49.0)

(NOTE: Service Plazas listed in bold are reconstructed facilities.)

The original service plaza facilities dating to the early 1950's are in serviceable but generally poor condition. Repairs at these locations are generally being performed on an "as needed" basis pending demolition and replacement. Replacement service plazas at Tiffin River and Indian Meadow (MP 20.8) were scheduled for reconstruction in 2009. However, due to budget constraints, the reconstruction has been delayed until further notice. Electrical distribution equipment located in the basements of the original service plazas is in generally poor condition. Adequacy of grounding systems of steel structures for service station canopies at older style service plazas requires verification.

The reconstructed service plaza facilities are in generally good condition and are generally well maintained. The new service plazas are designed to accommodate the turnpike travelers. Amenities for new service plazas include a food court arrangement with a sit-down restaurant and multiple fast food vendors, electronic travel and weather information centers, and retail outlets. Special trucker areas have been incorporated including a lounge, laundry, shower facilities and dedicated telephones.

The restaurants at the remaining original service plaza facilities are operated and maintained by the HMS Host Corporation. As noted above, several of the restaurant basement areas are in serviceable but poor condition. As of January 1, 2007 The Lehigh Gas Company has maintained the operation of all the service stations at the service plazas. The wastewater treatment plant at Erie Islands Service Plaza (MP 100.0) is in generally good condition.

The total number of buildings presently on the turnpike is shown below in Table 2.8.2.

Table 2.8.2 Total number of buildings on the turnpike

Building	Qty	
Administration Building	1	
Vehicle Maintenance Garage/Communications Center	1	
Maintenance Buildings	8	
Sign Shop	1	
Ohio State Highway Patrol Buildings	1	
Toll Plaza/Interchanges	31	
Service Plaza Buildings	14	
Total	57	

The total does not include ancillary buildings, such as vehicle storage garages, salt domes, equipment storage buildings, toll booths and sewage and water treatment plant buildings.

2.9 Maintenance Organization and Equipment

Eight maintenance buildings are located at approximately 30-mile intervals along the turnpike. Each of these buildings serves as headquarters for a maintenance section and is headed by a section foreman. Maintenance equipment and supplies are stored in these buildings and in the adjacent yards. The Commission's maintenance organization is divided into two divisions, each under the direction of a division superintendent. Each division consists of four maintenance sections. The western division personnel and equipment is housed in the Elmore Maintenance building, and the eastern division is housed in the Hiram Maintenance building.

The maintenance section personnel perform work such as snow removal, mowing, pavement and bridge repairs and maintenance, sealing of roadways, right-of-way fence replacement, guardrail repair and replacement, storm water and sanitary sewer repairs and replacements,

policing the right-of-way and maintenance and repair of vehicles and equipment. The division personnel consist of various tradesmen and mechanics that perform such duties as mechanical and electrical work, equipment repair, operation and maintenance of utilities, and perform major work items, with the assistance of the section, not performed under contract.

Mobile equipment such as trucks, bulldozers, asphalt pavers and rollers, front-end and skid steer loaders, conveyors, asphalt paver, and other construction/maintenance equipment continues to be well maintained by the maintenance personnel and replaced when it can no longer be economically maintained or provide reliable service.

2.10 Safety and Signs

The Ohio State Highway Patrol (OSHP) developed an electronic OH-1 crash reporting system that was instituted on the turnpike in March of 2008. To accommodate the changes, the Commission developed a file transfer system in cooperation with the OSHP. The combination of these changes significantly reduces the amount of time between the actual crash and the Commission's ability to process crash data. This new electronic system allows for a greater level of accuracy in the Commission's reporting system.

The Commission's safety record continues to compare favorably with other similar highways. The accident rate per one hundred million vehicle miles increased from 85.0 in 2007 to 95.0 in 2008, while the fatality rate decreased from 0.5 in 2007 to 0.2 in 2008. Appendix 0 contains crash statistics including traffic accidents and fatalities and annual accident rates and fatality rates per one hundred million vehicle miles of travel. Table 2.10.1 indicates the causes to which accidents have been attributed for the past nine years and for the first seven months of 2009.

Table 2.10.1 Ohio Turnpike Causation Factors

CAUSE OF ACCIDENT	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009*
Tire Condition	47	7	9	8	8	2	-	1	-	30
Defective Lights	-	-	-	-	-	1	1	-	-	-
Mechanical Failure	50	49	42	43	31	21	27	15	17	3
Exceeding Speed Limit	2	10	2	2	5	4	2	1	2	1
Driving Too Fast for Conditions:										
Poor Visibility (Snow, Rain, Cloudy, Fog)	450	254	613	632	715	611	368	547	748	252
High Wind	9	1	1	-	-	3	-	7	2	6
Other Reasons	23	13	28	19	50	156	166	219	331	40
Driver Asleep or Sleepy	88	78	77	57	83	62	85	81	73	35
Improper Passing or Failure to Yield	263	199	229	240	242	224	268	275	221	4
Driver Inattentiveness or Carelessness	533	513	425	410	405	468	253	209	201	48
Vehicle Stopped or Slowed in Traveled Lane	2	0	2	-	3	5	1	4	3	2
Improper Parking, Backing, or Starting	135	93	114	126	138	149	186	175	102	52
Driver Drinking or Intoxicated	14	17	19	31	12	8	10	5	4	15
Following Too Closely	218	192	188	199	182	221	187	211	128	42
Fire	11	15	14	21	31	36	24	23	35	13
Deer on Roadway	308	356	322	365	395	400	351	356	409	188
Other Animal on Roadway	6	9	6	8	11	11	10	16	14	6
Driver Ill	8	12	6	6	6	6	3	5	2	6
Insecure Load	26	25	28	36	36	41	36	23	36	11
Object on or Thrown from Roadside	152	148	143	135	154	271	203	213	245	88
Object Dropped off Overpass	9	4	7	4	3	11	8	2	2	-
Illegal Use of Crossover	2	0	1	4	3	7	6	3	4	6
Pedestrian/Passenger Action	5	2	1	4	3	1	5	7	4	2
Unsafe Vehicle	82	95	96	83	93	139	142	134	106	38
Driver/Other	-	-	-	-	-	-	-	-	-	4
Side-Swiped	-	-	-	-	-	-	-	-	-	11
Rear-Ended	-	-	-	-	-	-	-	-	-	39
Swerving to Avoid	-	-	-	-	-	-	-	-	-	18
Failure to Control	-	-	-	-	-	-	-	-	-	38
Other Improper Action	-	-	-	-	-	-	-	-	-	5
Undetermined Principal Cause	-	-	-	-	-	-	-	-	-	588
TOTAL	2443	2092	2373	2433	2609	2858	2342	2532	2689	1182

*seven months

The Commission has a staffed Sign Shop that routinely performs the removal, fabrication and replacement of missing, obsolete, damaged and/or non-reflective traffic signs and parking area pavement markings. Additionally, the Sign Shop fabricates the necessary guide, warning and regulatory signs for the mainline roadway, ramps and plaza areas.

In conjunction with the Third Lane Program, the Sign Shop will furnish the permanent signs that are necessary for the completed third lane addition. The Sign Shop furnishes permanent signs needed for mainline resurfacing contracts, toll plaza ramp resurfacing, bridge construction and toll plaza renovation projects.

The Commission is currently on an annual cycle for updating the pavement markings located on the mainline, the interchange ramps, and service plaza acceleration and deceleration ramps. Each year, by contract, the pavement markings are retraced with a high quality, waterborne acrylic paint system and glass beads. The glass beads are designed to enhance the retro-reflectivity of the markings during wet pavement and/or nighttime conditions.

The Sign Shop and Maintenance personnel routinely repair the roadside delineation and replace damaged raised pavement marker reflectors.

2.11 Patrol

District 10 of the Ohio State Highway Patrol continues to patrol the turnpike under an agreement between the Commission and the Director of the Department of Public Safety of Ohio. The Commission, under this agreement, reimburses the State for all costs of the turnpike patrol. Table 2.11 .1 shows the contingent of officers designated to the Ohio Turnpike. District 10 presently has one trooper vacancy in this contingent designation.

Table 2.11 .1 Officers designated to the Ohio Turnpike

Officer Ranking	Qty
Captain, as Commanding Officer	1
Lieutenants	5
Sergeants	13
Communications Technicians	10
Troopers	72
Total Personnel	101

The Patrol now utilizes 76 patrol vehicles and utilizes aircraft from Columbus to accomplish their duties on the turnpike. In addition, the Patrol has increased its activities in apprehending those persons involved in drug trafficking on the turnpike. The Patrol has increased its presence at the Service Plazas to provide additional assistance to vehicles and drivers having difficulties along the turnpike. In response to the events of September 11, 2001, Motor Carrier Enforcement officers have increased their hours to monitor hazardous material transport that could be used as weapons. These inspections also ascertain if the drivers are authorized by the company to transport that particular load. All shipping papers are also checked for authenticity. In addition, all officers are diligent in looking for any unusual circumstances or suspicious persons that may be potentially involved in terrorist activities.

The comparison of patrol activities listed in the following summary illustrates the continuing high quality of service provided to the turnpike by the officers of District 10. The number of arrests and those incidents in which assistance was provided to vehicles having difficulties are illustrations of the valued service provided to turnpike patrons by the Patrol. Table 2.11.2 below is a comparison of some statistics regarding the activities of the Patrol in 2003 through 2008.

Table 2.11.2 Activities of the Patrol, 2003-2007

ACTIVITY	2003	2004	2005	2006	2007	2008
Total Arrests for All Offenses	63,579	63,879	*45,283	*47,633	*46,095	*41,165
Accidents Investigated	2,433	2,594	2,858	2,346	2,534	2,668
Assistance to Vehicles Having Difficulties	52,580	49,827	52,318	55,230	50,008	40,787
Stolen Vehicles Recovered	35	39	51	47	57	39
Culprits of Stolen Vehicles Apprehended	33	36	50	32	31	31
Abandoned Cars Removed from Turnpike	137	207	104	143	**463	**373
Driving Under the Influence of Alcohol	435	382	346	346	340	283

* The Patrol is no longer tracking arrests. The number shown is for enforcement stops, which accounts for the variation between 2005 through 2008 to the years prior.

** Due to the changes in reporting using the CAD system, this figure includes vehicles towed due to enforcement and abandonment.

2.12 Traffic, Revenues and Expenses

Total revenues for the Commission from all sources in 2008 were \$212,258,000, which is a 6.1 percent decrease compared to 2007. This revenue decline was caused by a decrease in traffic resulting from the national economic slowdown and falling short-term interest rates which resulted in lower investment income.

Table 2.12.1 Comparison of the Records of 2008 with 2008

Vehicle-Miles of Travel	Decreased	5.0%
Toll Revenues	Decreased	5.4%
Total All Revenue	Decreased	6.1%
Operating Expense	Increased	1.8%
Total Expenses, Including Interest Expense	Increased	3.0%

The revenue data for the first eight months of 2009 shows that, when compared to the same period in 2008, toll revenues from passenger cars were up 1.1 percent. While there has been gradual improvement in commercial traffic since April 2009, toll revenues from commercial vehicles for the first eight months of 2009 were down 15.9 percent compared to the prior year. Total toll revenues were down 8.8 percent for the first eight months of 2009 and investment income was down 69.2 percent. Total revenues for the first eight months of 2009 were down 9.4 percent compared to January-August, 2008. The total number of vehicles using the turnpike during January-August, 2009 was 4.2 percent lower than for this same period in 2008. Based on current trends to date, total revenues from all sources for 2009 are estimated at approximately \$205,000,000.

3.0 ESTIMATE OF CURRENT EXPENSES

The Commission's fiscal year is based on a January-December time period. Summarized below is an estimate of the amount of money required to maintain and operate the Ohio Turnpike during the calendar year 2010.

Summary

Administration and Insurance	\$ 10,000,000
Maintenance and Operations Expense	\$ 111,000,000
Bond Interest and Principal.	\$ 55,000,000

Estimate of Current Expenses

Fiscal Year 2010	\$176,000,000
------------------	---------------

URS has reviewed historical data of the Commission's pledged revenues, expenses and debt service payments. Pursuant to Article IV, Section 4.08 (b)(ii) of the Master Trust Agreement dated February 15, 1994 between the Ohio Turnpike Commission and The Huntington National Bank, URS expresses its agreement with the Commission's past 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. URS recommends that the Commission continue this practice for 2010.

4.0 SCHEDULE OF INSURANCE

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

Included in this schedule are those policies required by Article V, Section 5.05 of the Trust Agreement. These consist of policies on Bridges, Use and Occupancy, and Comprehensive Liability. In addition to the required policies, a number of other insurance policies are carried in accordance with prudent business practices.

As Consulting Engineer, we continue to recommend to the Commission the required coverage limits on several of these policies and to review limits on others. A review of these policy limits reveals them to be suitable and adequate, and it is recommended that each of these policies be continued.

5.0 RENEWAL AND REPLACEMENT AND SYSTEM PROJECT FUNDS

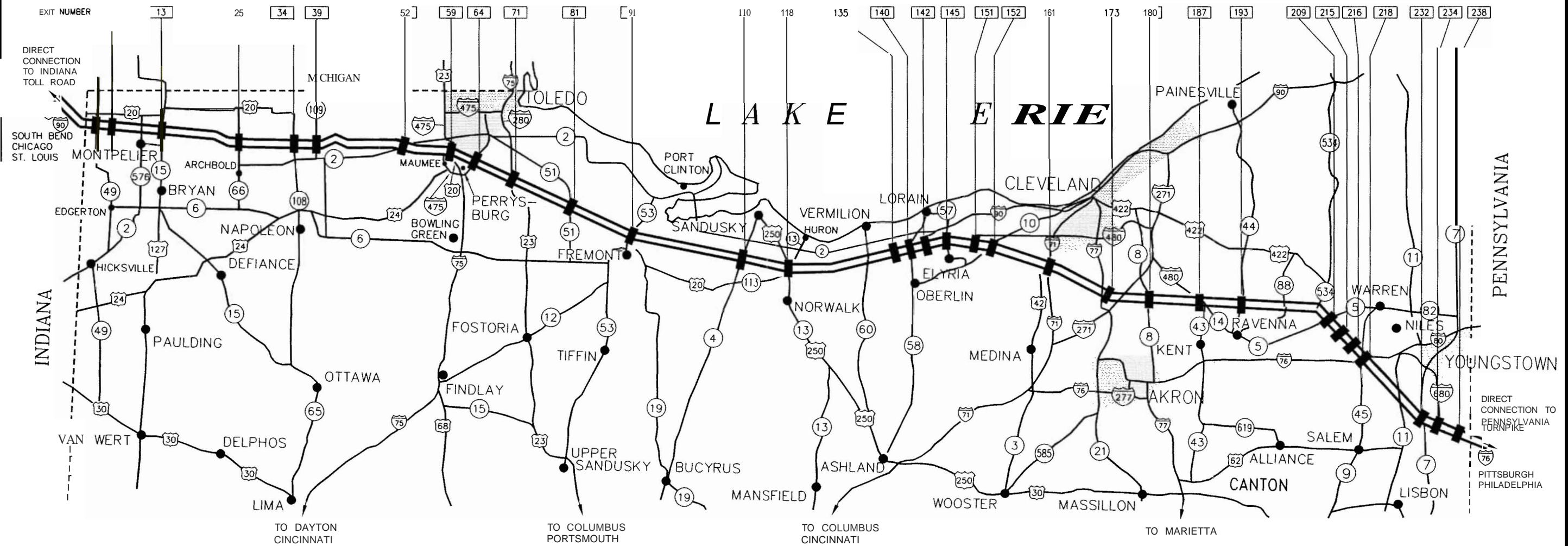
Pledged revenues exceeding those required for operations, maintenance, and administration, bond interest and principal, and the required deposit to the expense reserve account, are deposited into the Renewal and Replacement and System Projects Funds. The revenues in the Renewal and Replacement Fund are 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 2010 will amount to approximately \$233,000,000, of which approximately \$120,000,000 will be needed for the operations, maintenance, and administration of the turnpike and \$55,000,000 will be required for bond interest and principal expense. Of the remaining amount, approximately \$7,000,000 will likely be deposited into the Renewal and Replacement Fund, leaving a total of approximately \$51,000,000 to be deposited into the System Projects Fund.

Appendix A

"Route of Ohio Turnpike" Map and Straight Line Diagram

ROUTE OF OHIO TURNPIKE

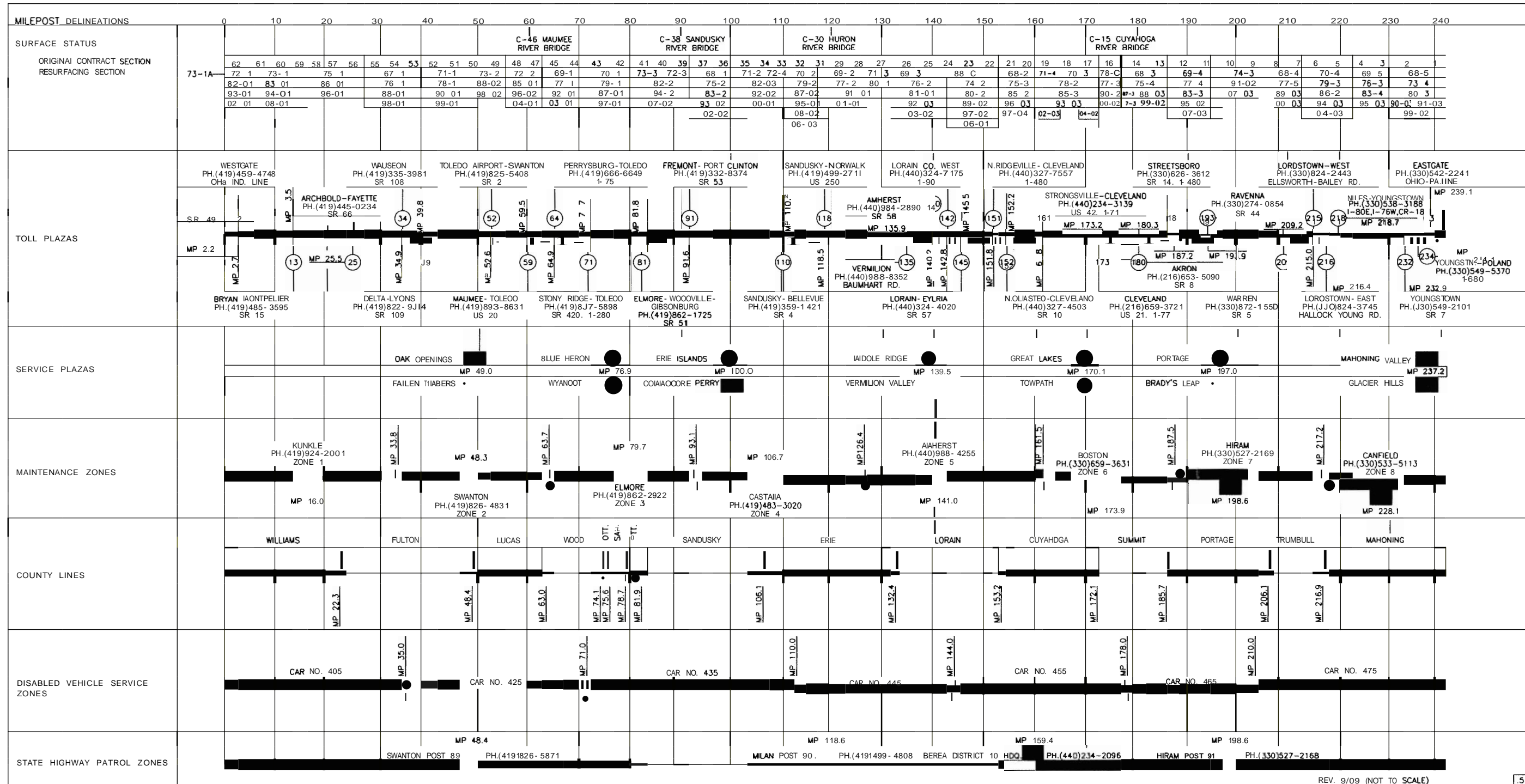


OHIO TURNPIKE

INTERCHANGES
XXX EXIT NUMBER

URS

OHIO TURNPIKE STRAIGHT IN DIAGRAM



7336\Documents\2009 Annual Report\Append (Route of OT) Mile and Straight Line Diagram

REV. 9/09 (NOT TO SCALE)

5



Appendix B

Ohio Turnpike Resurfacing

Table 1: Third Resurfacing

Year	Milepost Limits	Length (Miles)	Total Length for Year (Miles)
1980	144.0 to 153.5	9.5	20.1
	230.6 to 241.2	10.6	
1981	132.3 to 144.0	11.7	11.7
1983	92.4 to 101.4	9	25.7
	186.9 to 196.3	9.4	
	223.3 to 230.6	7.3	
1985	153.5 to 161.6	8.1	19.4
	161.6 to 172.9	11.3	
1986	214.2 to 223.3	9.1	9.1
1987	71.0 to 80.7	9.7	19.5
	111.7 to 118.7	7	
	177.4 to 180.2	2.8	
1988	27.5 to 38.9	11.4	18.3
	180.1 to 187.0	6.9	
1989	205.4 to 214.3	8.9	8.9
1990	39.0 to 48.6	9.6	14.0
	173.0 to 177.4	4.4	
1991	118.8 to 132.3	13.5	13.5
1992	62.5 to 71.1	8.6	18.9
	101.4 to 111.7	10.3	
1993	0.0 to 5.7	5.7	5.7
1994	5.7 to 14.8	9.1	20.7
	80.8 to 92.4	11.6	
1996	14.8 to 27.5	12.7	19.7
	55.5 to 62.5	7	
1998	48.6 to 55.5	6.9	6.9
2006	196.3 to 205.4(*)	9.1	9.1
2007	196.3 to 205.4 (**)	9.1	
Total to Date			241.2

(*) - Eastbound lanes only.

(**) - Westbound Lanes only.

Table 2: Fourth Resurfacing

Year	Milepost Limits	Length (Miles)	Total Length for Year (Miles)
1989	144.0 to 153.0	9	9
1990	230.6 to 234.9	4.3	4.3
1991	234.9 to 241.2	6.3	6.3
1992	132.0 to 144.0	12	12
1993	91.2 to 101.4	10.2	20.6
	161.6 to 172.0	10.4	
1994	214.2 to 223.3	9.1	9.1
1995	111.7 to 118.8	7.1	23.8
	186.9 to 196.3	9.4	
	223.3 to 230.6	7.3	
1996	153.5 to 160.0	6.5	6.5
1997	71.1 to 80.8	9.7	14
	160.0 to 161.6	1.6	
	177.4 to 180.1	2.7	
1998	27.5 to 38.9	11.4	11.4
1999	38.9 to 48.6	9.7	16.5
	180.1 to 186.9	6.8	
2000	101.4 to 111.7	10.3	21.3
	172.9 to 177.0	4.1	
	207.4 to 214.3	6.9	
2001	118.8 to 127.23	8.4	8.4
2002	0.0 to 5.7	5.7	5.7
2003	62.5 to 69.3	6.8	6.8
2004	55.5 to 63.8	8.3	8.3
2007	80.9 to 91.2	10.3	10.3
2008	5.7 to 14.8	9.1	9.1
Total to Date			203.4

Table 3: Fifth Resurfacing

Year	Milepost Limits	Length (Miles)	Total Length for Year (Miles)
1997	144.0 to 153.5	9.5	9.5
2001	230.6 to 241.3	10.7	10.7
2002	92.4 to 101.4	9	12.2
	161.6 to 164.8	3.2	
2003	132.1 to 144.4	12.3	12.3
2004	168.6 to 172.0	3.4	11.9
	214.8 to 223.3	8.5	
2006	111.2 to 111.7	0.5	0.5
2006	186.9 to 196.3(*)	9.4	9.4
2007	186.9 to 196.3(**)	9.4	
2008	111.7 to 118.8	7.1	7.1
Total to Date			73.6

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Table 4: Sixth Resurfacing

Year	Milepost Limits	Length (Miles)	Total Length for Year (Miles)
2006	144.4 to 153.5	9.1	9.1
Total to Date			9.1

Table 5: Third Lane - First Resurfacing

Year	Milepost Limits	Length (Miles)	Total Length for Year (Miles)
2003	193.4 to 199.0	5.6	5.6
2005	145.0 to 152.0	7	7
2006	199.0 to 205.4(*)	6.4	6.4
2007	199.05 to 205.4(**)	6.4	
Total to Date			19.0

(*) - Eastbound lanes only.

(**) - Westbound lanes only.

Appendix C

Bridge Replacement and Rehabilitation Program

Mainline Bridge Deck Replacements

Year	Bridge	Milepost
1983	Maumee River - EBL	63.0
1983	Cuyahoga River - WBL	176.9
1984	S.R. 109	40.3
1984	DT & I Railroad	40.5
1984	Bad Creek	41.3
1984	Maumee River - WBL	63.0
1984	S.R.53	92.0
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	138.0
1984	Penn Central Railroad	138.2
1984	Black River	145.9
1984	S.R. 301	147.3
1984	Chestnut Ridge Road	152.0
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	Tinkers 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

Mainline Bridge Deck Replacements (continued)

Year	Bridge	Milepost
1985	S.R.49	2.1
1985	Swan Creek	47.4
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	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	223.0
1986	Sugar Creek	81.3
1986	Wolf Creek	82.0
1986	Wagoner Road	83.3
1986	Penn Central Railroad	83.3
1986	Berlin Road	124.0
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	148.0
1986	W. Branch of Rocky River	157.4
1986	Lindbergh Blvd.	157.5
1986	N. Royalton-Brecksville Pkwy.	168.6
1986	Western Reserve Road	230.7
1986	Sharott Road	232.0
1986	S.R.7	232.0

Mainline Bridge Deck Replacements (continued)

Year	Bridge	Milepost
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	186.0
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

Mainline Bridge Deck Replacements (continued)

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	66.0
1988	Conrail Railroad	66.2
1988	Cedar Creek	68.0
1988	Conrail Railroad & C.R. 10	68.8
1988	S.R.163	73.0
1988	Conrail Railroad	74.0
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	Infirmery 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 & 1280	71.4
1989	S.R.43	188.2
1989	Mahoning Avenue	219.8

Mainline Bridge Deck Replacements (continued)

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
2002	Turnpike over 1-76	219
2006	Turnpike over Meander Reservoir	221.3
	Total to Date	147 Pairs

Crossroads and Ramp Deck Replacements*

Year	Bridge	Milepost
1980	Gulf Road	146.4
1983	<i>Bagley Road</i>	152.9
1983	<i>Sprague Road</i>	159.0
1983	U.S. 42 (Pearl Road)	161.1
1983	S.R. 91	183.2
1984	Holland Road	59.0
1984	Ramp over Chestnut Ridge Road at Exit 152	152.0
1984	Usher Road	156.1
1984	Webster Road	162.9
1984	<i>Abbey Road</i>	164.4
1984	Ramp over S.R. 21 at Exit 173	172.9
1984	S.R. 303	207.3
1985	Ramp over Turnpike at Exit 13	13.4
1985	Ramp over Turnpike at Exit 173	173.2
1985	S.R. 21	172.9
1986	Ramp over Turnpike at Exit 34	34.9
1986	Ramp over S.R. 57 at Exit 145	145.1
1986	<i>Jennings Road over Turnpike</i>	154.0
1986	<i>W. 130th Street over Turnpike</i>	163.8
1986	Turnpike Ramp over S.R. 8	180.0
1987	Ramp over US 250 at Exit 118	118.1
1987	<i>Ramp over Turnpike at Exit 118</i>	118.6
1987	West Ridge Road	142.6
1987	<i>Ramp over Turnpike at Exit 145</i>	145.5
1987	S.R. 83	150.5
1987	S.R. 252	156.9
1987	<i>Edgerton Road</i>	169.6
1987	Highland Road	171.1
1987	Barr Road	171.6
1987	Raccoon Road	226.7
1988	Race Road	149.2
1988	Maddock Road	149.8
1988	Ramp over C.R. 12 at Exit 152	152.3
1988	Old Exit 161 Ramp over Turnpike	161.5
1988	S.R. 3	166.8
1988	Ramp over S.R. 7 at Exit 232	232.6
1988	S.R. 164	233.8

Crossroads and Ramp Deck Replacements- (continued)

Year	Bridge	Milepost
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	92.0
1989	Shannon Road	93.0
1989	Carley Road	94.7
1989	Northwest Road	106.1
1989	S.R.269	106.8
1989	Deyo Road	107.5
1989	<i>Billings Road</i>	<i>108.7</i>
1989	<i>Patten-Tract Road</i>	<i>112.5</i>
1989	<i>Thomas Road</i>	<i>115.1</i>
1989	S.R.13	119.3
1989	Gore-Orphanage Road	133.1
1989	<i>Vermilion Road</i>	<i>135.0</i>
1989	South Amherst Road	138.7
1989	Oberlin Road	141 .3
1989	Stearns Road	154.6
1989	Big Creek Parkway	161.0
1989	<i>Black Road over fB Turnpike</i>	<i>174.1</i>
1989	<i>Black Road over WB Turnpike</i>	<i>174.1</i>
1989	Boston Mills Road	178.0
1989	S. R. 8 Northbound	180.0
1989	S.R. 8 Southbound	180.0
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

Crossroads and Ramp Deck Replacements* (continued)

Year	Bridge	Milepost
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	<i>Camper Road</i>	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	<i>Albion Road</i>	162.2
1990	S.R.94	167.3
1990	<i>S.R.176</i>	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	<i>Harrison Road</i>	130.8
1992	Prospect Road	182.1
1992	Exit 187 Ramp over Turnpike	187.2
1992	Exit 187 Ramp over S.R. 14	187.2
1992	Peck Road	195.2
1993	<i>S.R. 105</i>	79.5
1993	Joppa Road	128.5
1993	<i>S.R.60</i>	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

Crossroads and Ramp Deck Replacements* (continued)

Year	Bridge	Milepost
1994	Township Line Road	94.1
1994	S.R. 101	104.2
1994	Exit 161 over Turnpike	161.8
1994	<i>S.R. 88</i>	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 1-480 over Turnpike	186.8
1996	WB 1-480 over Turnpike	186.8
1999	Gibson Road	223.9
1999	US 621 S.R. 46	225.2
2000	Shiets Road	96.1
2000	Jacobs Road	96.5
2000	Vickery Road	101.2
2000	Dirt Access Road	103.4
2000	S.R. 101 Bridge	104.2
2000	EB 1-90 over West Ridge Road	142.6
2000	EB 1-90 over Turnpike	<i>141.8</i>
2001	Stanley Road	201.8
2001	Lintz Road	214.5
<i>2002</i>	<i>Pemberville Road</i>	<i>72.0</i>
2002	Prospect Street	159.5
2002	Ramp over 1-71	161.5
2002	Lipkey Road	220.3
2003	Slagle Road	200.2
2003	Horn Road	204.7
2004	Shiloh-Whiteville Road	44.4
2004	Scott Road	49.4
2004	Ramp over Turnpike at Exit 234	234.1
2004	Ramp over Yellow Creek at Exit 234	234.1
2005	Fulton-Lucas County Road	48.4
2005	Cass Road	60.3
2005	Ramp Over Turnpike at Exit 71	71.7
2007	Reighard-Whiteville	43.9
2007	Utah Road	45.4
	Total to Date	148

>Bridges replaced or rehabilitated as part of Third Lane Construction are shown in italics. See page C-13.

Latex Overlay Projects*

Year	Bridge	Milepost
1982	Prospect Street (S. R. 237)	159.5
1983	Key Street	60.8
1983	Ramp over 1-71 at Exit 161	161.5
1983	Ramp over Turnpike at Exit 161	161.5
1984	S.R. 101	104.2
1984	U.S. 62 - S.R. 46	225.2
1985	EB Turnpike over 1-77	172.5
1985	WB Turnpike over 1-77	172.5
1985	EB Turnpike over 1-271	175.3
1985	<i>Ramp over Turnpike at Exit 218</i>	219.0
1985	EB Turnpike over 1-76	219.5
1985	WB Turnpike over 1-76	219.5
1988	<i>Root Road over Turnpike</i>	151.1
1989	Heller Lyon Road over Turnpike	39.3
1989	Liberty-Adrian Road over Turnpike	41.1
1989	Raker-Barden Road over Turnpike	41.9
1989	Delta-Santee Road over Turnpike	42.1
1989	<i>Lime City Road over Turnpike</i>	65.4
1989	<i>Oregon Road</i>	67.2
1989	Ramp under Toll Plaza, Exit 161	162.0
1990	Pettisville-Morenci Road	30.3
1990	Tedrow-Morenci Road	31.4
1990	Hartman-Inlet Road	32.5
1990	Lena-Morenci Road	33.2
1990	Exit 71 Ramp over S. R. 420	71.4
1990	Pemberville Road	72.0
1990	<i>Billman Road</i>	75.2
1991	Fish Creek Road	0.9
1991	Malcolm Church Road	3.1
1991	Ricketts Bridge Road	4.1
1991	West Eagle Church Road	5.1
1991	White Bridge Road	6.9
1991	Champion Road	7.6
1991	Cummins Road	11.6
1991	Old State Route 259	16.1
1991	Eberly Home Road	17.1
1991	Clays Church Road	18.1
1991	Alvordton Road	19.1

Latex Overlay Projects* (continued)

Year	Bridge	Milepost
1991	Clifton Gunn Road	21.4
1991	Zone-Southern Road	25.3
1991	Spies Handy Comers Road	27.3
1991	Lauber Hill-Ritter Road	28.3
1991	Eckley-Powers Road	29.3
1991	Reighard-Whiteville Road	43.9
1991	Shiloh-Whiteville Road	44.4
1991	Utah Road	45.4
1991	Brailey Road	46.6
1991	Fulton-Lucas Road	48.4
1991	Scott Road	49.4
1991	Exit 59 Ramp	59.5
1991	Cass Road	60.3
1991	<i>Crystal Street</i>	62.0
1991	US 24 - SR 25	62.3
1991	<i>Swartzman Road</i>	82.2
1991	Hessville Road	84.4
1991	Dean Road	132.4
1991	Gifford Road	135.4
1991	Exit 142 Eastbound Ramp over West Ridge Road	142.6
1991	Lipkey Road	220.3
1991	Herbert Road	225.0
1991	Exit 234 Eastbound Ramp over Turnpike	234.1
1991	Exit 234 SB Ramp over the Yellow Creek	234.4
1992	Asbury Road	197.8
1992	Nichols Road	199.2
1992	Jewel-North Road	206.3
1993	Stryker-Lockport Road	22.0
1993	Shilling-Ely Road	22.7
1993	Ruegar Shelter Road	23.9
1993	Fulton-Williams Road	24.4
1993	Wauseon-Ottokee Road	35.2
1993	W. Barre-Advance Road	36.3
1993	Biddle Scott Road	37.1
1993	Winnemeg-Lyons Road	38.3
1993	Brigham-Fraker Road	42.9
1993	<i>Dutch Road</i>	76.3
1993	<i>Martin- Williston Road</i>	78.7

Latex Overlay Projects* (continued)

Year	Bridge	Milepost
1993	<i>Dishinger Road</i>	81.5
1993	River Road	120.1
1993	Wikel Road	121.9
1993	Arlington Road	122.3
1993	Chapin Road	123.1
1993	Frailey Main Road	126.3
1993	<i>Angling Road</i>	129.0
1993	S.R.700	198.5
1995	Copp Road	104.3
Total to Date		85

- Bridges recently replaced or rehabilitated as part of Third Lane Construction are shown in italics. See Page C-13.

Third Lane Construction Program through 2009*

Overhead Bridge Replacement or Reconstruction

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	62.0
1998	Detroit Avenue	62.3
1998	Vermilion Road	135.0
1998	Albion Road	162.2
1999	Camper Road	75.6
1999	S.R. 105	79.5
1999	Angling Road	129.0
1999	S.R.60	131.6
1999	Abbey road	164.4
1999	Edgerton Road	169.6
2000	Luckey Road	69.7
2000	Harrison Road	130.8
2000	Berea-Bagley Road	152.9
2000	Sprague Road	159.0
2000	Oregon Road	67.2
2000	Elsworth Bailey NB	215.4
2000	Elsworth Bailey SB	215.4

Third Lane Construction Program through 2009* (continued) Overhead Bridge Replacement or Reconstruction

Year	Bridge	Milepost
2000	Exit 218 Ramp Over Turnpike	219.0
2002	S.R. 795 Over Turnpike	65.1
2002	Pemberville Road	72.0
2003	Ramp over Turnpike	59.5
2003	CSX Railroad	157.2
2006	Norfolk Southern Railroad	182.0
	Total to Date	44

- No third lane widening projects for overhead bridges took place in 2007, 2008 or in 2009.

Appendix D

Crash Statistics

Crash Statistics 1955 to 2009 Year to Date

1955	233	147	4	2.5
1956	806	102.5	16	2.0
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	3.0
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

Crash Statistics (1955 to 2009 Year to Date)

Year	Accidents	Accident rate	No. of Fatalities	Fatality Rate
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	1.0
1990	1,847	84.6	13	0.6
1991	1,759	81.5	13	0.6
1992	1,755	78.5	21	0.9
1993	1,846	80	12	0.5
1994	1,978	81.8	19	0.8
1995	2,019	80.3	12	0.5
1996	2,248	90.5	13	0.5
1997	2,035	82.9	10	0.4
1998	1,889	73.5	8	0.3
1999	2,303	86.7	8	0.3
2000	2,443	90.4	12	0.4
2001	2,092	77	14	0.5
2002	2,373	84.5	10	0.4
2003	2,433	85.9	11	0.4
2004	2,609	89.6	17	0.6
2005	2,858	95.6	14	0.5
2006	2,342	77.0	8	0.3
2007	2,532	85.0	11	0.5
2008	2,689	95.0	5	0.2
2009*	1,591	76.3	4	0.3

*7 months

Appendix E

Schedule of Insurance

Ohio Turnpike Commission Insurance Schedule 07-01-10

Insurance Coverage	Insurer and Agent	Policy No.	Ins. Value	Term	Policy Date	Premium
I. General Liability Ins.	St. Paul Fire & Marine Travelers Arthur J. Gallagher & Co. 6 100 Oak Tree Blvd., Suite 200 Cleveland, OH 44131 216-566-9799	GP06301998	Bodily injury and property damage \$ 1,000,000 each occurrence. \$3,000,000 aggregate. Includes employer's liability and employee benefits E & O and terrorism. Self-Insured Retention (SIR) of \$50,000 each occurrence, including loss adjustment expense.	1 year	07-01-10	Advance premium \$294,306
Automobile Liability Ins.	St. Paul Fire & Marine Travelers Arthur J. Gallagher & Co. 6 100 Oak Tree Blvd., Suite 200 Cleveland, OH 44131	GP06301998	Bodily injury and property damage \$ 1,000,000 each occurrence; \$50,000 SIR: any auto (includes Owned, Non-Owned autos. Physical damage coverage over \$50,000 for OTC vehicles. Includes garage keepers legal liability of \$250,000 per occurrence. Not subject to audit.	1 year	07-01-10	Included in General Liability
Excess Liability Ins. To cover losses over the limits of policies above.	St. Paul Fire & Marine Travelers Arthur J. Gallagher & Co. 6 100 Oak Tree Blvd., Suite 200 Cleveland, OH 44131	GP06301998	\$20,000,000 excess of primary - includes Public Officials coverage Includes terrorism	1 year	07-01-10	Included in General Liability
	Norfolk River Insurance Co./Crum & Forster	552014015-4	\$20,000,000 excess of \$20,000,000	1 year	07-01-10	Advance premium \$63,240
	Great American Insurance Co. Wells Fargo Ins. Services USA, Inc. 100 1 Lakeside Ave., Suite 1300 Cleveland, OH 44114 216-344-2100	EXC8634257	\$25,000,000 excess of \$40,000,000 Includes terrorism	1 year	07-01-10	Advance premium \$37,688
Public Officials Errors & Omissions Insurance	St. Paul Fire & Marine Travelers Arthur J. Gallagher & Co. 6 100 Oak Tree Blvd., Suite 200 Cleveland, OH 44131	GP06301998	\$ 1,000,000 per occurrence, \$ 1,000,000 aggregate/claims made. \$50,000 SIR - including defense costs. Includes \$5,000,000 employment practices with 7/1/98 retro date. Choice of counsel endorsement included.	1 year	07-01-10	Included in General Liability

Ohio Turnpike Commission Insurance Schedule 07-01-10

Insurance Coverage	Insurer and Agent	Policy No.	Ins. Value	Term	Policy Date	Premium
2. Bridge Insurance Cuyahoga. Huron. Sandusky. Maumee River. Vermilion and Tinkers Creek bridges; NY Central and Penn Central RR structures. Usual all risk bridge policy including vandalism and malicious and civil disorder.	Travelers Insurance The Hoffman Group 2 Berea CnmmlOns. Suite 10 Berea. Ohio 44017 440-826-0700	QT660290D6021 T IL09	\$180,543.812 agreed value. Deductible of \$100,000	1 year	07-01-10	Annual premium of \$62,879
Use & Occupancy Covers loss of toll and other operating revenues due to destruction or damage to any pan of the turnpike or service facili- ties. All risk including vandalism and malicious mischief.	Travelers Insurance The Hoffman Group 2 Berea Commons, Suite 10 Berea, Ohio 44017	QT660290D6021 T IL09	\$10,000,000 per occurence. Deductible of \$100,000	1 year	07-01-10	Included in Bridge insurance.
3. Multj.PeriUPROPERTY	Affiliated F.M. Ins. Co. Hylant Group 6000 Freedom Square Drive, Suite 400 Independence. Ohio 44131 216-447-1050	MG699	\$475,000,000 Replacement cost; blanket, real and per-sonal properly coverage as scheduled. \$5,000 deductible per occurrence. Includes: building ordinance or law. flood and earthquake coverage. automatic builders risk, business income, extra expense, mmltd. transit, and len-orism coverages. (Increased coverage al adjusled rate as insured locations and contents are added.)	1 year	07-01-10	Annual Premium of \$239,464

Ohio Turnpike Commission Insurance Schedule 07-01-10

Insurance Coverage	Insurer and Agent	Policy No.	Ins. Value	Term	Policy Date	Premium
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(Continued)

Blanket replacement cost insurance on **Administration Building, including Communication Building, Maintenance Garage and Contents, Toll Plaza Buildings and Contents, Maintenance Buildings and Contents, Highway Patrol Buildings and Contents, Salt Storage Buildings, Radio Communication Equipment and Towers.**

Coinsurance -See **policy** for schedule of insurance.

Blanket Insurance on the fourteen (14) Restaurants, Filling Station and Tool House Buildings collectively known as "Service Plazas"

Data Processing Insurance	Affiliated F.M. Ins. Co. Hylant Group 6000 Freedom Square Drive. Suite 400 Independence, Ohio 44131	MG699	Replacement cost - Variable Administration Building data processing equipment coverage and total toll plaza data processing equipment coverage; total data processing and media coverage; extra expense; total business interruption coverage, each working day; accounts receivable. 48 hours and \$5,000 deductible.	1 year	07-01-10	(Included in Multi-Peril Property)
Maintenance/Contractors Equipment	Affiliated F.M. Ins. Co. Hylant Group 6000 Freedom Square Drive. Suite 400 Independence, Ohio 44131	MG699	\$\0.600,000 Covers all items within "Major Equipment List" having an actual cash value in excess of \$1,000. All risk coverage on all perils, inland marine included, valuable papers and transit.	1 year	07-01-10	(Included in Multi-Peril Property)

Ohio Turnpike Commission Insurance Schedule 07-01-10

Insurance Coverage	Insurer and Agent	Policy No.	Ins. Value	Term	Policy Date	Premium
Boiler & Machinery	Affiliated F.M. Ins. Co. Hylant Group 6000 Freedom Square Drive, Suite 400 IndeJendence, Ohio 44131	MG699	Blanket coverage Deductible \$5,000 per occurrence; includes business interruption and eXira expense.	1 year	07-0J-iO	(Included in Multi-Perill Property)
4, Money & Securities	Chubb Ins. Co. Gardiner Allen DeRobens Insurance LLC 777 Goodale Blvd, Suite 200 Columbus, OH 43212 614-486-2426	6803-0557	\$15,000,000 limit; \$50,000 deductible. Public employee dishonesty; Theft, disappearance and destruction; Robbery and safe burglary; Forgery and alteration; Credit, debit or charge card forgery; Computer fraud; \$ 15,000,000 Faithful performance of duty; Wire uansfer communication fraud. Money orders and counterfeit currency.	1 year	07-01-10	\$40,900

Claims Service - York Claims Services, Inc.
16560 Commerce Court
Suite 100
Middleburg Heights, Ohio 44130
440-243-8409