indiana TOLL ROAD

January 2025 to December 2025

ANNUAL STATE OF THE ITR REPORT

PREFACE

This 2025 Indiana Toll Road (ITR) *Annual State of the ITR Report* has been prepared in accordance with the Amended and Restated *Concession and Lease Agreement* (CLA) for the Indiana Toll Road.

The intention and goal of the annual report is to provide ITR Concession Company LLC (ITRCC) with a logical and systemic approach to infrastructure maintenance as well as developing its future capital expense projects. Further, with data contained herein, ITRCC can properly establish maintenance goals and standards to maximize the safety and protection of the public through the identification of hazardous conditions, thereby allowing ITRCC to eliminate and correct the observed deficiencies.

ITRCC strives to exceed expectations by delivering a safe, reliable, and efficient service to its customers. Since 2015, ITRCC has invested nearly $1 billion in infrastructure, technology upgrades, and road-safety investments, such as the completion of the fiber optic network across the ITR and the Intelligent Transportation System (ITS), delivering major rehabilitation projects to pavement, highway bridges, and travel plazas.

In 2019, the Indiana Finance Authority (IFA) and ITRCC agreed to amend the submission date for the *Annual State of the ITR* from July 1st, 2019, to December 1st, 2019. With this change in submission, this report will contain data for the calendar year of 2025.

In summary, and as a professional message from Lochner, it is important to note that the development of this project was only possible with the assistance and cooperation of personnel in several departments at ITRCC. A few of the people directly aiding in the completion of this annual report include:

- Mr. Nic Barr, Chief Executive Officer
- Mr. Rick Fedder, Chief Operating Officer
- Mr. Scot Spoljaric, PE, Director of Infrastructure
- Mr. Brian Cherry, EI, Infrastructure Manager
- Mr. Todd Gaugler, Asset Management Manager
- Mr. Jeff Dabkowski, Roadway Maintenance Manager (West)
- Mr. Bill Warble, Roadway Maintenance Manager (East)
- Mr. Brian Taylor, Environmental Health & Safety Manager
- Mr. Chris Norvell, Director of Operations

For their direct and indirect assistance, the Lochner team is truly appreciative.

Listing of Project Personnel

Eric Bechinske, PE
LOCHNER
- *Project Manager*
- *NBIS Routine Team Leader*
- *NSTM Team Leader*
- *QA/QC Review*

Steve Kosnik, PE
LOCHNER
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PART A: CONDITIONS REPORTS SUMMARY

Executive Summary

As the operator of the Indiana Toll Road, ITRCC strives to deliver a world-class asset for their customers and communities. ITRCC seeks to accomplish this objective by maintaining a long-term perspective in all aspects of their operation. They focus on delivering a safe and efficient toll facility and, in doing so, continue to operate as a valued and trusted partner of the State of Indiana.

In accordance with the Amended and Restated Concession Lease Agreement, ITRCC has completed and submitted the following *Annual State of the ITR Report – January 1, 2025 to December 31st, 2025,* to the IFA. The report primarily outlines five major areas that comprise the ITR System and are included as required reports by the CLA (Volume II, Section J.2.3., and Page 96):

1. Bridge and Structure Condition Report, NSTM Member Report (Summary), and Underwater Condition Report (Summary).
2. Roadway Condition Report.
3. Maintenance Items Report.
4. Facilities Condition Report.
5. Treatment Plants and Other Environmental Issues Report.

ITRCC uses an Organizational Performance Index (OPI) to monitor progress in attaining the established goals in each of the performance areas. Each OPI rating highlighted in this section has a direct bearing on ITRCC's ability to achieve their overall performance goals.

ITRCC divides the Toll Road System into five maintenance districts. The boundaries for each of the districts are presented in **Table 1.1: Maintenance Districts and Corresponding Mile Points and Plazas** (located in Appendix B).

Bridge and Structure Condition Report Summary

Overview of Bridge OPI Measures

The ITRCC is responsible for inspecting 333 bridges. Each bridge is inspected every two years. The next round of routine bridge inspections will be completed in 2027. Volume II, Section J.3.10.2 of the Concession Lease Agreement states that the bridge summary shall include the following items:

1. Deck
2. Superstructure
3. Substructure
4. Paint

Summary of SNBI Ratings and Asset Sufficiency Rating

For each bridge category, the ratings from the FHWA Specifications for the National Bridge Inventory (SNBI) will be used. Ratings are on a numeric scale from 0 – 9, with 9 meaning the bridge component is in excellent condition and 0 meaning the component has failed. With the change to SNBI from the NBIS, Bridge Sufficiency Ratings are no longer included or calculated. A detailed technical explanation is outlined in **Part B: Bridge and Structure Condition Report.**

Summary of Bridge Conditions and Ratings

Indiana Department of Transportation (INDOT) Certified Bridge Inspection Team Leaders performed the most recent inspections in 2025, per the INDOT and FHWA 2-year frequency. The bridge information within this report contains information provided by the 2025 routine inspection program. Lochner has compiled information for this report by reviewing the submitted reports to the ITRCC as well as reviewing the SNBI data and their respective executive summaries. In addition to this data, Lochner completed the NSTM and special detail inspections required per the CLA for the 2025 year. The information provided contains the exact language used in the submitted NSTM and special detail reports.

The 2025 inspections for the state of the ITR structures have maintained relatively consistent with the 2023 inspection data. A much lower Wearing Surface deficiency percentage has been reported. Deck, Superstructure, and Substructure have remained nearly the same.

New SNBI Rating System Impact on Paint Deficiency

The increase in Paint deficiency percentage can be attributed to the difference in the Condition Descriptions of the new SNBI ratings system versus the previous NBI ratings. The description for the NBI rating of 6, Satisfactory Condition is *light rust in many areas, lots of chalkiness, some peeling*. This most closely matches the new SBI rating for 5, Fair Condition - *Areas of light rust, minor peeling*. As a result, many of the bridges that were rated as a 6 previously dropped to a 5 simply because of the new SNBI description. Had the previous NBI ratings system been used in 2025, there most likely would have been a decrease in the Paint deficiency percentage from 2024 due to the multiple structures that received new protective coatings in 2025.

2025 ITR Bridge Conditions		
	Def. Rating	**% Def.**
Wearing Surface	<= 5	2.70%
Deck	<= 5	3.60%
Paint	<= 5	13.81%
Superstructure	<= 4	0.00%
Substructure	<= 4	0.60%

Table 1.2: Average Bridge Percent Deficiencies of Elements for 2025

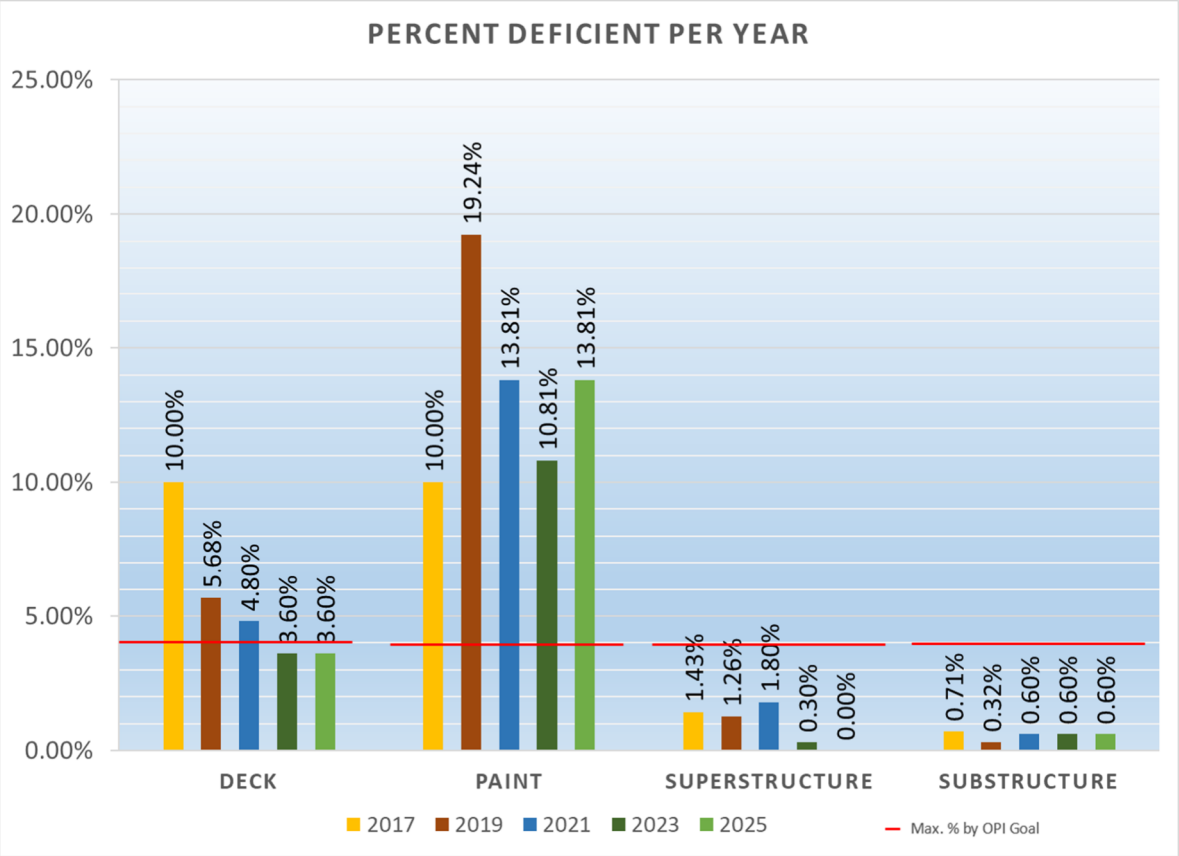


Figure 1.1: Bridge Condition Ratings

ITAMS Integration

In 2023, INDOT started utilizing the *INDOT Total Asset Management System* (ITAMS) for all its bridge inspections across the state. The 2025 bridge assets were all inspected and inputted into the new system. The system still contains archived inspections previously inputted through Bentley. Lochner completed separate inspections for all routine, special, and NSTM according to the INDOT bridge inspection manual. These inspections now have separate entries and report structures within ITAMS and will help to streamline external reports for the ITR in future inspection cycles.

PUSH 4.0 Improvements Impact on 2025 Data

The 2025 PUSH 4.0 project includes major upgrades to the pavement between MM123-MM157 as well as to multiple bridge structures. Due to the timing of the bridge inspections and roadway data collection, not all of the improvements gained by the project are included in this report. The full improvements gained will be reflected in the 2026 report.

Roadway Condition Report Summary

Overview of Pavement Lease Requirements and OPI Measures

The CLA establishes three main pavement criteria that the ITRCC must meet – the International Roughness Index (IRI), the Rutting Criteria (RUT), and the Pavement Surface Friction (FNS) criteria:

1. The roughness index on the mainline pavement shall be maintained below an average of 150 in / mi. The average of any given 1-mile section is not to exceed 170, nor is any individual 1/10th mile section to exceed 190.
2. The rutting on the mainline pavement shall not exceed an average depth of 3/8" (0.375") in any given 1-mile section, nor is any individual 1/10th mile section to exceed a 5/8" (0.625") rut depth.
3. Any readings of the FNS below 30 shall require investigation by INDOT for possible remediation and shall be reported to the Concessionaire.

A detailed technical explanation is outlined in the bridge **Part B: Roadway Condition Report.**

Summary of Pavement Measurements

Following a review of the electronic data provided by Applied Research Associates, Inc. (ARA), and a visual inspection of the mainline pavement during the maintenance Organizational Performance Index (OPI) inspection, it is the conclusion of Lochner that the mainline pavement, in general, is meeting the goals and criteria as outlined in the CLA. Measurements for the Pavement OPI were taken during the week of June 6th through the 8th of 2025 by ARA and are further summarized in the field report named *"Pavement Condition Inspection for the Indiana Toll Road,"* dated November 12th, 2025.

Asset identification for each tenth mile section has been incorporated into the ITR's asset management system. These assets are updated annually with the roadway condition data creating a visual GIS view of the ITR's condition. This process is instrumental in the planning process for future rehabilitation, replacement, and annual maintenance.

Table 1.3: Pavement Condition Measurement Summary illustrates the measurements for IRI and RUT assessments along the length of the ITR.

Measurement	Interval of Data Accruement	Required Average of Entire Mainline	Average of Entire Mainline	Required Average of One Mile Interval	# of Exceedances in One Mile Intervals	Required Average of One-Tenth Mile Interval	# of Exceedances in One-Tenth Mile Intervals
2020 IRI	one-tenth mile	< 150	69.95	N/A	N/A	< 190	137
2021 IRI	one-tenth mile	< 150	72.00	N/A	N/A	< 190	171
2022 IRI	one-tenth mile	< 150	64.50	N/A	N/A	< 190	153
2023 IRI	one-tenth mile	< 150	69.40	N/A	N/A	< 190	178

Measurement	Interval of Data Accruement	Required Average of Entire Mainline	Average of Entire Mainline	Required Average of One Mile Interval	# of Exceedances in One Mile Intervals	Required Average of One-Tenth Mile Interval	# of Exceedances in One-Tenth Mile Intervals
2024 IRI	one-tenth mile	< 150	69.35	N/A	N/A	<190	178
2025 IRI	one-tenth mile	< 150	63.44	N/A	N/A	<190	132
2020 RUT	one-tenth mile	N/A	0.0557	N/A	N/A	< 0.625 inch	0
2021 RUT	one-tenth mile	N/A	0.0649	N/A	N/A	< 0.625 inch	0
2022 RUT	one-tenth mile	N/A	0.0731	N/A	N/A	< 0.625 inch	0
2023 RUT	one-tenth mile	N/A	0.0722	N/A	N/A	< 0.625 inch	0
2024 RUT	one-tenth mile	N/A	0.0698	N/A	N/A	< 0.625 inch	0
2025 RUT	one-tenth mile	N/A	0.0706	N/A	N/A	< 0.625 inch	0

Note: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This will be reflected in the 2026 report.

Table 1.3: Pavement Condition Measurement Summary

Summary of Pavement Ratings

The mainline pavement ratings are determined quantitatively from the Pavement Quality Index (PQI) formula and ranges detailed in the roadway section of this report. The pavement ratings for the toll and travel plazas are based on engineering judgment during visual inspections and are summarized in **Table 1.4: PQI Rating Percentages for Mainline**, **Table 1.5: Toll Plaza Ramp Conditions**, and **Table 1.6: Travel Plaza Ramp Conditions**. The rating range for PQI to be considered "Excellent" is between 90-100, which means that the 2025 pavement ratings remain in overall excellent condition.

ITR MAINLINE PQI									
Category	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Average PQI	92.1	89.9	88.2	90.6	90.0	91.6	90.7	90.3	92.2

Note: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This will be reflected in the 2026 report.

Table 1.4: PQI Rating Percentages for Mainline

Toll Plaza	MP	2017 Condition	2019 Condition	2021 Condition	2023 Condition	2025 Condition
Indianapolis Boulevard	0	Fair	Excellent	Excellent	Good	Good
Westpoint	1	Good	Excellent	Excellent	Good	Good
S.R. 912	3	Fair	Excellent	Excellent	Good	Good
Calumet Ave. (EB Entr.)	5	Poor	Excellent	Excellent	Good	Good
Calumet Ave. (WB Exit)	5	Poor	Excellent	Excellent	Good	Good
Cline Avenue	10	Poor	Excellent	Excellent	Good	Good
Gary West	14A	Poor	Poor	Poor	Poor	Excellent
Broadway	14B	Fair	Fair	Fair	Fair	Excellent
Gary East	17	Fair	Fair	Poor	Excellent	Good
Lake Station	21	Excellent	Good	Good	Good	Good
Portage	23	Excellent	Good	Good	Good	Good
Mainline Barrier	24	Excellent	Excellent	Excellent	Excellent	Excellent
Valparaiso-Chesterton	31	Excellent	Good	Good	Good	Good
Michigan City	39	Excellent	Good	Good	Good	Good
LaPorte	49	Excellent	Good	Good	Good	Good
South Bend West	72	Excellent	Good	Good	Good	Good
South Bend-Notre Dame	77	Good	Good	Good	Good	Good
Mishawaka	83	Excellent	Good	Good	Good	Good
Elkhart	92	Good	Good	Good	Good	Good
Elkhart East	96	Fair	Fair	Good	Good	Good
Bristol	101	Fair	Fair	Excellent	Excellent	Good
Middlebury	107	Fair	Fair	Excellent	Excellent	Good
Howe-LaGrange	121	Fair	Fair	Excellent	Excellent	Good
Angola	144	Fair	Fair	Good	Fair	Excellent*
Eastpoint	153	Poor	Poor	Good	Poor	Excellent*

*Notes: Reflects improvements made as part of PUSH 4.0 project in 2025.

Table 1.5: Toll Plaza Ramp Conditions

Travel Plaza	MP	2017 General Condition	2019 General Condition	2021 General Condition	2022 General Condition	2023 General Condition	2025 General Condition
Eastbound							
TRP - 1S	21.7	Excellent	Good	Excellent	Excellent	Good	Good
TRP - 2S (Trucks only)	37.5	Poor	Excellent	Good	Good	Fair	Fair
TRP - 3S	55.9	Under Const.	Good	Good	Good	Good	Good
Dist. 11 ISP	76	Poor	Closed	Sold	Sold	Sold	Sold
TRP - 5S	90	Poor	Excellent	Excellent	Excellent	Good	Good
TRP - 6S (Trucks only)	108	Poor	Under Const.	N/A - Under Const.	Fair	Poor	Excellent
TRP - 7S	125.8	Excellent	Good	Good	Good	Good	Good
TRP - 8S	145.7	Closed	Closed	Closed	Closed	Closed	Closed
Westbound							
TRP - 1N	21.7	Excellent	Good	Excellent	Excellent	Good	Good
TRP - 2N (Trucks only)	37.5	Poor	Excellent	Good	Good	Fair	Fair
TRP - 3N	55.9	Under Const.	Good	Good	Good	Good	Good
TRP - 5N	90	Poor	Excellent	Excellent	Excellent	Good	Good
TRP - 6N (Trucks only)	108	Poor	Under Const.	N/A - Under Const.	Fair	Poor	Excellent
TRP - 7N	125.8	Excellent	Good	Good	Good	Good	Good
TRP - 8N	145.7	Closed	Closed	Closed	Closed	Closed	Closed

Table 1.6: Travel Plaza Ramp Conditions

The 6N and 6S truck parking lots previously had subgrade failures causing severe pavement rutting. The 2025 rehabilitation included subgrade repairs, full and partial depth HMA patching and a two-inch mill and fill of the entire parking lit including the taxiways and access roads.

MAINTENANCE ITEMS REPORT SUMMARY

In addition to bridges and pavement, ITRCC is responsible for the following nine maintenance items:

1. Guardrail Deficiency
2. Pavement Deficiency
3. Vegetation Obstructions
4. Litter
5. Drainage Obstructions
6. Signs
7. Pavement Markings
8. Fences
9. Lighting

Summary of Maintenance Deficiencies and Ratings

The inspections of the maintenance items are categorized between the mainline pavement, toll plaza ramps, and the travel plaza parking lots. OPI inspection results separated by maintenance district can be found in **Part B: Maintenance Items Report**. The ratings range from 0 to 6, with 6 being the highest.

The visual inspections ratings for the OPI measurements are measured in accordance with the OPI maintenance manual and are not directly rated to the overall good condition of the pavement represented in the ratings found in section 4 of the Roadway Condition Report. Additionally, ITRCC added in-lay pavement markings to all four PUSH contracts (2017-2025). This addition has resulted in an increased OPI score for pavement markings.

OPI Measures	Toll Plaza Maintenance Item Deficiencies			
	2025			
	Deficiencies	Def/Ramp	OPI Goal	OPI Rating
Guardrail Deficiency	15	0.349	>=4	5
Pavement Deficiency	11	0.256	>=4	5
Vegetation Obstruction	11	0.256	>=4	5
Litter	10	0.233	>=4	6
Drainage Obstruction	3	0.070	>=4	6
Sign deficiency	11	0.256	>=4	5
Pavement Marking Deficiency	0	0.000	>=4	6
Fence Deficiency	3	0.070	>=4	6

Table 1.7: Toll Plaza Ramp Maintenance Items for ITR

OPI Measures	Travel Plaza Maintenance Item Deficiencies			
	2025			
	Deficiencies	Def/Plaza	OPI Goal	OPI Rating
Guardrail Deficiency	0	0.000	>=4	6
Pavement Deficiency	4	0.400	>=4	5
Vegetation Obstruction	0	0.000	>=4	6
Litter	12	1.200	>=4	6
Drainage Obstruction	0	0.000	>=4	6
Sign deficiency	1	0.100	>=4	6
Pavement Marking Deficiency	0	0.000	>=4	6
Fence Deficiency	1	0.100	>=4	6

Table 1.8: Travel Plaza Maintenance Items for ITR

OPI Measures	Mainline Maintenance Item Deficiencies			
	2025			
	Deficiencies	Def/mile	OPI Goal	OPI Rating
Guardrail Deficiency	62	0.396	>=4	4
Pavement Deficiency	61	0.389	>=4	5
Vegetation Obstruction	6	0.038	>=4	4
Litter	3	0.019	>=4	6
Drainage Obstruction	4	0.026	>=4	5
Sign deficiency	132	0.842	>=4	5
Pavement Marking Deficiency	0	0.000	>=4	6
Fence Deficiency	4	0.026	>=4	6

Table 1.9: Mainline Maintenance Items for ITR

Facility Condition Report Summary

The facilities inspections were intended to assure compliance with the spirit of the "Acceptance Criteria" listed in the CLA (Volume I, Sections K.3.4 and L.3.4, Pages 97 – 98 and 108 – 110) and the "Acceptance Standards" listed in the CLA (Volume II, Section J.2.4., Pages 97-98). In October 2025, Group C facilities were inspected. Conditions of the facilities can be found in **Part B: Facilities Condition State** section of this report with a breakdown of all building inspections located in Appendix H.

It should be noted that since these facilities were last inspected in 2021, many of the repairs and recommendations were completed. The inspections noted that the ITRCC made substantial upgrades to the cosmetic and structural concerns. Furthermore, the ITRCC has budgeted and programmed a comprehensive facility repair and upgrade plan to address both structural, cosmetic, and aesthetic repairs to many additional structures that were not inspected in 2025. These repairs are reflected in the capital improvement section.

Environmental Issues Report Summary

Environmental Issues Report Summary

During the 2025 inspections, most of the major equipment at ITRCC facilities were observed to be in operable condition by audit personnel. Management of regulatory environmental records were well kept and in excellent order. Environmental inspections took place during the period of October 15th and 16th, 2025. A detailed technical explanation is outlined in **Part B: Treatment Plants and Other Environmental Issues Report.** Additionally, the ITRCC has continued to show initiative in developing programs to encourage the protection of the environment and natural resources.

Capital Improvement Program Report

The purpose of this report section is to describe the condition of the ITR infrastructure, describe the procedures used to assess the condition of the infrastructure, present findings as to the condition of the infrastructure, and define the anticipated capital improvements needed, which culminates in the presentation of a 10-year Capital Improvement Program (CIP). This report is reviewed and revised annually, based on the above-mentioned assessment coupled with engineering judgment. The report is then submitted annually to the IFA. In 2019, the ITRCC and IFA amended the CLA to revise the submission date of the *Annual State of the ITR Report* with the inclusion of the CIP within for all future reports.

Projects	Total Costs
Bridges CIP	$300,286,456
Building CIP	$62,782,901
Roadway Ancillary Items CIP	$95,761,720
Roadway Zones CIP	$235,474,543
2025-2035 Total CIP	**$694,305,620**

Total Capital Improvement Program Schedule of Values 2025 to 2035

In 2021, ITRCC completed a reevaluation of the 60-year capital improvement program for all bridge and roadway assets. This new Capital Expenditure (CapEx) model will help to forecast the remaining costs for the ITR's primary assets while reducing the number of deficiencies and further increasing the overall condition of the ITR.

In 2025, the ITR completed another reevaluation of the CAPEX plan to adjust for industry-wide inflationary costs and recalibrate the mainline rehabilitation plan to maximize lane availability based on the services lives that were created in the PUSH programs. Using the 2021-2024 bridge inspection data, the PUSH projects expenditures, and the advanced asset planning system of VUEWorks, a new budget and plan was generated.

ITRCC Northwest Indiana Bridge Rehabilitation Project

In 2023, the ITRCC implemented a Northwest Indiana Bridge Project with a total investment of $68m. The project included the construction of six bridges around the Westpoint Toll Plaza at the Illinois and Indiana state lines, known as Package A, as well as 12 bridges around Exit 10 in Gary, Indiana, also known as Package B. The ITR incorporated additional safety enhancements for nighttime driving, including new reflectors on guardrails, bridge walls, and bridge railings, as well as improved lighting at the Westpoint Toll Plaza. Construction on the project began in the spring of 2023 and concluded in November 2023. A moratorium was implemented between Memorial Day and Labor Day to accommodate the higher traffic volume the ITR sees during the summer holidays. The ITR also used this as an opportunity to integrate sustainable designs and replacements to infrastructure.

Package B was completed 30 days ahead of the originally scheduled completion date; Package A was completed on-time and open prior to the Thanksgiving holiday traffic. This ensured that all major closures and traffic restrictions were lifted before winter weather conditions impacted the project area, allowing for safer driving conditions for motorists. Lochner partnered with the ITR Communications Team to distribute press releases, email communications, and phone calls to stakeholders and local schools and businesses that may be impacted by construction.

MM 10-20 Project

In 2024, a pavement rehabilitation project was performed and consisted of a 2"-4" mill and fill from MM 10-20. The goal of the rehabilitation was to extend the service life of this area of the corridor, eliminating the need for any further intervention until PUSH 5.0. The project also addressed ancillary assets such as guide and regulatory roadside signage, guardrail, and fencing. To further ITRCC's commitment to road safety, the ITR incorporated additional safety enhancements such as reflective delineators along the guardrail and barrier walls, and elimination of standing water issues, led by a cross-slope analysis. Two-way reflective RPMs and additional signage will also be added to the ramps of Exit 14A & Exit 14B to further mitigate wrong-way driver incidents.

ITRCC Corridor Branding

As of 2025, nine toll plazas have received a branding update as part of the ITRCC's primary strategic objective of corridor branding. An additional six toll plazas are planned for

2026. This initiative aims to enhance the appearance of toll plazas and improve the overall experience for travelers and ITR employees. By incorporating cohesive branding elements such as signage and color schemes, corridor branding seeks to create a sense of continuity and identity throughout the Indiana Toll Road. In addition to aesthetic improvements, this approach also supports the ITR's safety initiatives. It includes repairs to concrete curbs, increased visibility for bunkers and canopy columns, and clearly marked designated walkways where drivers may encounter ITR employees.

PUSH 4.0

In 2025 the ITRCC completed the 34-mile-long PUSH 4.0 project from Howe to the Ohio state line (MM123-MM157). The project included five bridge deck replacements with bridge widening, one bridge deck replacement, three bridge deck overlays, seven structures with substructure patching, and bridge paintings on multiple other structures, as well as a full resurfacing of the MM 144 Angola interchange ramps. Additionally, the Eastpoint Toll Plaza was resurfaced with new asphalt and a new storm drainage system and PCCP pavement were installed at the toll bunkers. The project also incorporated improvements to roadside safety devices while expanding the ITS network for additional road safety improvements. Additional work around the Eastpoint Toll plaza has increased lane capacity and tolling safety.

2: BACKGROUND

PART B: DETAILED REVIEW

Background

On May 27, 2015, ownership of ITRCC transferred from Cintra/Macquarie to IFM Investors (IFM) for the remaining 66 years of the 75-year agreement for $5.725 billion. Prior to IFM acquisition, there had been a historical underinvestment in the ITR infrastructure. Since taking over operations, significant progress has been made to remedy these issues and set up appropriate long-term plans to allow the ITRCC to ensure the outperformance of CLA requirements over the life of the CLA. In line with their commitment to make a complete pass across the entire corridor, the ITRCC has replaced nearly 98% of all pavement and made significant improvements to over 30% of the bridges through their PUSH Project Program. Starting in 2015 with PUSH 1.0 through the completion of PUSH 4.0 in 2025, the ITRCC has invested nearly $1 billion in capital improvements through the PUSH program to deliver major material improvements to pavement, bridges, ramps, travel plazas, and roadway safety. Each PUSH project has focused on a different geographical section of the corridor to address all pavement and bridge improvement needs within the project area. The second round of PUSH projects will start with the PUSH 2.1 project in 2027 which will focus on bridge improvements from MM 0 to MM 10.

Additionally, ITRCC has delivered on its commitments to the State of Indiana by investing an additional $50 million in projects directly linked to road safety, including phase 2 of the ITS, completion of the fiber optic network across the ITR, electric parking stations, wrong-way driver detection and alert system, and smart truck parking.

Through the past and planned projects, the ITR has steadily continued to improve year over year their OPI scores in bridges, roadway, and maintenance activities. This report highlights the improvements to the major OPI scores as well as the additional projects and expenditures the ITR has invested in the corridor over the past year.

3: BRIDGE AND STRUCTURE CONDITION REPORT

CONDITION REPORT

General

Lochner completed bridge inspections, consisting of routine, NSTM, and special inspections for the assessment of each bridge within ITRCC's jurisdiction in 2025. All 333 bridge structures' current condition ratings are reflected within this 2025 report. NSTM, pin & hanger, steel pier cap, and post-tensioned were performed in 2025 as required by Federal, State, and Concession Lease Agreement regulations. State highway bridges, federal land bridges, privately owned bridges, and bridges carrying railroad traffic were not included in the report.

ITAMS Integration

In 2023, INDOT started utilizing ITAMS for all bridge inspections across the state. The 2023 bridge assets were all inspected and inputted into the new system. The system contains archived inspections previously inputted through Bentley. Lochner completed separate inspections for all routine, special, and NSTM according to the INDOT bridge inspection manual. These inspections now have a separate entry and report structure with ITAMS and will help to streamline external reports for the ITR in future inspection cycles.

Specifications for the National Bridge Inventory (SNBI)

In 2022, the Federal Highway Administration published a final rule updating 23 CFR part 650, subpart C – National Bridge Inspection Standards (NBIS). This final rule incorporates the Specifications for the National Bridge Inventory (SNBI). The rule took effect in June 2022 with a staggered timeline for implementation. The Indiana Department of Transportation issued a memorandum in February, 2025 requiring that all 2025 inspections in Indiana be completed per the SNBI. The SNBI takes the place of the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges (Coding Guide) published in 1995. The SNBI federal standard supersedes the CLA language requiring the ITRCC to follow the Coding Guide.

Routine Bridge Inspections

Per Federal, State, and Concession Lease Agreement regulations, a full routine bridge inspection program was completed in 2025. The 2025 SNBI Bridge Inspection Report is the result of visual observations and data obtained during field inspections performed by Lochner between March and September 2025, with conclusions based on relatively evident deficiencies. A full routine bridge inspection program will be repeated in 2027 per Federal, State, and Concession Lease Agreement regulations. During the 2025 inspection, no invasive or destructive testing was performed unless specifically authorized by ITRCC and so noted.

A great deal of emphasis is placed on the judgment and expertise of the Engineer performing the field inspections. As such, all fieldwork was completed by a Bridge Inspection Team Leader qualified by INDOT. The highest level of professional judgment was used throughout this report; however, it is noted that concealed deficiencies are possible and may remain unnoted in some cases. The ITRCC is encouraged to maintain a program of continuing observation, particularly in the case of deficient and decayed structures, to anticipate future problems before they develop.

NSTM Inspections

NSTM Inspections are required on an annual basis for a total of five bridges under ITRCC jurisdiction, as noted in **Column A** of **Table 3.0: Special Detail Bridges** (located in Appendix C). Lochner performed these inspections in the spring and summer of 2025.

Underwater Inspections

Underwater inspections are required on a 5-year cycle for a total of 10 bridges under ITRCC jurisdiction, as noted in **Column B** of **Table 3.0: Special Detail Bridges** (located in Appendix C). These inspections were performed in June 2022 by SJCA Engineers and will not require inspection again until the 2027 inspection cycle.

Special Detail Inspections

Special Inspections are required for a total of five bridges under ITRCC jurisdiction, as noted in **Column C** of **Table 3.0: Special Detail Bridges** (located in Appendix C).. Lochner completed Special Detail Inspections (steel pier cap "hands-on" or post-tensioned structures inspections) for each of these structures in 2025.

Scour Inspections

Scour Inspections are typically required for bridges deemed scour critical, meaning that the bridge substructure units may be vulnerable to undermining from scour during a high-water event. The scour depths used to determine the risks are theoretical and based on various hydraulic analyses. The evaluation does not necessarily mean that scour exists at the bridges, though actual scour history is a contributing factor to the evaluation.

All ITR structures with substructure units (piers and/or abutments) in the water are checked for scour as part of the routine SNBI inspections and underwater inspections, if required. Scour inspections were performed in 2025, during the routine inspections. Probing around substructure units submerged in less than 3 feet of water did not reveal ongoing local or general scour around the units.

Bridge Organizational Performance Index (BOPI)

As previously noted, all bridges within the jurisdiction of the ITRCC undergo routine SNBI inspections on a biennial basis in keeping with FHWA requirements. The FHWA scale of 0 to 9 (worst to best) is used as the Performance Index (PI) for the bridge items.

The following categories, as defined in the OPI Manual, are evaluated for the purpose of establishing the BOPI:

- **Bridge Wearing Surface** – Defined as the top concrete or HMA (Hot Mix Asphalt) surface of the bridge that provides smooth rideability for the vehicles and protection for the bridge deck. If this item is rated ≤5, it should be considered deficient. The deficiency should be measured in square feet of the deck area.
- **Paint** – The protective item for the superstructure (steel beams and girders) against rust and corrosion. If the paint is rated ≤ 5, it should be considered deficient. The deficiency is measured in the percentage of bridges with a rating ≤ 5.

- **Deck** – Represents one of the bridge's major components, which transfers the live (vehicular) load to the beams and girders (superstructure). If the deck is rated ≤ 5, it should be considered deficient. The deficiency is measured in the percentage of bridges with a rating ≤ 5.
- **Superstructure** – Represents the load carrying components of the bridge. If the item is rated ≤ 4, it should be considered deficient. The deficiency is measured in the percentage of bridges with a rating ≤ 4.
- **Substructure** – Defined as the support for beams, girders, deck, railings, and other features. If the item is rated ≤ 4, it should be considered deficient. The deficiency is measured in the percentage of bridges with a rating ≤ 4.

The numerical condition ratings given to deck, superstructure, and substructure conditions are as outlined in the SNBI Coding Guide as follows:

Rating	Condition	Description
N	Not Applicable	Component does not exist
9	Excellent	Isolated inherent defects
8	Very Good	Some inherent defects
7	Good	Some minor defects
6	Satisfactory	Widespread minor or isolated moderate defects
5	Fair	Some moderate defects; strength and performance of the component are not affected
4	Poor	Widespread moderate or isolated major defects; strength and/or performance of the component is affected
3	Serious	Major defects; strength and/or performance of the component is seriously affected. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions
2	Critical	Major defects; component is severely compromised. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions in order to keep the bridge open
1	Imminent Failure	Bridge is closed to traffic due to component condition. Repair or rehabilitation may return the bridge to service
0	Failed	Bridge is closed due to component condition and is beyond corrective action. Replacement is required to restore service

The numerical condition ratings given to paint condition are as outlined in the SNBI Bridge Coding Guide as follows:

Rating	Condition	Description
N	Not Applicable	No paint
9	Excellent	New
8	Very Good	Very minor surface dulling
7	Good	Minor chalking and surface dulling
6	Satisfactory	Minor areas of rust and chalking
5	Fair	Areas of light rust and minor peeling
4	Poor	Larger areas of rust and peeling, section loss
3	Serious	Greater than 40% loss of paint, large areas of section loss
2	Critical	Large areas of section loss, greater than 60% loss of paint
1	Failed Paint System	Large areas of section loss, greater than 75% loss of paint
0	Failed Condition	No paint remaining

Indiana Toll Road Bridge Road Conditions								
	Def. Rating	2015	2017	2019	2021	2023	2025	2025 OPI RATING
Wearing Surface	**<=5**	13.00%	8.93%	7.26%	8.11%	4.80%	2.70%	2
Deck	**<=5**	17.00%	10.00%	5.68%	4.80%	3.60%	3.60%	1
Paint	**<=5**	20.00%	10.00%	19.24%	13.81%	10.81%	13.81%	0
Superstructure	**<=4**	2.00%	1.43%	1.26%	1.80%	0.30%	0.00%	6
Substructure	**<=4**	2.00%	0.71%	0.32%	0.60%	0.60%	0.60%	6

Table 3.1 2015-2025 Percent Deficiencies and 2025 OPI Rating

Bridge Condition Summary

Table 3.1: 2015-2025 Percent Deficiencies and 2025 OPI ratings depicts the change in percentages from year to year since the lease of the ITR. The 2025 percentages show much lower deficiencies for Wearing Surface and continued low deficiency percentages for Deck, Superstructure, and Substructure. As detailed in Part A: Conditions Reports Summary, the increase in Paint deficiencies can be attributed to the new ratings defined by the SNBI guide versus the former NBI system.

Figure 3.0: Bridge Condition Ratings illustrates that the overall decrease in deficiencies in several of the individual items compared to previous years has continued once again in 2025. This pattern is due to the implementation of the PUSH projects and additional job order contracts. The four phases of PUSH have addressed over 35% of the structures within the ITR corridor.

Bridge Element Inspections were also completed on all ITR bridges in 2025, from which calculated quantities for total bridge deck area and wearing surface area for the entire system were obtained. These quantities can be used to help develop a more focused view of the condition of the bridge and areas of possible future rehabilitation and/or preventative maintenance.

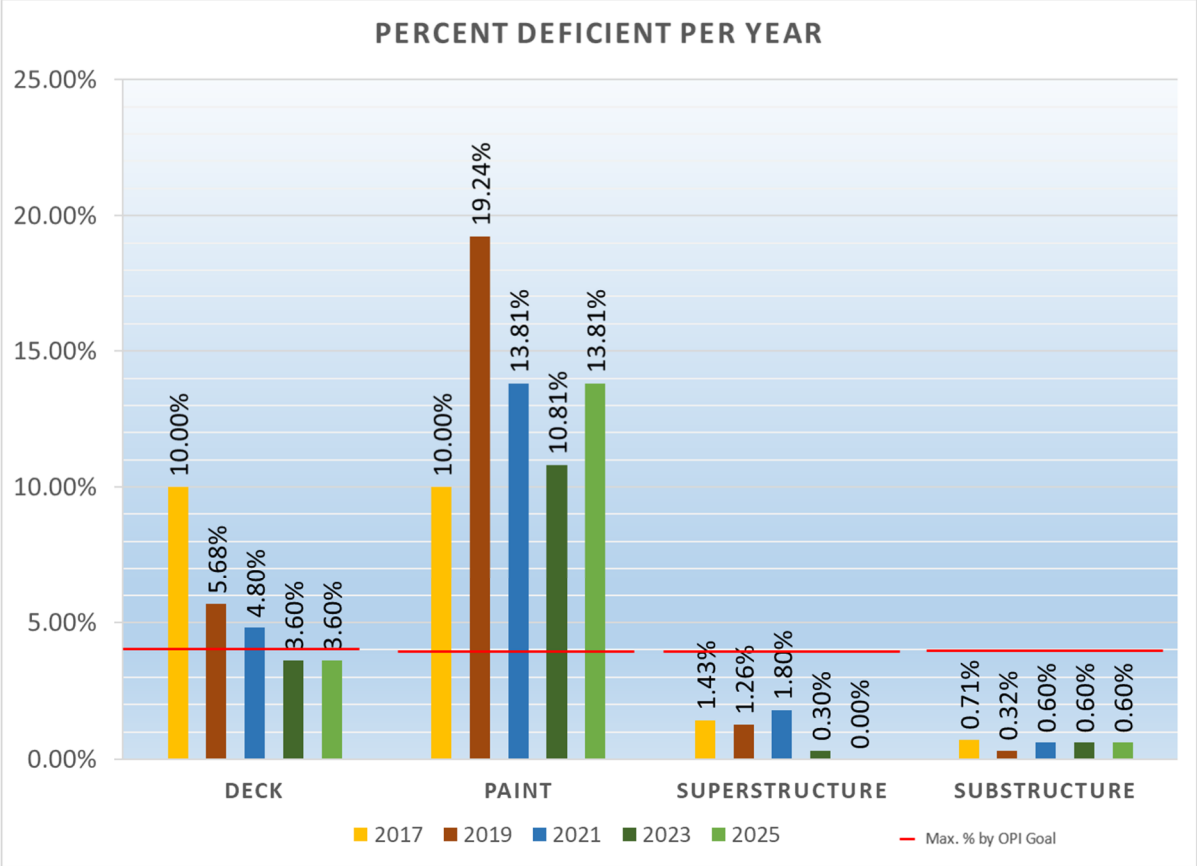


Figure 3.0: Bridge Condition Ratings

The ITRCC has implemented a preventive maintenance plan to address additional annual cleanings and maintenance across all 325 structures. The plan includes annual bridge washing of the deck, superstructure, and substructures from travel debris and winter maintenance residuals, along with correcting minor drainage, joint, and patching needs. In 2023, ITRCC began a program of crack sealing all bridge decks and approach slabs for improved asset lifecycles.

All ITR structure condition ratings can be found in Appendix C in **Table 3.2: Specifications for National Bridge Inventory (SNBI).**

Non-redundant Steel Tension Member (NSTM) Member Report (Summary)

Five bridge structures were inspected in 2025 as part of the most recent NSTM inspection program completed during the Bridge Inspection Program. These structures include:

Structure	No. Mile Point	Feature Intersected
1A-1	0.08	US 12/20 & US 41
1-3 EBL	1.56	Indiana Harbor Belt Railroad (IHB)
1-3 WBL	1.56	Indiana Harbor Belt Railroad
28-1 EBL	75.97	St. Joseph River
28-1 WBL	75.97	St. Joseph River

The following synopsis contains language directly used from the SNBI inspections

summaries completed in 2025 by Lochner. Each bridge contains a full NSTM and/or special inspection report that has been completed by Lochner and attached to the asset in ITAMS.

Bridge 1A-1 over US 12/20 & US 41

NSTM elements on Bridge 1A-1 include the steel column/bents that make up the bridge substructure. Steel plates and angles riveted as built-up members comprise the bents. An arms-length visual and tactile inspection focusing on the tension zone areas and connections of the bents was performed in August 2025 to locate potential defects such as cracks, section loss, pack rust, and damage.

The I90-45-01A-1 structure was approaching the end of the useful life of the overlay, deck, and bridge rail based on the anticipated original life of the structure and its current physical condition. To account for the deficiencies in this structure the bridge underwent rehabilitation in 2023 and was completed in 2024 as part of the Northwest Indiana Bridge Rehabilitation Project.

The NSTM steel cross-members were overall in poor condition and have been addressed with the Northwest Indiana Bridge Rehabilitation project. These rehabilitations brought the superstructure out of the structurally deficient rating scale for the bridge's superstructure and substructure. Several bents on the substructure received additional or replaced plating to address the section loss in positive and negative moment tension zones. Additionally, the structure received blasting and painting of the steel; this will help the components to stop further deterioration. Regular power washing to remove debris and chlorides should then become part of the routine maintenance for this structure. As a part of the project the structures received an overlay, deck patching, and expansion joints replacement.

Bridge 1-3 EB & WB

NSTM elements in Bridges 1-3 EBL and WBL include the built-up riveted cross-girders supporting the main superstructure spans over the IHB railroad. The cross-girders are supported by concrete columns at each end and span across the railroad tracks. The overall condition of the structure is in satisfactory condition.

The NSTM steel cross members are all in fair condition. The steel piers exhibit moderate deterioration of the top flange between the double 72" plate girders, with some deterioration due to active corrosion but mostly due to corrosion activities prior to the painting in 2013. The minor corrosion on the bottom flanges and interior faces in both box girders and secondary members has been stopped by the 2023 rehab painting. Only isolated light rusting is occurring at connections and on the bottom flanges. The structures received an overlay, deck patching, and expansion joints replacement as well.

Routine maintenance including power washing of the interior surfaces and exterior ends of the cross girders is recommended to remove debris and chlorides that may splash over onto the girders. Link slabs eliminated several of the existing bridge joints, but annual repair and maintenance of the remaining bridge joints is recommended to prevent leakage onto the superstructure below to help mitigate the corrosion progression

Bridges 28-1 EBL and WBL over St. Joseph River

NSTM elements in Bridges 28-1 EBL and WBL include the two main girders supporting the deck beams and stringers. The two main girders are comprised of riveted steel plates and angles and were last painted in 1987 as part of a bridge widening/rehabilitation project.

The NSTM riveted girders and floor beams are overall in fair condition. Previous corrosion exists on both structures, especially on the fascia girders, as well as pack rust between the bottom flange cover plates at several locations on the riveted girders. There is visible deformation/minor section loss on these girders that should be monitored annually. The floor beam end connections at the main girders should also continue to be monitored. The structure was completely blasted and painted in 2022. This new paint system has arrested the previous corrosion.

Regular power washing to remove debris and chlorides should become part of the routine maintenance for this structure. The inspection catwalk requires maintenance or removal before being used by an inspector for future inspections or maintenance.

Underwater Condition Report (Summary)

In 2022, underwater inspections were performed by SJCA engineers on the ten structures shown in the table below. The inspections assessed the conditions of the channel, in-water elements, and scour. Previous underwater reports were provided and reviewed prior to conducting all inspections. Condition ratings summaries were provided for each in-water element, along with supporting pictures.

All inspections also included water visibility, surface velocity, maximum channel depth, maximum depth of water at the substructure unit, and water surface elevation. The water level reference marker location was also noted.

2022 Inspection Results

Structure No.	Mile Point	Sub	Chan.	Scour	Feature Intersected
5-2 EBL	6.56	7	8	8	Over Grand Calumet River (Roxana Dr.)
5-2 WBL	6.56	6	8	8	Over Grand Calumet River (Roxana Dr.)
10(02) WX	10.16	7	8	8	Over Grand Calumet River
10(03) EX	10.15	6*	8	8	Over Grand Calumet River
10(04) EN	10.05	7	8	8	Over Grand Calumet River
10(05) WN	10.05	7	8	8	Over Grand Calumet River
28-1 EBL	75.97	6	7	8	Over St. Joseph River
28-1 WBL	75.97	6	8	8	Over St. Joseph River
36-1 EBL	100.14	7	8	8	Over St. Joseph River
36-1 WBL	100.14	7	8	8	Over St. Joseph River

* Note: LEVEL III inspection is recommended

Structure 5-2 EB & WB

Overall, the in-water substructure units are in good condition. It is recommended to clean and patch the areas of spalled concrete. The channel bottom, spalls, and cracks should be monitored in future inspections.

In accordance with the NBIS and in consideration of the current condition of Indiana Toll Road Bridge 5-2 EB, 5-2 WB, it is recommended that the underwater inspection of this bridge continue to be performed at an interval not to exceed 60 months (5 years).

Structure 10-02

Overall, the in-water substructure units are in good condition. It is recommended to clean and patch the areas of spalled concrete. The channel bottom, spalls, and cracks should be monitored in future inspections. The steel encasements should be repaired to protect the concrete pile interiors.

In accordance with the National Bridge Inspection Standards (NBIS) and in consideration of the current condition of Indiana Toll Road Bridge 10-02, it is recommended that the underwater inspection of this bridge continue to be performed at an interval not to exceed 60 months (5 years).

Structure 10-03

Overall, the in-water substructure units are in satisfactory condition. The steel encased concrete piles should be repaired to protect the concrete pile interiors. In the interim, a Level III inspection is recommended to evaluate the interior damage and loss of cross-sectional area of each steel encased concrete pile at Bent No. 16.

It is recommended to clean and patch the areas of spalled concrete. The deck drainpipe outlets should be relocated off the pile caps and shielding installed to protect against vehicle winter storm road salt splash. The channel bottom, spalls, delamination, cracks, and steel encased concrete piles should be monitored in future inspections.

In accordance with the National Bridge Inspection Standards (NBIS) and in consideration of the current condition of Indiana Toll Road Bridge 10-03, it is recommended that the underwater inspection of this bridge continue to be performed at an interval not to exceed 60 months (5 years).

Structures 10-04 & 10-05

Overall, the in-water substructure units are in good condition. The steel encasements should be repaired and fitted with anodes to protect the concrete pile interiors. It is recommended to clean and patch the areas of spalled concrete. The channel bottom, spalls, and cracks should be monitored in future inspections.

In accordance with the NBIS and in consideration of the current condition of Indiana Toll Road Bridge 10-05, it is recommended that the underwater inspection of this bridge continue to be performed at an interval not to exceed 60 months (5 years).

Structure 28-1 EB & WB

Overall, the in-water substructure units are in good condition. It is recommended to clean patch the areas of spalled concrete. It is recommended to remove the timber debris from Pier No.4 WB. The channel bottom, steel corrosion, concrete delamination, and cracks

should be monitored in future inspections.

In accordance with the NBIS and in consideration of the current condition of Indiana Toll Road Bridge 28-1 EB & WB, it is recommended that the in-water elements of this bridge be inspected at intervals not to exceed 60 months.

Structure 36-1 EB & WB

Overall, the in-water substructure units are in good condition. It is recommended to patch the areas of spalled concrete near the steel icebreakers. The timber debris should be cleared from the substructure units as well as from the channel. The channel bottom, concrete patches, and cracks should be monitored in future inspections.

In accordance with the NBIS and in consideration of the current condition of Indiana Toll Road Bridge 36-1 EB & WB, it is recommended the in-water elements of this bridge be inspected at intervals not to exceed 60 months.

Pin & Hanger Inspection

Structure	No. Mile	Point Feature Intersected
5-2 EBL & WBL	6.56	Over Grand Calumet River & Roxana Drive

The I90-45-005-2 EBL & WBL bridges contain the pin & hanger detail on the span crossing the Grand Calumet River. In 2012, secondary supports called “catcher beams” were added to the underside of this detail. The seats installed below each pin & hanger assembly are designed to fully support the suspended span loading to the anchored span and provides the primary support for the suspended span rendering the pin & hanger assembly redundant. Pin & hanger and girder ends were also blast cleaned and painted.

The 2025 visual routine and special inspection of the pin & hanger assemblies were found to be in satisfactory condition. The WBL and EBL structures were recently painted. The hands-on inspection did not reveal any areas with measurable loss of section that had occurred since the previous painting or any other issues of concern. The pins were inspected using ultrasonic testing for the 2021 inspection cycle and were previously ultrasonically inspected in 2012. The pins were only visually examined in the interim inspections. All of the pins’ surfaces exposed were fully cleaned and painted as part of the 2012 beam seat installation and again in 2016. With the installation of the beam seats for additional redundancy to the pin & hanger assemblies, visual inspection of the assemblies has been performed at a 24-month frequency, with UT inspection of the pin performed on an as-needed basis. If considerable growth of corrosion is noted at or around the pin, a UT inspection should be performed. The installed catcher beams allow the pin and hanger system to no longer be considered a NSTM structure because of the structural redundancy.

The 2021 inspection recorded 39 separate reflectors located near the shear plane above 20% screen height at the reference level. These indications were distributed through 25 of the 40 total pins on the WBL and EBL structures. Based on the screen height of these indications and the fact that none of the indications were corroborated by the normal

beam probe suggest these pins are experiencing moderate corrosion of the pin surface with minimal section loss. No pin defects should be considered significant at this time.

Because of the improvements noted above, the Special Feature Detail inspection frequency has been established at 24 months. Additionally, the UT inspection should continue to be performed on an as-needed basis. If considerable growth of corrosion is observed around the pin and hanger assembly, a UT inspection should be completed.

Post Tension Inspection

Structure	No. Mile	Point Feature Intersected
35-1.6	96.10	Ramp (County Road 17) Over ITR
32-1.6 EBL & WBL	90.98	Over County Road 7

Bridge 35-1.6 carrying County Road 17 Ramp over Mainline ITR

This unique overpass structure consists of a welded steel plate girder superstructure supporting a reinforced concrete bridge deck. The bridge was built in the mid-1990s. Posttensioned tendons are draped externally within the interior girder bays adjacent to the girders. The tendons are high-strength steel strands placed within thin Polyvinyl Chloride (PVC) ducts anchored at both bridge abutments. A lean grout mixture is placed within the duct to protect the steel strands from moisture and corrosion.

The 2025 post-tensioning system was visually inspected from above and below. The investigation has found that the main purpose of the post-tensioning was to provide additional compressive force to the concrete deck to reduce overall deck cracking. The deck was found to remain in good condition with minor transverse and longitudinal cracking. The transverse cracking has been filled with crumb rubber. Had additional cracking been observed, Lochner would have hammer sounded the post-tensioning ducts. The purpose of this sounding is to ascertain the condition of the grout protecting the strands. Voided and hollow areas of grout are indicated by the unique sound generated when tapping the ducts. Any breakdown in the grout material could result in the intrusion of moisture within the duct and promote corrosion of the steel strands. The test does not determine the actual condition of the strands nor the overall tension being carried by the strand structure.

As noted in previous inspections, areas of soft grout (unhydrated material with putty consistency) exist. These areas were unable to be grouted in 2015 from their initial findings because the gaps were too small. Their report indicated that the strands within the ducts appeared to be in good condition with no corrosion noted. No additional deficiencies were found. It is recommended that within the next year, an updated in-depth inspection of the post-tensioned ducts be completed to check the integrity of the tension strands and the grout.

Bridges 32-6 EBL & WBL over County Road 7

Both structures consist of a continuous longitudinally post-tensioned reinforced concrete slab superstructure supported by reinforced concrete piers and abutments. Each structure has 28 post tensioning ducts, with each duct containing a tendon of (7) 12.7mm strands.

Tight hairline longitudinal cracking in the undersides of the slabs was noted shortly after construction. Previous inspections by others monitoring these cracks have noted no change over the years.

Lochner's 2025 inspections found that overall, the post-tensioned deck slab appears to be in good condition. Both structures have tight longitudinal cracks that are sealed in the driving lanes. The crack sealant is intact but slowly wearing. Typical minor transverse cracks were also observed near the piers. There are locations where longitudinal cracks observed on the soffit and underside of spans have minor to moderate leeching, showing efflorescence. Several epoxy chairs and localized honeycombing from the initial construction were noted in previous reports on the underside of the EB structure. These locations were patched and have not worsened over time.

Preventive bridge maintenance recommendations include having the exposed grout ports of the longitudinal tendons drilled out approximately 2 inches and filled with epoxy to prevent contaminants from entering the tendon duct and possibly exposing the tendons to corrosion. It is recommended that some of the tendons from both structures have corrosion rate calculations performed and grout samples obtained to assess the condition of the tendons. The tendons of both structures should have a determined number subjected to borescope testing to confirm that no voids exist in the duct tubes. It is recommended that within the next year, an updated in-depth inspection of the post-tensioned ducts be completed to check the integrity of the tension strands and the grout.

Steel Pier Cap Inspection

Two bridge structures were inspected in May 2025 as part of the most recent detailed steel pier cap inspection completed during the Bridge Inspection Program. These structures include:

Structure No.	Mile Point	Feature Intersected
40/44-1 EBL & WBL	112.55	Over Pigeon River

Lochner's 2025 inspection found the NSTM steel pier caps to be overall in good condition. There was no evidence of crack propagation in the welds of the NSTM steel box pier caps. Only isolated locations of light freckled surface rust were noted. It is recommended move to a 24-month inspection frequency due to the condition of the components. Additionally, the structure received full-depth patching, a new overlay, new approaches, and new PCCP pavement under the PUSH 3.0 project. This rehabilitation will help to protect the NSTM elements.

Vertical Clearance

All bridges crossing over the ITR mainline are required to have a minimum vertical clearance of 16'-0" per the *INDOT Design Manual*, Chapter 53 (Future Chapter 302), "Geometric Design Criteria for Freeways" (Figure 53-1), and "Existing Overpassing Bridge." At present, all existing bridges with a vertical clearance below this minimum are listed in Appendix C under **Table 3.3: Bridges with Minimum Vertical Clearance of less than 16'-0"**. INDOT provided an update to this list in September 2023. Additionally, bridges where the ITR mainline crosses over local roads with a minimum vertical clearance below 14'-0" are

listed in Appendix C under **Table 3.4 Bridges with Minimum Vertical Clearance of less than 14'-0"**.

ITRCC will implement a corrective action plan into all future bridge replacement and rehabilitation scopes to address the correction of the vertical clearance deficiencies were applicable and feasible.

Per bridge inspection memorandum No. 17-02:

> *The Roads and Highways Database, accessible through ArcMap, is to be the authoritative source for NBI Item 053 Minimum Vertical Clearance over Bridge Roadway and NBI Item 054 Minimum Vertical Underclearance (now SNBI B.H.13 – Highway Minimum Vertical Clearance).*

Bridge Structures Maintained and Inspected by Others

Bridge Number	Features Intersected	Facility Carried
7-1B	I-90	SR 912/Cline Avenue
16-3	I-90	SR 49
21-4	I-90	US 20
34-1	I-90	SR 19
1-80-16	I-90	I-94
31-71-5807N	I-90	US 31 Bypass
31-71-5807S	I-90	US 31 Bypass

Table 3.5: Bridge Structures Maintained and Inspected by Others

Bridge Structures Maintained by Others but Inspected by Toll Road

Bridge Number	NBI Number	Features Intersected	Facility Carried
I90-45-07-1A	46270	I-90	CSS & SB Railroad
I90-71-027-A	47650	I-90	Bendix Drive SBL
I90-64-013-6	46780	I-90	CR 600W/Willow Creek
I90-71-027-B	47660	I-90	Portage Road
I90-71-030-3.5	47847	I-90	Main Street
I90-71-030-6.5 NB	47867	I-90	SR331NB, Capital Avenue
I90-71-030-6.5 SB	47868	I-90	SR331SB, Capital Avenue

Table 3.6: Bridge Structures Maintained by Others but Inspected by Toll Road

Major Capital Reconstructed and Rehabilitated Bridge Structures

The PUSH project was completed in spring of 2018 and included a commendable achievement of no lost time injuries throughout the duration of the project. The project was successful in completing the rehabilitation of 53 bridge structures. The project's bridge scope focused on rehabilitation and/or replacement of bridge structures along with the replacement of many of the transverse expansion joints. The transverse joints were rehabilitated via the construction of "link-slabs" and integral end-bent conversions. Substructure and superstructure repairs were also completed throughout the 53 structures. The success of this project is reflected in the overall increase in condition ratings.

In 2019, the ITRCC completed the PUSH 2.0 project. The project was successful in completing the rehabilitation of a 10-mile corridor section of the Indiana Toll Road from MM 0 to MM 10. Additionally, this project contained 16 bridges that received complete in-kind deck replacements with the addition of new PCCP approaches. Like the original PUSH project, PUSH 2.0's success is reflected in the overall increase in condition ratings.

In 2021 the ITRCC completed the 30-mile-long PUSH 3.0 project from Elkhart to Howe (MM93-MM123). The project included six bridge deck replacements with bridge widening, two bridge deck overlays, nine structures with substructure patching and joint replacement, and bridge paintings on multiple other structures.

In 2023, the Northwest Indiana Bridge Rehabilitation Project was completed. This project included bridge deck replacements, deck overlays, deck patching, substructure patching, and superstructure repairs to 18 structures between MM 0 to MM 10 and at the Cline Ave. Interchange. Additionally, blasting and painting of the superstructure was applied to all the structures.

In 2024 the ITRCC completed a preservation project on MM 10-20. A pavement rehabilitation intervention through 2"-4" mill and fill from mile post 10 to mile post 20. The goal of the intervention is to extend the service life of this area of the corridor, eliminating the need for any further intervention until PUSH 5.0. Ancillary assets such as guide and regulatory roadside signage, guardrail, and fencing were addressed. The project also incorporated additional safety enhancements, such as the elimination of standing water issues, led by a cross-slope analysis and reflective delineators along the guardrail and barrier walls. Two-way reflective RPMs and additional signage were added to the ramps of Exit 14A & Exit 14B to further mitigate wrong-way driver incidents.

In 2025 the ITRCC completed the 34-mile-long PUSH 4.0 project from Howe to the Ohio state line (MM123-MM157). The project included five bridge deck replacements with bridge widening, one bridge deck replacement, three bridge deck overlays, seven structures with substructure patching, and bridge paintings on multiple other structures. The project also incorporated improvements to roadside safety devices while expanding the ITS network for additional road safety improvements. Additional work around the Eastpoint Toll plaza has increased lane capacity and tolling safety.

Transferred and Decommissioned Structures

No bridges were transferred or decommissioned between the years of 2017 through 2025.

It is recommended that the ITRCC contact the owners of structure I90-45-07-1A to determine if there is any planned rehabilitation or demolition for the structure. The structure superstructure rating was lowered in 2023, and it currently sits abandoned while still holding railroad ballast and rail. Future degradation of the superstructure could pose to be safety hazard to the ITR as it is its under record.

The City of Gary is currently scheduling a rehabilitation for the bridge adjacent to structure PI90-45-009-8. This structure is currently closed to traffic and is no longer in use. Concrete barricades have been permanently placed on either side, preventing any vehicles from accessing it. The ITRCC is working to coordinate with Gary to remove structure PI90-45-009-8 concurrently with their rehabilitation.

4: ROADWAY CONDITION REPORT

ROADWAY CONDITION REPORT

Recent Pavement History

In 2016, ITRCC implemented the PUSH I.0 Project. This project consisted of rehabilitating the roadway and interchanges from MM 20 to MM 93. The rehab process consisted of milling the mainline existing asphalt material down to the original concrete pavement. The original concrete pavement was cracked and seated and then resurfaced with a 5" asphalt section containing intermediate and surface layers. The shoulder consisted of milling and replacing the surface layer.

In the spring of 2019, ITRCC implemented the PUSH 2.0 Project. The roadway sections of this project consisted of pavement rehabilitation of the entire mainline of I-90 from ITR MM 0 to 10. The mainline pavement was cracked and seated with a new 5" asphalt overlay. All shoulders received a minimum of a 1.5" asphalt resurface and shoulders tangent to the bridge approaches received full-depth pavement replacement to accommodate construction phase changes. Pavement rehabilitation to areas receiving notable deficiencies, from ITR MM 10 to MM 20, received a 1.5" asphalt resurface and pavement markings. As with the first PUSH project, a 7-year pavement warranty was included to begin at the project's conclusion.

In 2021, the ITRCC completed the PUSH 3.0 project, which included the removal of all asphalt pavement, cracking and seating the original concrete pavement, and placing new 5" HMA pavement for over 120 lane miles. All shoulders received a minimum of a 1.5" asphalt resurface. The project also included the resurfacing of exits 101, 107, and 121. Exit 96 received crack sealing of all the concrete joints, both transverse and longitudinal. As with the previous PUSH projects, a 7-year pavement warranty was included to begin at the project's conclusion.

In 2022, as part of the ITRCC's annual Mill and Fill project, the ITRCC implemented a 1.5" mill and fill from ITR MM 0 to MM 20 and MM 123 to MM 157 to address various segments that contained pavement deterioration. This project received multiple locations of full depth patching and updated pavement markings.

In 2023, as part of the ITRCC's annual Mill and Fill project, the ITRCC implemented a 1.5" mill and fill from MM 123 to MM 157 to address various segments that contained pavement deterioration as in previous mill and fill operations this project also included full depth patching and pavement markings. Additionally, exit 17, which is the interchange from I-80 to US-65, included full-depth patching near the toll booths and 3.5" asphalt resurfacing, as well as updated pavement markings on the ramps.

In 2024, as part of the ITRCC's annual Mill and Fill project, the ITRCC implemented a 1.5" from MM123-157. Additionally, a 2"- 4" Mill and Fill project was performed from mile post 10 to mile post 20. The goal of the intervention is to extend the life of this service area of the corridor, eliminating the need for any further intervention until PUSH 5.0.

In 2025, the ITRCC completed the PUSH 4.0 project, which included the removal of all asphalt pavement, cracking and seating the original concrete pavement, and placing new

5" HMA pavement for over 136 lane miles. All shoulders received a minimum of a 1.5" asphalt resurface. The project also included the resurfacing of exit 144. As with the previous PUSH projects, a 7-year pavement warranty was included to begin at the project's conclusion.

Pavement Organizational Performance Index (POPI)

The pavement condition measurements that follow (except for the surface friction data) were procured in April 2024 by ARA and provided to Lochner for use in developing the POPI. The 2024 friction data was provided to ITRCC by INDOT. The "Pavement Condition Inspection for the Indiana Toll Road" report was provided by ARA. The following sections contain direct language and graphics from the ARA report to present the POPI information. The toll road pavement is assessed in three different areas and with a composite rating index as stated in the OPI manual:

Mainline Pavement – Defined as the entire pavement associated with the main driving lane, the passing lane, and the shoulders from MP 0 to MP 156.73.

Toll Plaza Ramp Pavement – Defined as the pavement on both the entrance and exit ramps of the Toll Road.

Travel Plaza Parking Lot Pavement – Defined as the entire pavement associated with the Travel Plaza primarily the parking lot but also the entrance and exit ramps for the Travel Plazas.

Mainline Pavement

Mainline Pavement – Pavement Quality Index (PQI) – Overall Condition Rating

Since 1998, ITRCC has used PQI as the primary method to rate pavement conditions for monitoring purposes. The PQI is a composite score of pavement ratings and measurements used to determine the overall condition of the roadway. The variables used in the determination of the PQI such as Pavement Condition Rating (PCR), IRI and RUT are detailed in this section.

The OPI Manual states:

> *The PQI rating is a calculated composite index of the following three measured factors and ranges: Pavement Condition Rating (PCR)... International Roughness Index (IRI)... [and] Rutting Depth (RTI). The PQI rating is from 0 to 100 with excellent pavements in the 90 to 100 range, good pavements in the 80 to 90 range, fair pavements in the 70 to 80 range, and poor pavements below 70. The Toll Road District's goal for mainline pavement is an average PQI of 80 with no more than 10% of the pavement in the "poor" condition.*

The equation for determining PQI is as follows:

$$PQI = (10 * PSI) + (0.5 * PCR) - (25 * RUT)$$
$$\text{where } PSI = 9.0 * e^{(-0.008747*IRI)} \leq 5,$$
$$RUT \leq 1 \text{ inch, and } e \approx 2.71828$$

The rating ranges are as follows:

90 – 100: Excellent;
80 – 89: Good;
70 – 79: Fair;
< 70: Poor;

As seen in **Table 4.1: Summary of Overall PQI Results by Lane**, the PQI averages in 2025 are 2.0 points higher eastbound and 1.9 points higher westbound than the 2024 averages, indicating the Indiana Toll Road continues to be in good to excellent condition overall. Approximately 5.2% (316 out of 6,058 0.1-mile sections) of the pavement is considered in poor condition with a PQI under 70. This is a significant decrease from 7.7% in this category in 2024. The percentage of pavement sections in the "Excellent" category (80.2%) has increased considerably from 2024, as shown in **Table 4.2: Summary of Overall Network PQI Results by Category**. Not all of the pavement in the 2024 MM10-MM20 project was replaced or rehabilitated. The PQI values reflect the pavement sections that were not rehabilitated but are still in a "good" condition. If data from bridge decks were excluded from the analysis, the number of excellent segments would be even higher, particularly in Lane 3. High IRI values from the bridge decks can have a major, detrimental effect on PQI and are masking many of the surface improvements resulting from the PUSH 2.0 project. Table 4.1 and 4.2 provide details of the PQI results for each lane and PQI category. **Table 4.3: Pavement Quality Index (PQI) Rating Percentages and Averages from 1999 to 2025** (located in Appendix D) tracks the yearly average PQI of both lanes over the last 26 years. **Figures 4.0** and **4.1** (located in Appendix D) illustrate the PQI values with each pavement section represented as a point.

Direction	Lane	PQI, 2025	PQI, 2024	PQI, 2023	PQI, 2022	PQI, 2021	PQI, 2020
EB	1	92.9	91.6	92.0	92.2	90.4	90.3
EB	2	91.5	89.0	89.4	91.0	89.5	91.1
EB	3	88.8	84.2	85.8	87.0	87.6	88.0
EB	**OVERALL**	**92.1**	**90.1**	**90.6**	**91.5**	**89.9**	**90.6**
WB	1	92.9	91.6	92.1	92.4	90.3	89.7
WB	2	91.8	90.0	89.9	91.3	90.2	91.8
WB	3	90.2	83.3	83.6	86.4	85.6	88.1
WB	**OVERALL**	**92.3**	**90.5**	**90.8**	**91.7**	**90.1**	**90.6**
NETWORK	**OVERALL**	**92.2**	**90.3**	**90.7**	**91.6**	**90.0**	**90.6**

Notes: The averages shown are the averages of all points taken weighted by lane miles, not necessarily the average of each lane's mean PQI value.
At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This is to be reflected in the 2026 Report.

Table 4.1: Summary of Overall PQI Results by Lane

Category	Percent of Network, 2025	Percent of Network, 2024	Percent of Network, 2023	Percent of Network, 2022	Percent of Network, 2021	Percent of Network, 2020
Excellent	80.1	71.3	72.0	75.0	68.5	70.8
Good	9.4	13.0	12.5	12.6	14.5	13.4
Fair	5.2	8.0	8.1	6.8	8.5	8.6
Poor	5.2*	7.7	7.3	5.6	8.5	7.0

*Notes: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This is to be reflected in the 2026 Report.

Table 4.2: Summary of Overall Network PQI Results by Category

Mainline Pavement – International Roughness Index (IRI)

The IRI is a measurement of pavement smoothness. The Concession Lease Agreement (Volume I, Section B.3.2., Page 13) states:

> *Pavement surface smoothness shall be maintained below an average of 150 in/mi as determined by the International Roughness Index (IRI). The IRI shall be measured annually on all traveled Mainline surfaces including Bridges and reported as an average IRI per 0.1 mile segment throughout the length of the ITR. IRI readings shall start at the 0 Mile Post. The average of any given one (1) mile section shall not exceed 170 IRI. No individual 1/10th mile segment average IRI shall exceed 190 in/mi.*

The rating ranges are as follows:

60 – 100: Excellent
101 – 150: Good
151 – 200: Fair
>200: Poor

IRI values were recorded over 100% of the mainline network except in those areas where MFV could not traverse due to construction. In accordance with the Federal *Highway Administration's Highway Performance Monitoring System* (HPMS) *Field Manual, Appendix E: Measuring Pavement Roughness*, MFV operators flag major pavement discontinuities, such as bridges, when encountered. Data from these discontinuities can cause erroneous data that is not otherwise indicative of the true pavement condition. However, in accordance with the CLA, the IRI data presented herein contains readings for all points, including bridges. The IRI summaries provided in **Table 4.4: International Roughness Index (IRI) Summary**, and **Figures 4.2** and **4.3** (located in Appendix D) present all data, with each pavement section presented as a point.

Direction	Lane	IRI (in/mi), 2025	IRI (in/mi), 2024	IRI (in/mi), 2023	IRI (in/mi), 2022	IRI (in/mi), 2021
EB	1	59.2	62.7	63.2	60.2	69.0
EB	2	68.6	77.6	75.7	68.1	76.5
EB	3	83.3	88.4	87.4	82.8	86.3
EB	**OVERALL**	**64.5**	**70.9**	**70.0**	**64.7**	**73.3**
WB	1	56.3	60.5	61.1	60.9	67.3
WB	2	67.2	73.3	74.9	69.0	73.1
WB	3	79.8	93.4	93.6	87.1	87.9
WB	**OVERALL**	**62.4**	**67.9**	**68.8**	**65.7**	**70.9**
NETWORK	**OVERALL**	**63.4**	**69.4**	**69.4**	**65.9**	**72.1**

Note: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This is to be reflected in the 2026 report.

Table 4.4: International Roughness Index (IRI) Summary

The average IRI results for 2025 are 6.4 points better than the average 2024 values for the eastbound lanes and 5.5 points better than the average in the westbound lanes. The overall network average improved by 6.0 points. As noted above, the sections of PUSH 4.0 completed after this survey will serve to improve these values in the coming years.

Mainline Pavement – Rutting (RUT)

Rutting is the measurement of surface deformation that occurs in wheel paths of pavement. The Concession Lease Agreement (Volume I, Section B.3.2., Page 13) states:

> *Rutting in Asphalt pavement in the wheel paths shall be minimized to prevent steering and hydroplaning problems. The RUT depths in the wheel paths shall be measured in accordance with INDOT Standard Specifications, but more detailed methods are acceptable. The average RUT depth shall not exceed 3/8" average in a one (1) mile segment and no individual 1/10th mile segment shall exceed 5/8"*

Rutting on the ITR was processed from the LCMS data using pavement markings to define the lanes and default lane widths/placements. As such, data was recorded over 100% of the mainline network except in those areas where the MFV could not traverse due to construction. In accordance with the Federal *HPMS Field Manual, Appendix E: Measuring Pavement Roughness*, MFV operators flag major pavement discontinuities, such as bridges, when encountered. The pavement types defined during LCMS processing dictate which data fields are reported based on the surface. Therefore, rutting is automatically removed for concrete surfaces such as bridges. If a report interval is partially bridge and partially asphalt pavement the rutting data in the report consists only of the asphalt portion of the segment. The rutting summaries provided in **Table 4.5: Rutting (RUT) Summary** and **Figures 4.4** and **4.5** (located in Appendix D) show all data, with each pavement section represented as a point.

Direction	Lane	RUT (in.), 2025	RUT (in.), 2024	RUT (in.), 2023	RUT (in.), 2022	RUT (in.), 2021	RUT (in.), 2020
EB	1	0.064	0.065	0.060	0.062	0.057	0.049
EB	2	0.080	0.071	0.081	0.087	0.074	0.064
EB	3	0.072	0.079	0.089	0.096	0.072	0.065
EB	**OVERALL**	**0.071**	**0.068**	**0.071**	**0.075**	**0.065**	**0.057**
WB	1	0.064	0.066	0.063	0.061	0.057	0.051
WB	2	0.076	0.071	0.080	0.082	0.068	0.057
WB	3	0.066	0.080	0.090	0.092	0.075	0.074
WB	**OVERALL**	**0.070**	**0.069**	**0.072**	**0.072**	**0.063**	**0.055**
NETWORK	**OVERALL**	**0.071**	**0.069**	**0.071**	**0.073**	**0.064**	**0.056**

Note: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This is to be reflected in the 2026 report.

Table 4.5: Rutting (RUT) Summary

Rutting throughout the entire network has changed very little from 2022. Values are still negligible and currently present little to no danger to the traveling public. It is expected that lanes 2 and 3 would have a higher rutting average than lane 1 in both directions as they carry the majority of truck traffic. No locations across the entire network had rutting values in excess of the maximum allowable 5/8".

Table 4.6: Pavement Condition Measurement Summary illustrates the measurements for IRI and RUT assessments along the length of the ITR.

Measurement	Interval of Data Accruement	Required Average of Entire Mainline	Average of Entire Mainline	Required Average of One Mile Interval	# of Exceedances in One Mile Intervals	Required Average of One-Tenth Mile Interval	# of Exceedances in One-Tenth Mile Intervals
2020 IRI	one-tenth mile	< 150	69.95	N/A	N/A	< 190	137
2021 IRI	one-tenth mile	< 150	72.00	N/A	N/A	< 190	171
2022 IRI	one-tenth mile	< 150	64.50	N/A	N/A	< 190	153
2023 IRI	one-tenth mile	< 150	69.40	N/A	N/A	< 190	178
2024 IRI	one-tenth mile	< 150	69.35	N/A	N/A	<190	178
2025 IRI	one-tenth mile	< 150	63.44	N/A	N/A	<190	132
2020 RUT	one-tenth mile	N/A	0.0557	N/A	N/A	< 0.625 inch	0
2021 RUT	one-tenth mile	N/A	0.0649	N/A	N/A	< 0.625 inch	0
2022 RUT	one-tenth mile	N/A	0.0731	N/A	N/A	< 0.625 inch	0
2023 RUT	one-tenth mile	N/A	0.0722	N/A	N/A	< 0.625 inch	0
2024 RUT	one-tenth mile	N/A	0.0698	N/A	N/A	< 0.625 inch	0
2025 RUT	one-tenth mile	N/A	0.0706	N/A	N/A	< 0.625 inch	0

Note: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This is to be reflected in the 2026 report.

Table 4.6: Pavement Condition Measurement Summary

Mainline Pavement – Pavement Condition Rating (PCR)

The PCR is a measurement of the distresses on a pavement surface. The rating varies between 0 to 100 with the scale starting at excellent pavements in the 90 to 100 range, good pavements in the 80 to 90 range, fair pavements in the 70 to 80 range, and poor pavements below 70. The ITRCC considers the system's pavement is deficient when the PCR is below 65 points. The pavement of the system is evaluated annually using the PCR.

The calculation of PCR for in-service pavements is based on subtracting deducts per distress type from an initial value of 100. An individual distress rating is determined based upon the severity and frequency of the distress over the 0.1-mile evaluation section, and a distress weighting factor determines the magnitude of the deduct value as governed by pavement type. Detailed descriptions of each distress type can be found in the *INDOT PCR Data Collection Manual*. **Table 4.7: Summary of PCR Asphalt Pavement Distress Weight**

Factors and **Table 4.8: Summary of PCR Concrete Pavement Distress Weight Factors** (located in Appendix D) depict the weight factor for each distress type for both asphalt and concrete pavement.

The results from the PCR survey indicate that the pavement is generally in good condition with a slight decline from the 2023 average PCR. Segments receiving PCR values below 80 dropped from 2.1% to 0.7% of the surveyed network this year. These segments are primarily located in the following ranges: Eastbound mileposts 16.7-17.1 and Westbound mileposts 19.7-19.9. Additional areas with PCR values below 80 were recorded in areas Eastbound and Westbound between mileposts 123-157. These were areas not yet completed at the time of survey as part of the PUSH 4.0 project. The lowest PCR score of 71 occurred in lane 1 at Eastbound milepost 143-143.7 due to high severity transverse cracking, transverse cracking, and numerous potholes. This area has since been addressed by PUSH 4.0. **Table 4.9: Pavement Condition Rating (PCR) Summary** summarizes the PCR results for the entire network. **Figures 4.6** and **4.7** (located in Appendix D) illustrate the individual values for the eastbound and westbound lanes, respectively, with each pavement section represented as a point.

Direction	Lane	Average 2025 PCR	Average 2024 PCR	Average 2023 PCR	Average 2022 PCR	Average 2021 PCR	Average 2020 PCR
EB	1	95.3	94.2	94.9	94.2	92.9	92.8
EB	2	95.9	94.2	94.9	95.1	94.1	95.5
EB	3	95.4	90.0	92.4	92.8	93.8	95.0
EB	**OVERALL**	**95.6**	**94.0**	**94.8**	**94.6**	**93.5**	**94.2**
WB	1	94.4	93.4	94.5	94.4	92.7	92.4
WB	2	95.5	94.2	95.2	95.4	93.6	95.3
WB	3	95.9	90.6	91.8	93.1	92.1	95.5
WB	**OVERALL**	**95.0**	**93.7**	**94.8**	**94.8**	**93.1**	**93.9**
NETWORK	**OVERALL**	**95.3**	**93.9**	**94.8**	**94.7**	**93.3**	**94.0**

Note: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This is to be reflected in the 2026 report.

Table 4.9: Pavement Condition Rating (PCR) Summary

As reflected in Figures 4.6 and 4.7 (located in Appendix D), a major pavement rehabilitation effort between MP 20 and 92 in 2016 and 2017, known as ITR PUSH, resulted in new surface pavement and high PCR values across a large portion of the ITR network. Most of the 2025 PCR results for this section remain above 90, but some areas are noticeably experiencing an increase in severity or extent of transverse and longitudinal joint cracking. ITRCC has performed maintenance activities such as patching and crack sealing to slow crack development and extend the service life of the pavement. Similarly, PUSH 2.0 project between MP 0 and 10 was completed in 2019 and continues to have good PCR scores in 2024 with a single 0.1-mile segment falling below 90.

In 2023 the ITR contracted a pavement subgrade study to analyze the condition of subbase concrete and subgrade aggregate throughout the PUSH corridor (MP 20 to MP

92). This study included falling weight reflectometer testing, GPR mapping of the pavement, crack severity analysis and corresponding geotechnical analysis of high and medium crack severity areas. This study will help to provide a review of the pavement rehabilitation method from PUSH and help plan future remediation designs to the subgrade and subbase. These rehabilitations will be designed into the already planned mill and fill program for the PUSH corridor.

Completion of the PUSH 3.0 project in 2021 substantially increased the PCR between MP 93 and 123. This section remained in excellent condition in 2024, with rare occurrences of low severity transverse or longitudinal joint cracking. Other than the pavement that were remaining to be resurfaced east of MP 123 as part of PUSH 4.0, the pavement between MP 10-20 and 45-50 had the most segments which dropped four or more PCR points between the 2024 and 2025 survey.

Results from the PCR alone should not be interpreted to indicate that the overall network is in excellent condition. Considering that the PCR method has relatively minor deductions for each individual type of distress, the PCR survey method tends to indicate that pavements are in better condition than they are in reality. In the PCR method, pavement ratings are artificially high in a section that has only one or two types of distresses, regardless of the severity of those distresses. For example, a pavement may have high severity wheel path cracking throughout the entire area of the section with no other distresses and still have a PCR of 91. This section would be regarded as failed pavement by most agencies but considered in excellent condition under the PCR method. For this reason, ARA does not recommend PCR as the sole indicator of true pavement condition. When making decisions on future maintenance and rehabilitation needs, the PCR should be used in conjunction with roughness, faulting, and rutting data as well as other factors, such as predicted traffic loadings and non-destructive structural testing results to assess base and subgrade strength.

Surface Friction (FNS)

Surface friction is a measurement of the adhesion between tires and pavement. The Concession Lease Agreement (Volume I, Section B.3.2., Page 14) states: “The IFA or its designee will periodically monitor and measure the pavement surface for the tire friction capabilities of the pavement surface. Any readings of the surface friction below 30 shall require investigation by INDOT for possible remediation and shall be reported to the Concessionaire.”

The American Society for Testing and Materials (ASTM) standard, Standard Test Method for Skid Resistance of Paved Surfaces Using a Full-Scale Tire, Designation E-274, guides our data collection effort. The locked wheel skid test method is used to measure the coefficient of sliding friction over wetted pavement. The ASTM E-524 standard smooth tire is used for our inventory friction testing. To evaluate skid-resistance of all pavements on a common basis, all the friction numbers measured at different speeds are converted to the friction number at a travel speed of 40 mph by using speed correlation equations. The flagging value of friction numbers that warrants further examination for potential slippery condition is 20 or below, for a smooth tire at a testing speed of 40 mph.

As pavement friction testing is critical for INDOT to reduce wet weather skid accidents and related lawsuits, each district should appropriately use the friction data provided. For roadway sections with friction numbers lower than 20, a thorough pavement investigation is recommended to identify if there is a problem and if necessary, pursue appropriate steps for restoring the pavement friction. A friction number between 20 and 25 indicates that the pavement may provide friction values lower than 20 in the coming year(s) requiring restoration actions.

Table 4.10: Friction Number (FNS) Summary illustrates FNS data for eastbound and westbound mainline pavement and bridge decks. Figures 4.8 and 4.9 (located in Appendix D) depict the FNS data for eastbound and westbound mainline pavement on a graph, with reference post locations. Figures 4.10 and 4.11 (located in Appendix D) depict the FNS data for eastbound and westbound bridge decks on a graph, with reference post locations. **Table 4.11: Friction Number (FNS) Yearly Summary** illustrates how the 2025 FNS data compares to 2021-2024 data. The friction numbers indicate generally good friction throughout the entirety of the network with only a few bridges with friction numbers lower than a 20.

Summary of Inventory Friction Test						
Direction	Test Section	To	From	# of Tests	# of FN < 20	AVG FN
ITR East	ML Pavement	6.12	155	142	0	44.5
ITR West	ML Pavement	2.77	155	139	0	42.6
ITR East	ML Bridge	4.21	155	61	3	37.0
ITR West	ML Bridge	1.5	156	70	3	36.7

Note: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This is to be reflected in the 2026 report.

Table 4.10: Friction Number (FNS) Summary

Measurement	Interval of Data Accruement	Average of Entire Mainline	Required Average of One Mile Interval	Number of Exceedances in One Mile Intervals
2021 FNS	Approx. one mile	40.00	> 30	63
2022 FNS	Approx. one mile	27.47	> 30	71
2023 FNS	Approx. one mile	42.13	> 30	12
2024 FNS	Approx. one mile	29.53	> 30	29
2025 FNS EB Pavement	Approx. one mile	44.5	> 30	0
2025 FNS WB Pavement	Approx. one mile	42.6	> 30	0
2025 FNS EB Bridge	Approx. one mile	37.0	> 30	3
2025 FNS WB Bridges	Approx. one mile	36.7	> 30	3

Note: At the time of the survey, several sections of the PUSH 4.0 pavement rehabilitation from MM 123-157 were yet to be completed. This is to be reflected in the 2026 report.

Table 4.11: Friction Number (FNS) Yearly Summary

Toll Plaza and Travel Plaza Lot Pavement

The toll and travel plazas were inspected for pavement condition in October 2025 in accordance with precedent and engineering judgment, the following qualitative ratings were applied to the toll plaza ramps and travel plaza lots based on visual assessments:

Qualitative Pavement Rating Criteria			
Rating	**Approximate Corresponding PQI Index**	**Asphalt Pavement Condition**	**Concrete Pavement Condition**
Excellent	90 to 100	Pavement shows virtually no visible deterioration.	Same
Good	90 to 80	Pavement shows some indication of initial deterioration present, but not yet requiring appreciable amounts of maintenance. Distress items include the start of small transverse and/or longitudinal cracks. Slight rutting may be apparent in the wheel path.	Pavement shows some indication of initial deterioration present, but not yet requiring appreciable amounts of maintenance. Distress items may include the start of small transverse and/or longitudinal cracks, or slight seam and joint separation. Joints may show very small amounts of deterioration.
Fair	70 to 80	Pavement shows average deterioration requiring occasional routine maintenance. Distresses may include minor transverse and longitudinal cracking, becoming continuous throughout the segment. Severe cracking is patched effectively. Rutting may be a little more severe and hold small amounts of water.	Pavement shows average deterioration requiring occasional routine maintenance. Distresses may include minor transverse and longitudinal cracking, becoming continuous throughout the segment. Severe cracking is patched effectively. Through lanes and shoulders may begin to show separation from failing tie bars.
Poor	Below 70	Pavement shows excessive deterioration requiring frequent maintenance and warrants resurfacing soon. Distress may be evident in wide transverse and longitudinal cracks. Severe "shallow cracking" could be evident if the pavement is composite. If the segment has been patched, the cracks may be showing through. Rutting is severe and may affect driving.	Pavement shows excessive deterioration requiring frequent maintenance and warrants resurfacing soon. Distress may be evident in wide transverse and longitudinal cracks. If the segment has been patched, cracks may be showing through. Joint repairs could begin to fail. Shoulder and/or through-lane separation may be apparent. Pop outs or spalling could also be present in the section.

Table 4.12: Pavement Condition Survey Qualitative Rating System

Toll Plaza Ramp Pavement

ITRCC's goal is to have 90% of the toll plaza ramp pavement rated in the "good" range. The "good" range is assumed to include the "fair," "good," and "excellent" ratings. These ratings correlate with the approximate PQI indices over 70, which is the corresponding deficient

rating on the mainline per the OPI Manual. **Table 4.13: Pavement Condition Survey of Toll Plaza** shows that all toll plaza ramps fall within the "good" or "excellent" range. The OPI rating according to the OPI Manual is 2 (with 6 being the best). The toll plaza pavement ratings have increased overall from the previous year's ratings due to improvements made in 2024 at Gary West and Broadway and with the PUSH 4.0 project in 2025 at Angola and Eastpoint.

A seven-year pavement warranty on all pavement ramps within the PUSH 1, PUSH 2, and PUSH 3 projects (MM20 to MM93, MM0 to MM10, and MM93 to MM 123) has been established through the design build teams for the ITRCC. This warranty includes routine maintenance, as well as any deficiencies that may occur. The warranty period for PUSH 1 has expired.

Toll Plaza	MP	2017 Condition	2019 Condition	2021 Condition	2023 Condition	2025 Condition
Indianapolis Boulevard	0	Fair	Excellent	Excellent	Good	Good
Westpoint	1	Good	Excellent	Excellent	Good	Good
S.R. 912	3	Fair	Excellent	Excellent	Good	Good
Calumet Ave. (EB Entr.)	5	Poor	Excellent	Excellent	Good	Good
Calumet Ave. (WB Exit)	5	Poor	Excellent	Excellent	Good	Good
Cline Avenue	10	Poor	Excellent	Excellent	Good	Good
Gary West	14A	Poor	Poor	Poor	Poor	Excellent
Broadway	14B	Fair	Fair	Fair	Fair	Excellent
Gary East	17	Fair	Fair	Poor	Excellent	Good
Lake Station	21	Excellent	Good	Good	Good	Good
Portage	23	Excellent	Good	Good	Good	Good
Mainline Barrier	24	Excellent	Excellent	Excellent	Excellent	Excellent
Valparaiso-Chesterton	31	Excellent	Good	Good	Good	Good
Michigan City	39	Excellent	Good	Good	Good	Good
LaPorte	49	Excellent	Good	Good	Good	Good
South Bend West	72	Excellent	Good	Good	Good	Good
South Bend-Notre Dame	77	Good	Good	Good	Good	Good
Mishawaka	83	Excellent	Good	Good	Good	Good
Elkhart	92	Good	Good	Good	Good	Good
Elkhart East	96	Fair	Fair	Good	Good	Good
Bristol	101	Fair	Fair	Excellent	Excellent	Good
Middlebury	107	Fair	Fair	Excellent	Excellent	Good
Howe-LaGrange	121	Fair	Fair	Excellent	Excellent	Good
Angola	144	Fair	Fair	Good	Fair	Excellent*
Eastpoint	153	Poor	Poor	Good	Poor	Excellent*

*Notes: Reflects improvements made as part of PUSH 4.0 project in 2025.

Table 4.13: Pavement Condition Survey of Toll Plaza Ramps

Travel Plaza Lot Pavement

ITRCC's goal is to have 90% of the travel plaza ramp pavement rated in the "good" range. The "good" range is assumed to include the "fair," "good," and "excellent" ratings. These ratings correlate with the approximate PQI indices over 70, which is the corresponding deficient rating on the mainline per the OPI Manual. The OPI rating according to the OPI Manual is 0 (with 6 being best). Per the OPI ratings metrics, travel plazas and truck parking lots are rated together. Sections of TRP-6S and N have sections of the parking lots that contain subgrade failures that have caused severe rutting in the pavement. These areas are in the planning stages of receiving subgrade treatment designs. These subgrade treatments will increase the stability of the pavement in order to sustain a longer life due to the high loads placed on them during overnight parking. The sections of the parking lots that do not contain subgrade failures are in fair condition. These treatments will then increase the overall rating of the Travel Plaza Pavement Deficiencies in the following maintenance OPI section.

Travel Plaza	MP	2021 General Condition	2022 General Condition	2023 General Condition	2024 General Condition	2025 General Condition
TRP - 1S	21.7	Excellent	Excellent	Good	Good	Good
TRP - 2S (Trucks only)	37.5	Good	Good	Good	Fair	Fair
TRP - 3S	55.9	Good	Good	Good	Good	Good
Dist. 11 ISP	76	Sold	Sold	Sold	Sold	Sold
TRP - 5S	90	Excellent	Excellent	Good	Good	Good
TRP - 6S (Trucks only)	108	N/A - Under Const.	Fair	Poor	Poor	Excellent
TRP - 7S	125.8	Good	Good	Good	Good	Good
TRP - 8S	145.7	Closed	Closed	Closed	Closed	Closed
TRP - 1N	21.7	Excellent	Excellent	Good	Good	Good
TRP - 2N (Trucks only)	37.5	Good	Good	Good	Fair	Fair
TRP - 3N	55.9	Good	Good	Good	Good	Good
TRP - 5N	90	Excellent	Excellent	Good	Good	Good
TRP - 6N (Trucks only)	108	N/A - Under Const.	Fair	Poor	Poor	Excellent
TRP - 7N	125.8	Good	Good	Good	Good	Good
TRP - 8N	145.7	Closed	Closed	Closed	Closed	Closed

Table 4.14: Pavement Condition Survey of Travel Plaza Lots

The 6N and 6S truck parking lots previously had subgrade failures causing severe pavement rutting. The 2025 rehabilitation included subgrade repairs, full and partial depth HMA patching and a two-inch mill and fill of the entire parking lit including the taxiways and access roads.

5: MAINTENANCE ITEMS REPORT

MAINTENANCE ITEMS REPORT

General

The OPI Manual lists the following nine maintenance items to be inspected annually:

1. Guardrail
2. Pavement Deficiency
3. Vegetation Obstruction
4. Litter
5. Drainage Obstruction
6. Sign
7. Pavement Marking
8. Fencing Deficiency
9. Lighting Conditions

The ITR roadway maintenance items were inspected in October 2025. These maintenance items are assessed in three different areas: mainline (subdivided by maintenance district), toll plazas, and travel plazas. The ITRCC has completed multiple updates to the lighting and implemented energy efficient practices. Therefore, the metrics for the lighting are reported on separate from the other eight general OPI items to highlight its different conditions and circumstances.

Route System	Mainline Miles		Toll Plazas	Toll Plaza Ramps	Toll Plaza Parking Lots
	Eastbound	Westbound			
Toll Road	156.7	156.7	24	43	14
M-1	30.3	30.3	11	18	2
M-2	31.7	31.7	3	6	4
M-3	30.0	30.0	4	8	2
M-4	31.6	31.6	4	8	2
M-5	32.9	32.9	2	3	4

Table 5.1: Summary of ITR System Quantities

Maintenance Items – Organizational Performance Index (OPI)

The OPI Manual details specific deficiencies to be noted for each one of the nine items:

1. Guardrail Deficiency
2. Pavement Deficiency
3. Vegetation Obstruction
4. Litter
5. Drainage Obstruction
6. Signs
7. Pavement Marking
8. Fences
9. Lighting

The OPI Manual provides descriptions of the deficiencies and an OPI rating in accordance with the number of deficiencies found in each category per mile (mainline), per plaza ramp (toll plazas for all maintenance items except lighting), or per plaza (toll plazas for lighting and travel plazas for all maintenance items). The ranges of deficiencies per mile or plaza as they relate to the OPI rating can differ between maintenance districts, but the ITRCC's goal is to achieve an OPI rating of 4 or better for every category in every maintenance district.

Items Excluded from OPI Deficiency Count

All major deficiencies that were observed at the time of the inspections that were currently under construction to fix the deficiency were not counted as a deficiency for the OPI scores.

Pavement and pavement markings within the project limits of PUSH 2, 3 & 4 have a seven-year warranty provided by the contractor. Therefore, all maintenance deficiencies found relating to these items within the project limits are the sole responsibility of the design build team. Quarterly inspections are conducted by the ITRCC and the design build team to create a deficiency list and corrective action plan.

A program to detect, report, and correct warrantied deficiencies exists between ITRCC and the design build team. This program has been successful in identifying multiple deficiencies with corrections being made by the design build team, meeting their contractual obligations.

Mainline Maintenance Items

Table 5.2: Mainline Maintenance Items for ITR provides the total accumulated deficiencies for the entirety of the mainline. **Tables 5.3 – 5.7**, located in Appendix E, represent each maintenance district, and list the number of deficiencies, deficiency rates, and OPI ratings for the eight mainline maintenance items. The ratings range from 0 to 6, with 6 being the highest. **Figure 5.1: Mainline Yearly OPI Ratings** illustrates the mainline maintenance OPI rating progression over the past three years in comparison to the 2025 ratings.

For reference, ITRCC completes an annual pavement marking refresh in non-PUSH areas which begins in June or July, based on weather conditions. ITRCC has added the application of warrantied grooved pavement markings within the PUSH 1, 2, 3 & 4 Project limits as well. All future projects, including non-routine and mill and fill, will receive a similar treatment, with pavement markings that will conform to any changes in INDOT specs. These enhancements will result in an improved OPI rating prior throughout the warranty period.

In 2024, the ITR completed a mill and fill project from MM 10 to 20. During this project, deficient ancillary assets such as guide and regulatory signage, guardrail, and fencing were addressed. Also, the elimination of standing water issues was completed, led by a cross-slope analysis.

OPI Measures	Mainline Maintenance Item Deficiencies			
	2025			
	Deficiencies	Def/mile	OPI Goal	OPI Rating
Guardrail Deficiency	62	0.396	>=4	4
Pavement Deficiency	61	0.389	>=4	5
Vegetation Obstruction	6	0.038	>=4	4
Litter	3	0.019	>=4	6
Drainage Obstruction	4	0.026	>=4	5
Sign deficiency	132	0.842	>=4	5
Pavement Marking Deficiency	0	0.000	>=4	6
Fence Deficiency	4	0.026	>=4	6

Table 5.2: Mainline Maintenance Items for ITR

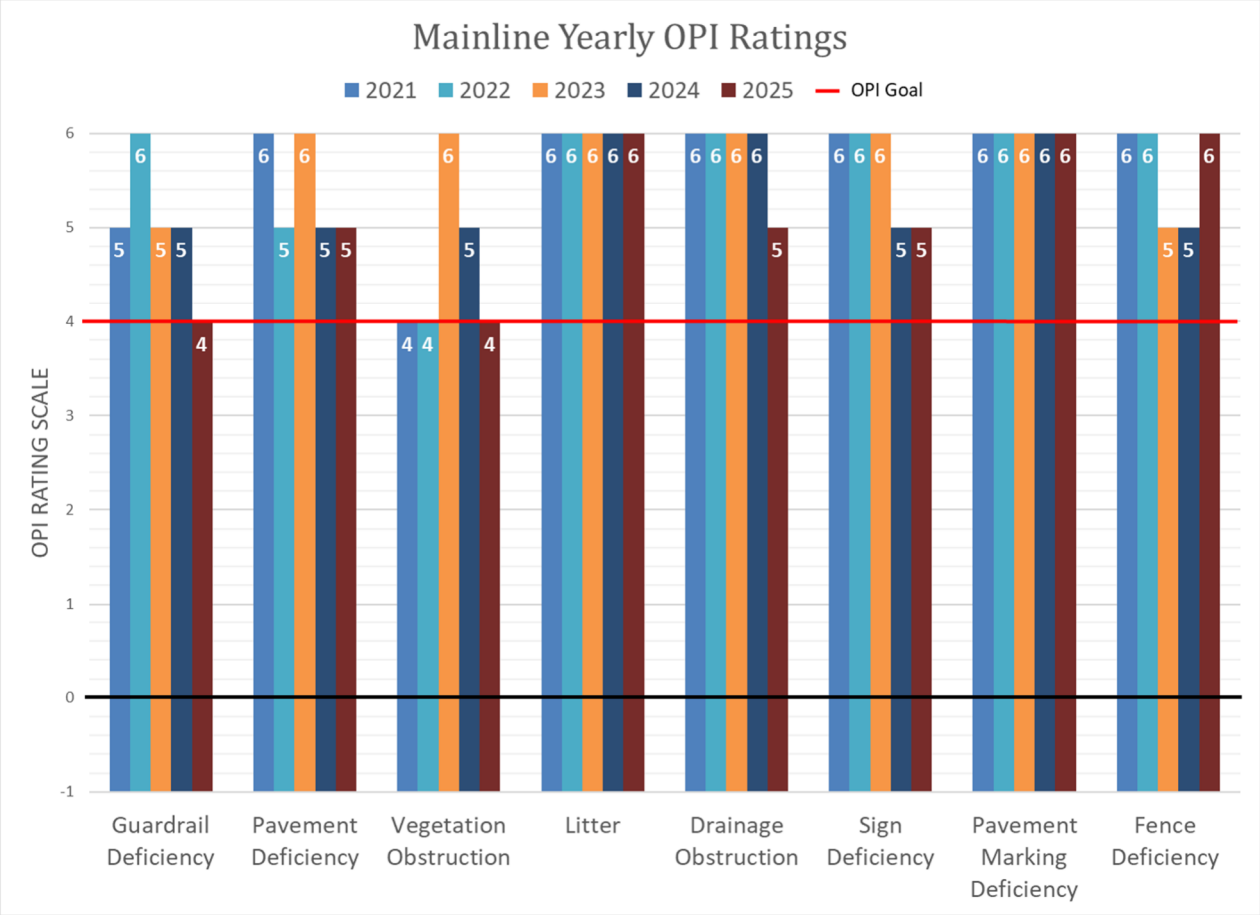


Figure 5.1: Mainline Plaza Yearly OPI Ratings

Toll Plaza Ramp Maintenance Items

Table 5.8: Toll Plaza Maintenance Items for ITR provides the total accumulated deficiencies for the entirety of the toll plazas. **Tables 5.9 – 5.13**, located in Appendix E, represent each maintenance district, and list the number of deficiencies, deficiency rates, and OPI ratings for the eight toll plaza maintenance items. The ratings range from 0 to 6, with 6 being the highest. **Figure 5.2: Toll Plaza Ramp OPI Ratings** illustrates the Toll Plaza Ramp Maintenance OPI rating progression over the past three years in comparison to the 2025 ratings.

It should be noted that the positive increase in the sign rating is due to the ITRCC 3-year extensive sign rehabilitation program with large deficient panel signs replaced in late 2018, and smaller sheet signs in 2019. Additional smaller sheet signs were replaced in 2020. In total, the program replaced approximately 700 signs. Sign replacements are evaluated annually and addressed accordingly, including retro-reflectivity.

OPI Measures	Toll Plaza Maintenance Item Deficiencies			
	2025			
	Deficiencies	Def/Ramp	OPI Goal	OPI Rating
Guardrail Deficiency	15	0.349	>=4	5
Pavement Deficiency	11	0.256	>=4	5
Vegetation Obstruction	11	0.256	>=4	5
Litter	10	0.233	>=4	6
Drainage Obstruction	3	0.070	>=4	6
Sign deficiency	11	0.256	>=4	5
Pavement Marking Deficiency	0	0.000	>=4	6
Fence Deficiency	3	0.070	>=4	6

Table 5.8: Toll Plaza Ramp Maintenance Items for ITR

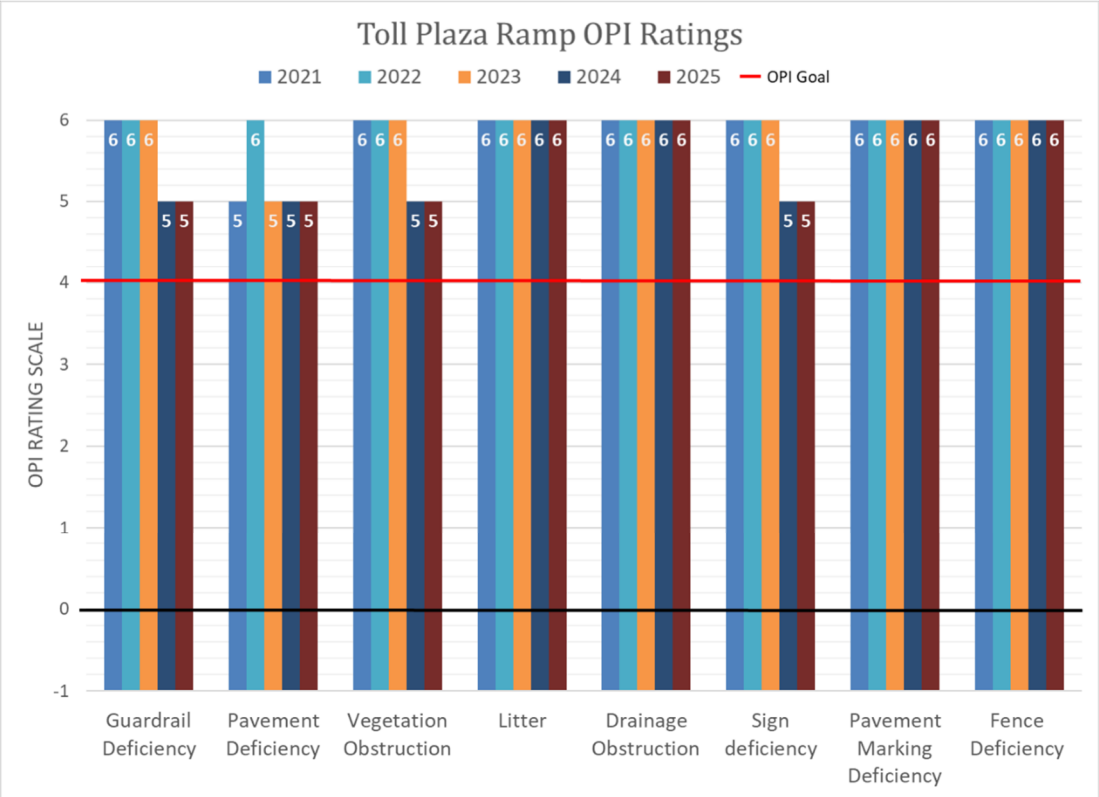


Figure 5.2: Toll Plaza Ramp OPI Ratings

Travel Plaza and Truck Parking Lot Maintenance Items

Table 5.14: Travel Plaza and Truck Parking Maintenance Items for ITR provides the total accumulated deficiencies for the entirety of the travel plazas. **Tables 5.15 – 5.19**, located in Appendix E, represent each maintenance district, and list the number of deficiencies, deficiency rates, and OPI ratings for the eight travel plaza maintenance items. The ratings range from 0 to 6, with 6 being the highest. **Figure 5.3: Travel Plaza Ramp OPI Ratings** illustrates the Toll Plaza Ramp Maintenance OPI rating progression over the past three years in comparison to the 2025 ratings.

OPI Measures	Travel Plaza Maintenance Item Deficiencies			
	2025			
	Deficiencies	Def/Plaza	OPI Goal	OPI Rating
Guardrail Deficiency	0	0.000	>=4	6
Pavement Deficiency	4	0.400	>=4	5
Vegetation Obstruction	0	0.000	>=4	6
Litter	12	1.200	>=4	6
Drainage Obstruction	0	0.000	>=4	6
Sign deficiency	1	0.100	>=4	6
Pavement Marking Deficiency	0	0.000	>=4	6
Fence Deficiency	1	0.100	>=4	6

Table 5.14: Travel Plaza Maintenance Items for ITR

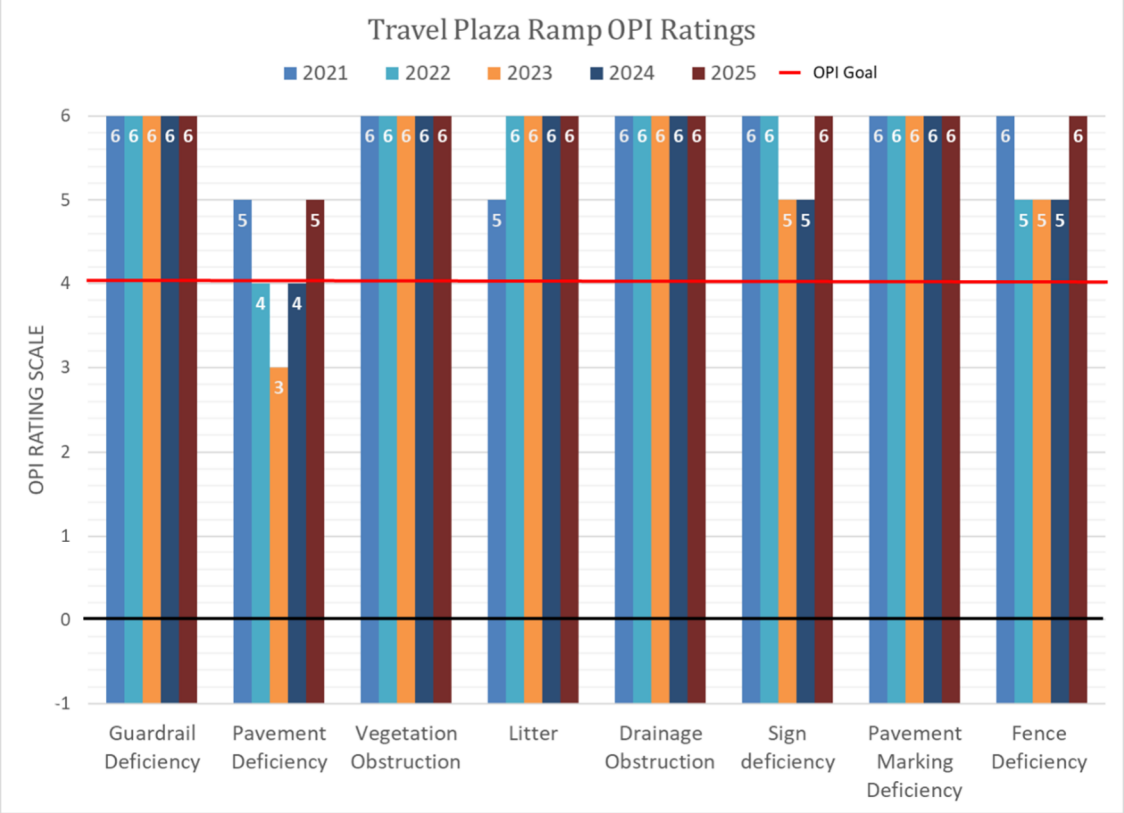


Figure 5.3: Travel Plaza Ramp OPI Ratings

Lighting OPI Measurements

In 2018, ITRCC updated all required cobra head lighting structures to LED and implemented lighting patterns to the high mast lighting for energy conservation and need. Therefore, bulbs that were not on due to these practices were not counted as deficient. The lighting inspections of all 642 cobra head lights were completed during the October 2023 OPI inspections as well as the biennial High-Mast Light inspections. During these inspections, no lighting deficiencies were noted or found due to illumination. The ratings range from 0 to 6, with 6 being the highest. The OPI illumination rating was a 6.

In 2023, the ITR completed a Right of Way Illumination and Delineation study for the mainline and ramps of the ITR. The ITR has also implemented a cobra head replacement project consisting of multiple phases. Phase 1 of the project replaced 83 cobra head light housing and poles. By 2026, an additional 141 solar cobra head units will be installed at East Point, Angola, Mishawaka, and South Bend West.

The ITR has also made other lighting safety advances, including enhancements to guardrail reflectivity, all ramp barrier walls having reflective tabs replaced, and all ramps without barrier walls now include center line reflective tubular delineation.

In 2024, from MM 10 to 20 the ITR completed safety advances during the mill and fill project. Retro-reflectivity delineators along the guardrail and barrier walls were added. Two-way reflective RPMs and additional signage are also in the process of being added to the ramps of Exit 14A & Exit 14B to further mitigate wrong-way driver incidents. Plaza branding is planned for the near future at Gary East (MM17) and Lake Station (MM21). This includes the painting of the plazas, the wrapping of the toll booths and canopy, and delineators added to the bunkers to further illuminate the plaza limits.

Also in 2024, the ITR has worked to install 225 480-Watt modern LED High Mast fixtures to increase available lighting at all toll plazas. The goal is to increase visibility in low light travel times while adjusting the use of already in place LED fixtures to not increase annual net CO2 emissions. Additionally, 12 solar powered cobra style lighting systems at our Mishawaka and South Bend West plazas have been installed. These systems have been highly effective throughout the spring-summer-fall months with nearly 100% up time. In perma-cloud these systems can operate on typical utility power.

Furthering the ITR's goals to revitalize and enhance lighting across the corridor, there have been significant improvements into underground power infrastructure at seven complete plazas since 2023. The improvements of these systems will continue at three additional locations starting in 2025 through 2026. The team is consistently looking for opportunities to better light our facilities with modern equipment will remaining good stewards for efficiency.

Maintenance Initiatives

Roadside Safety Improvements

Over the past 10 years, the ITR has implemented numerous projects to increase and improve roadside safety. These include the Intelligent Transportation System (ITS) projects, a Wrong Way Vehicle Detection System, and numerous median protection upgrades. Highlights of these include

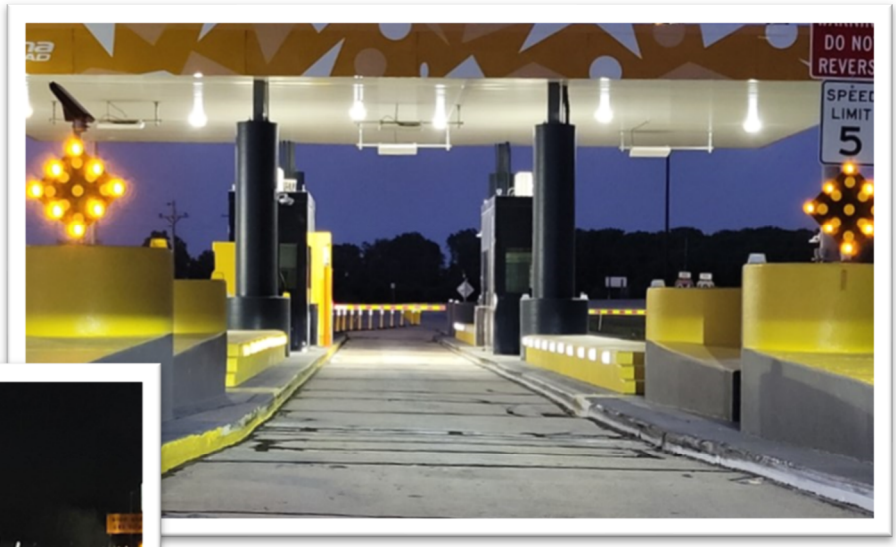
the following:

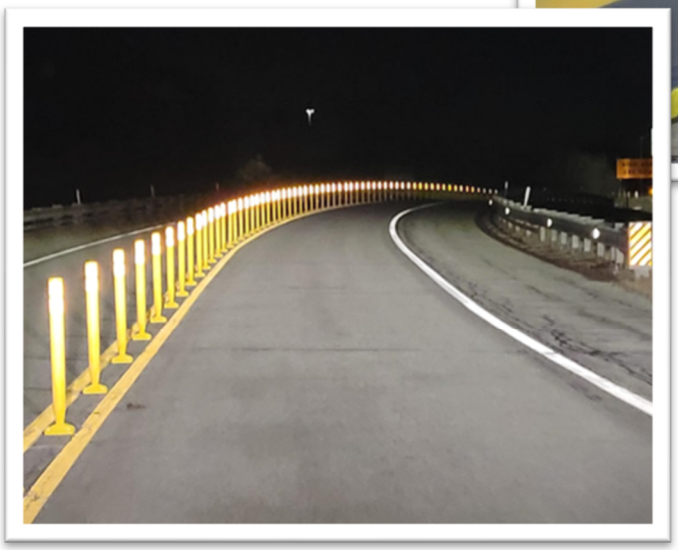
The Intelligent Transportation System project have included complete fiber optic cable installation across the entire ITR corridor for internal use, Dynamic Message Signs ("**DMS**"), Pan-Tilt-Zoom Closed Circuit Television ("**CCTV**"), Automatic Incident Detection ("**AID**"), Wrong Way Driver Detection System ("WWDS") and Variable Speed Limit Signage ("**VSL**"). VSL signs shall be collocated and integrated on each DMS board. These devices allow the ITR to provide real-time updates of safety hazards anywhere on the Toll Road.

In 2019, ITR reached out to trusted partners and began designing a wrong-way detection system that focused on the two overwhelming root causes of a driver entering the road in the wrong direction — intoxication and confusion. The system has safely identifies incidents of a patron traveling the wrong way on a mainline ramp through active and concentrated alerts to wrong-way drivers, advanced warning to patrons on the road, immediate alarming into ITR's Traffic Management Center and Indiana State Police, and alerts to all management staff. In 2022 the ITRCC won the annual safety award through the IBTTA (International Bridge, Tunnel and Turnpike Association) for creating a wrong-way driver detection and alert system.

As part of an ongoing effort by the ITR to increase roadway delineation and highway safety toll plazas received additional channeling devices placed in the medians of the approaches of the tolling booths. These include the use of water wall at the mainline toll plazas at West Point, Portage, and Eastpoint, and candlestick reflectors at the entrance/exit toll plazas. These permanent devices increase safety for the traveling public as well as help to delineate the roadway for maintenance operations during major weather events. The below pictures represent the devices placed at

mainline and entrance/exit toll plazas.





In 2023, the ITR began the installation of guardrail median pier protection at overhead bridge structures. This prevents errant vehicles from impacting the bridge structure by redirecting them back onto the roadway instead of impacting the barrel arrays that are placed right at the bridge support pier, which can still be damaged by a vehicle impact to the barrel array. The ITR has installed these median pier protection systems at 35 structures to date.

There are several maintenance and upgrade initiatives that are continuously being implemented to improve safety along the ITR. These

are several maintenance and upgrade initiatives that are continuously being implemented to improve safety along the ITR. These upgrades include enhanced barrier reflectors, high-visibility signage, and updated pavement markings.

New high-reflectivity barrier markers have been installed to improve nighttime and adverse-weather visibility, focusing on bridge parapet walls.

High-contrast, LED-illuminated signs in select locations are being added to alert drivers of high impact deer crossing areas, additional work zone signage and DMS messaging, signs to support

safe exit ramp speeds and curves, synchronized LED lights on bunkers within toll plazas, piloted orange pavement markings for lane shifts within an MOT and deploying high tech HAAS alerting for customer safety.

A proactive program for regular repainting of lane markings and installation of roadside delineators, particularly along curves and ramps, is ongoing. These updates improve lane clarity and vehicle positioning guidance, which is critical for safe navigation along the interstate.

Indiana Safe Zones Worksite Speed Enforcement

In 2025, the ITRCC participated in the Indiana Safe Zones Worksite Speed Enforcement program. Enacted by HEA 1015 during the 2023 legislative session, Indiana Safe Zones is a program administered by the Indiana Department of Transportation that aims to save the lives of motorists and road workers by reducing vehicle speeds and crashes in work zones. Worksite speed control programs in other states have proven effective in reducing crashes in work zones and creating safer conditions for motorists and construction crews.

For the program, signs are posted to notify motorists of an active Safe Zones site. The system documents the speeds of vehicles using truck-mounted speed timing devices as they pass through work zones. When a vehicle is determined to be traveling 11 mph or more than the posted speed limit, the system captures an image of the vehicle's rear license plate. After data is validated, violations are certified and issued to the owner of the vehicle by mail. The first violation results in a zero-fine warning, the second in a $75 civil penalty, and every violation thereafter a penalty of $150. In accordance with the state statute, collected penalties go into the state's General Fund. Worksite speed enforcement was implemented on the PUSH 4.0 project at the ITR work zone near I-69 with monitoring completed by the Indiana Department of Transportation.

6: FACILITIES CONDITION REPORT

FACILITIES CONDITION REPORT – GROUP C

General

The Concession Lease Agreement (Volume I, Section L.3.1., Page 102) states:

> *The objective of Facility maintenance is to ensure to the greatest extent reasonably possible that all Facilities and the components, elements and systems located within such Facilities are properly maintained in such a manner that they remain safe, habitable, and continually operational in their functions of supporting the ITR.*

In accordance with the Concession Lease Agreement (Volume II, Section J.2.3., Page 96), a Facilities Condition Report shall be completed once every four years. Previous reports have divided the facilities along the toll road into four groups and inspected one group of buildings every year. **Table 6.1: Facilities Condition Report Schedule** outlines the inspection schedule:

	Facilities	Next Inspection Year
Group A	MP 0 to MP 24.1	2027
Group B	MP 24.1 to MP 62	2028
Group C	MP 62 to MP 115	2025
Group D	MP 115 to MP 156.9	2026

Table 6.1: Facilities Condition Report Schedule

A detailed inspection was conducted of all buildings in Group C during October 2025. An ITRCC staff member accompanied inspection personnel throughout the inspection process to provide access to all building areas and mechanical equipment.

Each main building component was assessed and rated by the following categories:

Excellent – New Condition
Good – Minor deficiencies noted
Fair – Deficiencies and deterioration present
Poor – Advanced deterioration present
Critical – Major deterioration of primary elements

Each finding or remark in the database was assigned a priority level for repair of either 1 or 2 to identify the criticality and/or impact on the facility.

Priority Level Timeline for Repair

High - Suggested for immediate attention in current year
Low - Schedule for repair/rehabilitation within 1 to 3 years

An Appendix of all noted findings and remarks was created and reports were generated from the field investigations and appendix. All inspection reports included in the Appendix were created in VUEWorks utilizing the MOBILEVUE application.

Most Group C facility components, elements, systems, and appurtenances were found to be operational, secure, clean, sound, and in all ways safe and suitable for use. Some specific issues were observed in various structures, but the majority of noted items can be completed by ITRCC maintenance personnel and be scheduled as normal maintenance schedules allow. The building inspections were noted to have 87% of the facilities receiving “Good” or “Excellent” ratings, and 13% of the facilities receiving “Fair” ratings. None received a “Poor” rating.

It should be noted that since these structures were inspected in 2021 many of the repairs and recommendations were completed. The inspections noted that the ITRCC made substantial upgrades to the cosmetic and structural concerns. Furthermore, the ITRCC has budgeted and programmed a comprehensive facility repair and upgraded plan to address both structural, cosmetic, and aesthetic repairs to many additional structures that were not inspected in 2025. These repairs are reflected in the capital improvement section.

Preventative Maintenance Program

A program for preventative maintenance has been established to maintain mechanical equipment located at all buildings belonging to the ITRCC. The program contains both a general facility review and checklist as well as a major facility component checklist.

The Preventative Maintenance checklist has been implemented to maintain ITRCC facilities and their components, equipment, and systems at the original design standards throughout their intended life span. The checklist includes periodic and scheduled inspections, adjustments, calibration, and cleaning. These reviews led to replacement of parts and minor repairs to restore equipment to normal function. ITRCC has utilized DTS VUEworks as its asset management tool in conjunction with its preventative maintenance reporting.

In 2024, Project Edison was launched to address the replacement of electrical main and distribution equipment at maintenance facilities 1, 2, 4, and 5. Most electrical distribution equipment at these facilities had reached the end of useful life with the inability to purchase parts and equipment to upgrade or maintain. At most sites, the old equipment was original to the 1956 construction, requiring atypical maintenance over many years causing high costs to maintain. Further, as the equipment aged, the ability to safely operate the gear degraded. Finally, with the future moving electric and plug-in hybrid vehicles, this project seized the opportunity to better position the company for future rollout in the coming years.

Buildings Overview:

2025 Facility Assessment- Group C				
Structure Number	Building Group	Mile Point	Building Description	General Condition
M3 71-2	C	72.00	72 South Bend West Toll Plaza Building	Good
M3 71-3	C	72.00	72 South Bend West 1 Booth	Good
M3 71-4	C	72.00	72 South Bend West 2 Booth	Good
M3 71-5	C	72.00	72 South Bend West 3 Booth	Good
M3 71-6	C	72.00	72 South Bend West 4 Booth	Good
M3 71-7	C	72.00	72 South Bend West Toll Canopy	Good
M3 71-11	C	72.99	4 North/73 Salt Storage Litel Hut	Fair
M3 71-12	C	72.99	4 North/73 Salt Storage Loader Shed	Good
M3 71-13	C	72.99	4 North/73 Salt Storage Dome	Good
M3 71-16	C	76.60	77 South Bend Notre Dame Toll Plaza Building	Good
M3 71-17	C	76.60	77 South Bend Notre Dame Booth 1	Good
M3 71-18	C	76.60	77 South Bend Notre Dame Booth 2	Good
M3 71-19	C	76.60	77 South Bend Notre Dame Booth 3	Good
M3 71-20	C	76.60	77 South Bend Notre Dame Booth 4	Good
M3 71-21	C	76.60	77 South Bend Notre Dame Booth 5	Good
M3 71-22	C	76.60	77 South Bend Notre Dame Booth 6	Good
M3 71-23	C	76.60	77 South Bend Notre Dame Booth 7	Good
M3 71-24	C	76.60	77 South Bend Notre Dame Toll Canopy	Good
M3 71-25	C	76.60	77 South Bend Notre Dame Storage Shed	Good
M3 71-26	C	82.90	83 Mishawaka Toll Plaza Building	Good
M3 71-27	C	82.90	83 Mishawaka Booth 1	Good
M3 71-28	C	82.90	83 Mishawaka Booth 2	Good
M3 71-29	C	82.90	83 Mishawaka Booth 3	Good
M3 71-30	C	82.90	83 Mishawaka Toll Canopy	Good
M3 20-1	C	87.10	Elkhart Maintenance Central Facility	Good
M3 20-2	C	87.10	Elkhart Maintenance Salt Dome	Good
M3 20-3	C	87.10	Elkhart Maintenance West Pole Barn	Fair
M3 20-5	C	87.10	Elkhart Maintenance East Pole Barn	Fair
M3 20-5A	C	87.10	Elkhart Maintenance Hazardous Storage	Fair
M3 20-6	C	87.10	Elkhart Maintenance Building	Fair
M3 20-7	C	87.10	Elkhart Maintenance Paint Booth	Fair
M3 20-9	C	87.10	Elkhart Maintenance Garage	Good
M3 20-10	C	87.10	Elkhart Maintenance BM Pole Barn	Good

2025 Facility Assessment- Group C				
Structure Number	Building Group	Mile Point	Building Description	General Condition
M3 20-11	C	87.10	Elkhart Maintenance Remote West Barn	Good
M3 20-12	C	87.10	Elkhart Maintenance Remote East Barn	Good
M3 20-13	C	90.00	5 South Travel Plaza Building	Good
M3 20-14A	C	90.00	5 South Gas Canopy	Good
M3 20-14B	C	90.00	5 South Diesel Canopy	Good
M3 20-15	C	90.00	5 North Travel Plaza Building	Good
M3 20-17	C	90.00	5 North Gas Canopy	Good
M3 20-18	C	90.00	5 North Diesel Canopy	Good
M3 20-19	C	90.00	5 North Litel Hut	Good
M3 20-49	C	90.00	5 North Communications Hut	Good
M3 20-20	C	91.80	92 Elkhart Toll Plaza Building	Fair
M3 20-21	C	91.80	92 Elkhart Booth 1	Good
M3 20-22	C	91.80	92 Elkhart Booth 2	Good
M3 20-23	C	91.80	92 Elkhart Booth 3	Good
M3 20-24	C	91.80	92 Elkhart Toll Canopy	Good
M3 20-25	C	91.80	92 Elkhart Storage Shed	Good
96-1	C	91.80	96 Elkhart Toll Canopy	Good
96-2	C	96.00	96 Elkhart Booth 1	Good
96-3	C	96.00	96 Elkhart Booth 2	Good
96-4	C	96.00	96 Elkhart Booth 3	Good
96-5	C	96.00	96 Elkhart Booth 4	Good
96-6	C	96.00	96 Elkhart East Toll Canopy	Good
96-7	C	96.00	96 Elkhart Storage Shed	Good
M4 20-33	C	99.00	99 Salt Storage Salt Barn	Fair
M4 20-34	C	99.00	99 Loader Storage Shed	Good
M4 20-36	C	99.00	99 Salt Storage Communications Hut	Good
M4 20-37	C	101.00	101 Bristol Toll Plaza Building	Good
M4 20-38	C	101.00	101 Bristol Booth 1	Good
M4 20-39	C	101.00	101 Bristol Booth 2	Good
M4 20-40	C	101.00	101 Bristol Toll Canopy	Good
M4 20-41	C	107.00	107 Middlebury Toll Plaza Building	Fair
M4 20-42	C	107.00	107 Middlebury Booth 1	Good
M4 20-43	C	107.00	107 Middlebury Booth 2	Good
M4 20-44	C	107.00	107 Middlebury Toll Canopy	Good

2025 Facility Assessment- Group C				
Structure Number	**Building Group**	**Mile Point**	**Building Description**	**General Condition**
M4 20-45	C	107.00	107 Middlebury Storage Shed	Good

6.2: Condition Rating and Deficiencies Log

7: ENVIRONMENTAL ISSUES REPORT

ENVIRONMENTAL ISSUES REPORT

General

Field visits to many of the ITR facilities were made on October 15th and 16th, 2025. Record reviews and interviews also occurred during this period.

Major equipment at ITR facilities was observed to be in operable condition by reviewing personnel. Continued routine and preventative maintenance efforts will provide a useful life for the major process equipment components. Capital Improvement Projects were discussed as they related to existing and future environmental infrastructure.

Environmental Records

Most environmental records are under the control of the Environmental Health & Safety Manager and stored in the Administration Building. Recycled materials, including batteries and paper/cardboard tracking and associated reports, are handled by the Indiana Toll Road Concession Co. (ITRCC) procurement group at the ITRCC Stockroom. Lead contaminated paint waste is tracked by the ITRCC Environmental Health & Safety Manager and submitted to the IFA Environmental Manager in the form of an annual report. Selected first level documents such as operator licenses and Spill Prevention, Control and Countermeasures (SPCC) plans are maintained at work locations per Federal and State requirements. Operator licenses and certificates are also stored in an electronic database that is controlled by the ITRCC Human Resources Department.

Records of correspondence with authorities and a detailed log of important environmental events throughout the year are maintained by the Environmental Health & Safety Manager on the ITRCC network L drive. ITRCC environmental staff use VUEWorks software to assist with compliance schedules and Training Tracker software to assist with training documentation and schedules.

The ITRCC has continued to make strides in converting environmental paper files to digital files.

Wastewater Treatment

Treatment Plants

ITRCC previously operated one wastewater treatment plant (WWTP) under the National Pollutant Discharge Elimination System (NPDES) discharge permit at Travel Plaza 7. This plant was decommissioned in 2020 and demolished in 2021 and is no longer in operation. After LaGrange County Regional Utility District (LCRUD) made necessary infrastructure improvements, the travel plaza was able to connect and discharge wastewater from the travel plaza to the municipal system. ITRCC has vacated their NPDES Permit for Travel Plaza 7 during 2021 and no longer maintains any other NPDES Permits.

Septic Systems

Due to the increased automation of toll plazas, the load on septic tanks at certain locations has decreased significantly. Therefore, ITRCC has extended the scheduled pumping frequency to three (3) years. Other septic tanks (and grease traps) are pumped out more frequently.

The pumping log, maintained in VUEWorks, details the last date serviced for each unit. Details of pumping / maintenance frequency can be found in **Table 7.2: Pumping Frequency for Certain Wastewater Treatment Units**.

Location	Frequency
Septic Tanks (Maintenance)	2 years
Septic Tanks (Toll Plazas)	3 years

Table 7.2: Pumping Frequency for Certain Wastewater Treatment Units

ITRCC has contracted with a vendor to provide vacuum truck services for pumping out flooded manholes and low areas, maintaining restaurant grease traps, and pumping septic tanks. It is anticipated that ITRCC will continue to use a third party vendor for vacuum truck services. All septic tanks were pumped out during 2024 and 2025. Based on current operating status, the ITRCC anticipates decreasing frequency of pump-outs to every 5 years. Recently, the septic system at the Elkhart East Toll Plaza was removed and connected to the local municipal wastewater system.

Lift Stations

Lift stations are listed in **Table 7.3 ITR Septic Systems and Lift Stations Stand-Alone or Connected to a System other than an ITR Wastewater Treatment Plant** (located in Appendix F). ITRCC has placed signs located near each lift station with a phone number to call if anyone observes the warning light flashing. Lift stations are inspected by ITRCC staff at least every three years.

Backflow Preventers

Backflow preventers are installed throughout the facilities along the ITR. Inspections are conducted once per year on each reduced pressure backflow preventer and each double check valve backflow preventer by a certified backflow technician. This is per regulation 327 IAC 8-10-8 finalized November 13, 2012. **Table 7.4: Licensed Backflow Technicians**, below, includes a list of Certified Backflow Technicians employed by the ITRCC during the audit period.

Name	License	Type / Number
Toby Danneffel	Backflow Technician	BF21-7155
Matthew McLaughlin	Backflow Technician	BF11-4345

Table 7.4: Licensed Backflow Technicians

There are approximately 65 backflow preventers throughout facilities along the ITR. **Table 7.5: Backflow Preventers to be Relocated** lists backflow preventers not installed to current code. These preventers should be relocated when replaced to meet the Indiana Amendments to the Uniform Plumbing Code 603.3.3.

MP	Location	Location at Site	Type
20.8 E	Lake Station Toll Plaza	Above boiler	Public
23.5 W	Porter Maintenance	Above boiler	Public
23.8 W	Willow Creek Toll Plaza	Above boiler	Public
30.9 W	Valparaiso Toll Plaza	Above boiler	Private
51.9 E	LaPorte Maintenance	Above boiler	Private

Table 7.5: Backflow Preventers to be Relocated

Wells

Certain water supply wells along the ITR are still the original pit wells installed in 1956. Due to their age, the casings are in less-than-optimal condition. Pit wells terminate in below-grade pits which collect water around the casings and also pose a freezing hazard. At the end of their service life, these wells should be replaced without pits. Based on known performance, well replacement is recommended to occur in the same order as **Table 7.6: Drinking Water Wells Recommended for Replacement**.

ITRCC is currently providing bottled water to toll plaza staff for drinking purposes in most locations with aging wells. The wells may continue to be used for all other non- drinking water purposes. The increased automation of toll plazas has significantly reduced the demand for drinking water.

MP	Location	Notes
30.9 W	Valparaiso Toll Plaza	Will connect to public utility by end of 2025/2026
107.1 W	Middlebury Toll Plaza	
143.9 E	Angola Toll Plaza	
38.9 W	Michigan City Toll Plaza	

Table 7.6: Drinking Water Wells Recommended for Replacement

The ITRCC operates one Significant Water Withdrawal Facility at Elkhart Maintenance, which requires annual reporting to the Indiana Department of Natural Resources (IDNR). The other well locations have been closed or abandoned. The former Administration Building and Travel Plazas 3 and 7 have been given to LaPorte Water District.

Many sites undergoing remediation along the toll road were closed (No Further Action) in 2015 and 2016. Remediation activity has been completed at the District 21 State Police site due to legacy contamination. All components of the remediation effort are under the responsibility of the IFA. Water samples are taken periodically which require the flushing of the well. The purge volume is captured in drums and stored as non-hazardous waste at the perimeter of toll plaza parking lots. During 2021, the ITRCC received No Further Action status on remediation taking place at the LaGrange Maintenance facility.

Presently, the ITRCC maintains a closed drinking water well affected by the remediation activities at Travel Plaza 3 North, which is classified as a pre-existing condition under the

CLA with responsibility to the IFA. While the remediation activities have now been completed at this location, the water quality of the groundwater is still above the minimum standards for acceptable drinking water use thus the well cannot be put back into use in the near term. Per Indiana Administrative Code, if the original purpose and use of a well has been discontinued for more than five years, the well is considered abandoned and must be permanently plugged. Further guidance can be found in 312 IAC 13-10. ITRCC plans to abandon this well during the decommissioning of the Water Treatment Plant. To see the status of other IFA remediation activities, view **Table 7.7: Status of IFA Remediation Activities** (located in Appendix F).

Hazardous Material Management/Response to Hazardous Substance Emergencies

The ITRCC is currently designated as a Large Quantity Generator (LQG) under a single Environmental Protection Agency (EPA) waste identification. ITRCC registers as a Large Quantity Generator during bridge projects which involve generation of lead-based paint waste. ITRCC facilities comply with LQG requirements during these periods. During 2026, after completion of the bridge projects, ITRCC anticipates returning to a Very Small Quantity Generator (VSQG) status.

The majority of hazardous waste generated along the ITR is due to waste from the removal of leaded paint from bridges. The paint removal, hazardous material handling, and waste management are under the responsibility of contractors performing work with tracking by the ITRCC Environmental Health & Safety Manager. The ITRCC Environmental Health & Safety Manager retains an electronic copy of the signed manifests and an electronic log sheet (on the network L drive) before sending the original manifest paperwork to the IFA.

Universal waste is handled by ITRCC Procurement Department. The Procurement Department purchases chemical supplies for facilities, coordinates the waste vendor contracts, and arranges pick-ups.

The Environmental Health & Safety Manager coordinates with the environmental representative of the IFA for generating and submitting annual hazardous waste reports to IDEM. The facility level inspections and organization of labeling and storage of materials and waste are coordinated by various ITRCC departments.

Response to Patron Related Released Substance Emergencies

ITRCC has developed an effective strategy to address all patron releases along the ITR. **Figure 7.2: Spill Response Flow Chart** demonstrates the process for responding to a release.

Each reported incident is added to a spill incident tracking spreadsheet kept on the ITRCC network L drive. The spill tracking spreadsheet includes information such as the date, location, type of spill or release, responsible party, IDEM Incident number, and other additional information. All major spills are handled by a third-party spill response contractor hired by either the ITRCC or responsible party. In general, the spill response contractor or the responsible party will forward the spill cleanup report to the ITRCC, however not all of

these reports are always obtained. A quarterly report of this information is submitted to the IFA.

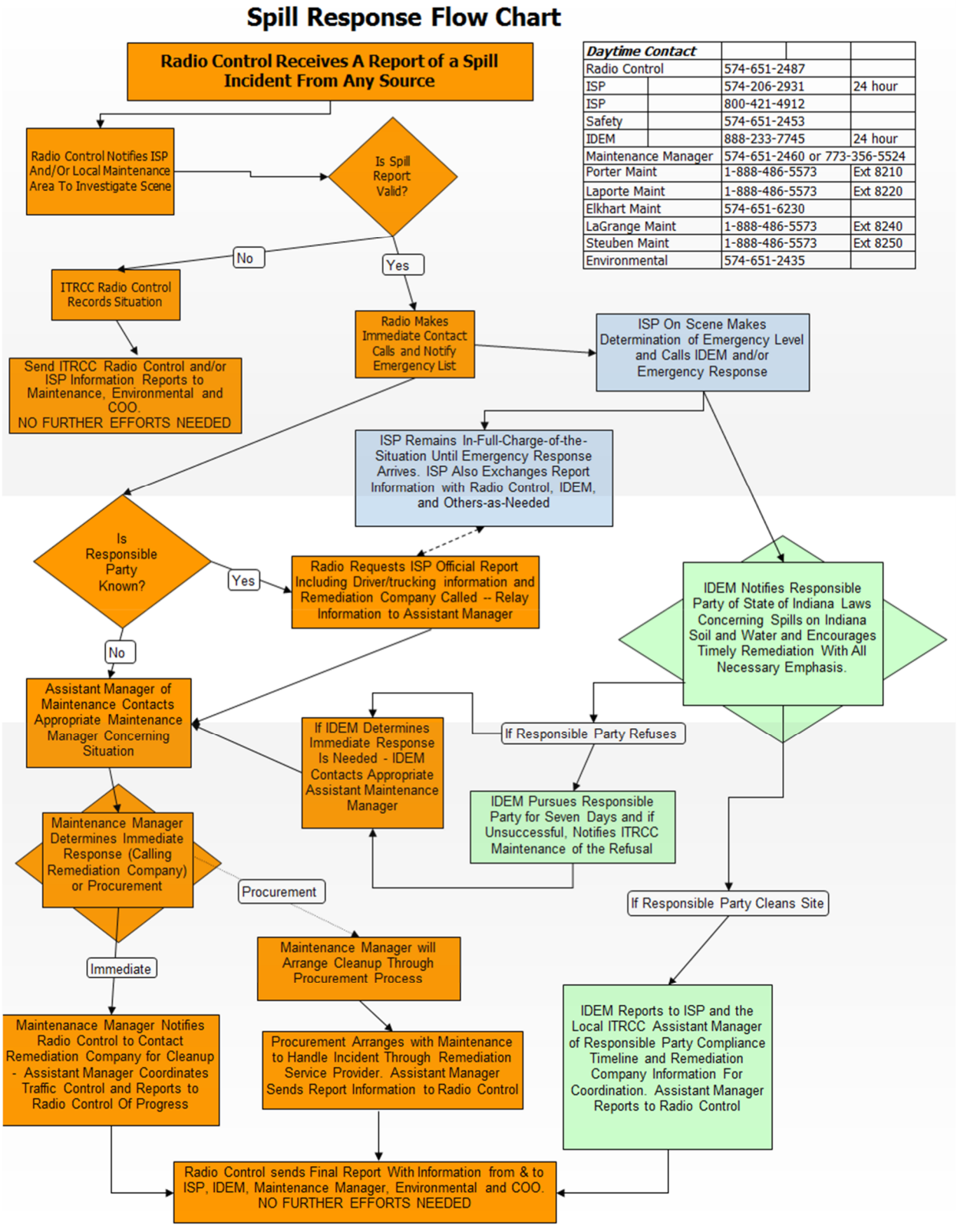


Figure 7.2: Spill Response Flow Chart

Hazardous Waste

The ITRCC is currently a Very Small Quantity Generator (VSQG). During certain bridge projects, the ITRCC may generate sufficient quantities of hazardous waste in a calendar month which would categorize the ITRCC as a Large Quantity Generator (LQG). The ITRCC will notify IDEM regarding their status as a LQG when applicable and will comply with 40 Code of Federal Regulations (CFR) 262 and portions of 40 CFR 265 as incorporated, as well as 40 CFR 268. The ITRCC is operating under a single EPA waste identification number (ID) for all its facilities, IND078918000. The ITRCC anticipates returning to a Very Small Quantity Generator (VSQG) during 2026 after the bridge projects are completed

As a requirement, the following documents must be maintained and made available:

- Contingency Plan
- Complete Manifests and Land Disposal Restriction (LDR) Forms
- Biennial Reports/Annual Reports
- Waste Analyses/Determinations
- Personnel Training Program & Records
- Inspections (weekly for containers, monthly for safety equipment)
- Waste Minimization Program

In accordance with the lease agreement, the above documentation is maintained by the IFA with coordination and communication with ITRCC environmental staff.

Bridges are periodically repainted along the ITR. Prior to repainting, the old paint is removed through sandblasting. The age of the bridges is such that lead based paint may be present. The sandblasting waste from each bridge is sampled and analyzed for proper waste determination. The analytical results are primarily reviewed to determine if the waste is hazardous for the toxicity characteristic of lead (D008). Even though the contractor packages the sandblasting hazardous waste and preparing it for shipment as the “offerer,” ITRCC is still responsible for LQG requirements (70 FR 10776).

Hazardous wastes may not be kept on site by large quantity generators for more than 90 days without modifying the regulatory status of the facility to a treatment, storage and disposal site (40 CFR 265), and other materials cannot be stored in designated hazardous storage areas. Areas previously defined as hazardous storage areas at each maintenance facility have been reclassified for use as material storage or storage of used oil which relieve them of certain inspection requirement for those areas. Employees must be appropriately trained to ensure that no hazardous waste is then stored in these areas to comply with requirements, and instead store any future hazardous waste separately and in a correct fashion.

The ITRCC uses the Hazardous Materials Identification System (HMIS) labeling system for hazardous materials which is a four-bar label with numerical values indicating the level of hazard in different hazard categories: Health, Flammability, Reactivity and Protective Equipment. Some containers, primarily at maintenance facilities, were found unlabeled. Occupational Safety and Health Administration (OSHA) regulations require that all virgin

chemicals be labeled, and Resource Conservation and Recovery Act (RCRA) and Department of Transportation (DOT) regulations require that hazardous wastes be labeled. Some containers at facilities during the visit were found without any label or identification. It is recommended training should continue to raise staff awareness of proper container labeling, storage, etc.

The U.S. EPA requires that all persons involved in the handling, labeling, manifesting and shipment of hazardous wastes for LQGs receive annual training on the facility RCRA Contingency Plan. This is required in all contracts with vendors who generate waste such as bridge painters. Some contractors have contingency plans more stringent than the IFA produced plan. The U.S. DOT requires that all persons involved in the labeling, completion of bills of lading and shipment of hazardous materials receive HAZMAT Shippers training every three years. Providing this information is required in all contracts with venders who generate waste on ITRCC or IFA behalf such as bridge painters. Documents need to be maintained and available.

The ITRCC Environmental Health & Safety Manager distributes a monthly reminder email to all pertinent employees reminding these employees of proper reporting requirements for hazardous waste generation, spill reporting, and other helpful environmental information. ITRCC employees are not allowed to perform actions related to hazardous waste shipping. Empty barrels, if not triple washed, should be contained indoors, or covered in secondary containment. Improvements in empty barrels storage were noted during field visits. This practice should be continued.

Storage of flammable materials is strictly regulated under 29 CFR 1926.152. According to these regulations:

1. Not more than 60 gallons of Category 1, 2 and/or 3 flammable liquids or 120 gallons of Category 4 flammable liquids shall be stored in any one storage cabinet. No more than three such cabinets may be located in a single storage area.
2. Quantities more than this shall be stored in an inside storage room.
3. Inside storage rooms shall be constructed to meet the required fire-resistive rating for their use.
4. No more than 25 gallons of flammable liquids shall be stored in a room outside of an approved storage cabinet. For storage of liquefied petroleum gas, refer to 29 CFR 1926.153

In general, flammable storage cabinets were found to be closed, well organized and without any conflicting materials.

Universal Waste Such as Lamps and Lead Acid Batteries

Universal waste handlers are required to:

1. Designate and maintain a secure and orderly universal waste accumulation area.

2. Store universal wastes in the appropriate U.S. DOT approved containers for shipping, with the containers upright and closed when not in use.
3. Provide secondary containment for liquid pesticides, batteries, and mercury.
4. Appropriately label universal wastes and mark the accumulation start date on each container.

The ITR generates Universal Wastes and are regulated under 40 CFR 273. Universal Wastes include lamps, batteries, used electronics and mercury containing equipment. A small quantity handler of universal waste may accumulate less than 11,000 pounds (5,000 kg) of total universal waste, (i.e., batteries, pesticides, mercury thermostats or mercury containing lamps) for periods up to one year. Universal waste handlers are required to manage universal wastes in a way that prevents releases of any universal waste or component of a universal waste to the environment. ITRCC employees are trained in the proper management of Universal Wastes by being required to review a PowerPoint presentation on the network L Drive and given via ITRCC's Learning Management System - Litmos. The training, as well as the training documents, should continue to be maintained and reviewed with appropriate staff. Universal wastes were found to be better organized and properly stored including batteries, light bulbs, and e-waste.

Universal wastes were found to be organized and properly stored including batteries, light bulbs and e-waste.

Training should continue to be conducted to inform employees on the distinction between universal waste and hazardous waste. Training documents should continue to be updated to meet current guidelines in 40 CFR 273.

Used Oil

The ITRCC generates used oil, regulated under 40 CFR 279, at maintenance facilities along the ITR. Used oil is stored in tanks and containers which are subject to SPCC (40 CFR 112) requirements. SPCC requirements are addressed below under **Spill Prevention Control and Countermeasures Plan** of this report. Used oil is not considered waste if it is intended to be recycled. Used oil should, therefore, not be stored with waste or in waste containment, but separately in designated areas. Containers and tanks of used oil should be stored with covers closed to reduce evaporation of used oil, reduce the possibility of spills, and minimize the likelihood of contamination. Any amount of used oil, if mixed with any amount of hazardous waste, reclassifies the used oil as hazardous waste, and increases handling requirements and disposal fees. Used oil should not be mixed with windshield wiper solution, antifreeze, etc. All oil drain pans or other equipment containing spent used oil need to be labeled at maintenance facilities. During 2021, the ITRCC replaced the five existing oil/water separators at the maintenance facilities.

Waste Tires

On November 9, 2000, waste tire management regulations were revised under 329 IAC 15. Indiana code (13-20) was changed to read, shops that generate 12 or more tires per year must keep records indicating the number of tires generated, and how these tires are

managed. The ITRCC maintains copies of the waste tire manifests received from the waste tire transporter. These documents are to be maintained for one year.

Spill Prevention Control and Countermeasures Plan

Per 40 CFR 112.5(b), a review and evaluation of the SPCC Plan must be completed every five years. The SPCC plans are present at appropriate locations throughout the ITR (one copy is kept at each of the Maintenance Facility fueling stations as well as in the Maintenance Facility office). Electronic copies are also available at the Administration Building and on the L: drive. The current SPCCs are dated 2025.

ITRCC employees are trained to respond only to small spills. Small spills (likely oil) are dealt with by applying oil-dry. According to an interview with a maintenance worker, oil-dry is reused to saturation and then moved to a drum for disposal. For larger spills, ITRCC follows IDEM's rules on spill notifications and protocols for contacting remediation companies.

In recent years, the ITRCC has installed new containment berms in each maintenance facility. Oil changes and other vehicle maintenance activities are completed inside the containment berm to provide additional spill control. These new habits must be reinforced periodically to ensure that employees do not deviate from this practice.

The drainage design in maintenance areas is still such that spills are not necessarily directed to the appropriate floor drains (which pass through an oil water separator). Instead, oil contaminated water has the potential to overflow onto the parking lot and enter an open storm water conveyance system. Spills can result from vehicle oil changes, overturned or leaking drums, lead acid batteries, and other liquid contained within the maintenance areas. Completing maintenance activities inside the installed containment berms helps mitigate this potential. The implications of this for storm water contamination and permitted discharges will be discussed further under Storm Water Management.

SPCC training is required for employees with oil handling responsibilities. Current training records for all employees with oil handling responsibilities should be made easily available. It is recommended that ITRCC track and document SPCC training for employees and ensure that the training is completed periodically by required staff.

There were multiple patron spills on the toll road since the last review. In general, patrons and/or responsible parties are responsible for remediation of the contamination. Most spills are fuel related and are less than 100 gallons. Each of the spills during 2025 have been addressed by third party remediation contractors.

The ITRCC Environmental Health & Safety Manager maintains spill remediation reports when the patrons or their consultants submit them.

Training and Education

Training is discussed throughout this report. Many environmental and safety regulations require training for affected employees. A compliance review of the ITRCC training program

should be kept under review to ensure that it is complete and up to date.

The ITRCC has undertaken a Learning Management System (LMS) called Litmos and all training is pushed through the LMS, unless it is On the Job training, which is held in the employees file. It is anticipated that this initiative will help ensure that training requirements are fulfilled in a timely manner and that appropriate documentation is maintained.

Underground Storage Tanks

ITRCC no longer operates underground storage tanks (USTs). All USTs at ITRCC operated facilities have now been removed and achieved closure through IDEM.

The following table summarizes the recent UST removal/closures.

UST Location	MP Reference	Status	Tank Size (Gal)	Fuel Type
Lake Maintenance Unleaded	4.5	Removed Closure Complete	10,000	Unleaded
Lake Maintenance Diesel	4.5	Removed Closure Complete	10,000	Diesel
M1 Unleaded	23	Removed Closure Complete	10,000	Unleaded
M1 Diesel	23	Removed Closure Complete	10,000	Diesel
MP 37.5 Diesel	37.5	Removed Closure Complete	10,000	Diesel
M2 Unleaded	52	Removed Closure Complete	10,000	Unleaded
M2 Diesel	52	Removed Closure Complete	10,000	Diesel
MP 72 Diesel	72	Removed Closure Complete	10,000	Diesel
Administration Building	87	Removed Closure Complete	10,000	Unleaded
M3 Unleaded	87	Removed Closure Complete	10,000	Unleaded
M3 Diesel	87	Removed Closure Complete	10,000	Diesel
MP 99 Diesel	99	Removed Closure Complete	4,000	Diesel
M4 Unleaded	114	Removed Closure Complete	10,000	Unleaded
M4 Diesel	114	Removed Closure Complete	10,000	Diesel

UST Location	MP Reference	Status	Tank Size (Gal)	Fuel Type
M5 Unleaded	137.5	Removed Closure Complete	10,000	Unleaded
M5 Unleaded	137.5	Removed Closure Complete	10,000	Diesel
MP 156 Diesel	156.5	Removed Closure Complete	2,500	Diesel
Calumet Exit Toll Plaza	5	Removed Closure Complete	550-600	Diesel
Gary East Toll Plaza	17	Removed Closure Complete	550-600	Diesel
Lake Station Toll Plaza	21	Removed Closure Complete	550-600	Diesel
Willow Creek Toll Plaza	23	Removed Closure Complete	550-600	Diesel
Michigan City Toll Plaza	39	Removed Closure Complete	550-600	Diesel
LaPorte Toll Plaza	49	Removed Closure Complete	550-600	Diesel
Middlebury Toll Plaza	107	Removed Closure Complete	550-600	Diesel
Howe/LaGrange Toll Plaza	121	Removed Closure Complete	550-600	Diesel
M4 Generator	114	Removed Closure Complete	550-600	Diesel
M5 Generator	137.5	Removed Closure Complete	550-600	Diesel
Angola Toll Plaza	144	Removed Closure Complete	550-600	Diesel
Relay B	70	Removed Closure Complete	550-600	Diesel
Relay A	45	Removed Closure Complete	550-600	Diesel

With the closure of the remaining USTs an operator training program will no longer need to be maintained by ITRCC.

Air

The following activities associated with the ITR commonly contribute to air emissions:

1. Emergency Generators – RICE NESHEP, 40 CFR 63 ZZZZ
2. Boilers

3. Leaking Underground Storage Tank (LUST) remediation activities
    - As a condition of the lease, all LUST activities are the responsibility of the IFA, owner of the toll road
4. Maintenance Facility Activities: used oil storage, parts washers, etc.
5. Wastewater treatment activities
6. Fueling stations

The National Emission Standards for Hazardous Air Pollutants (NESHAP) for Source Category: Gasoline Dispensing Facilities, 40 CFR 63 Subpart CCCCCC was published on January 10, 2008 in the Federal Register. It applies to all existing and new gasoline dispensing facilities (GDF) that are not otherwise covered by a major source permit.

Notification for GDF with a throughput of greater than 10,000 gallons per month was completed in 2010. Compliance with the standard which includes recordkeeping and possible retrofits was achieved by January 10, 2011.

Parts washers were observed to be closed when not in use. An initiative is underway to change the current solvent used by the parts washers from DynaClean, a solvent used to remove grease, to a solvent with lower flammability and hazardous properties. This practice is highly recommended. As each washer runs out of DynaClean, the solvent will be changed out.

Refrigerants

Refrigerant storage, recycling and disposal is regulated under 40 CFR 82 *Protection of Stratospheric Ozone*. Storage of units with refrigerant still in them brings the risk of the refrigerant leaking into the atmosphere resulting in an adverse environmental impact and possible EPA violation (40 CFR 82.154 (a)(1) - (2)). The refrigerant in each air conditioner must be evacuated by a State of Indiana certified Air Conditioning Technician unless the appliance has five pounds or less of a Class I or Class II substance used as a refrigerant. Proof of the evacuations for all of the air conditioners must be maintained. Once an invoice is received for the recycling / incineration, no further recordkeeping is required.

Currently, the ITRCC has State Certified Air Conditioning Technicians in its employment.

Asbestos

Due to the age of the facilities, many of them built in 1956, asbestos may be present. Prior to demolition or remodeling, a review for the presence of asbestos should be performed.

Asbestos studies for ITRCC buildings have been completed and reports are on file.

Herbicides and Pesticides

The pesticides and herbicides being used on the ITR contain chemicals that are available to the general population for home use. Every attempt is made to purchase only what is needed to avoid excess storage. ITRCC endeavors to follow the proper storage, application and use of personal protective equipment when handling all herbicides and pesticides in

accordance with manufacturer's regulations and the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA). The ITRCC currently has two registered technicians that can apply chemicals for the purpose of right-of-way management along the ITR.

Storm Water Management

Considerations for storm water quality best management practices include maintaining closed dumpsters for trash and steel recycling and better management of areas surrounding salt domes, including removal of spilled salt, and improved management of stockpiled borrow materials.

During 2017-2018, ITRCC made significant repairs to existing salt domes that had exhibited deteriorating conditions including newly constructed roofs. The salt dome at mile post 72 was re-built and new roofs were completed at salt domes at mile posts 156 and at the Lake Maintenance facility. Between 2021 and 2024 all wooden structure salt domes were replaced to updated self-contained units constructed of concrete. The MP 156 facility was permanently closed and moved to the former 8 North travel plaza. It is recommended that ITRCC continue to monitor and evaluate the integrity of the salt domes and repair or replace as necessary to maintain salt under proper cover and minimize the potential for salt impacts to stormwater or surrounding property.

Up until 2019, the ITR's facilities and operations were covered by INDOT's Municipal Separate Storm Sewer System (MS4) permit. During 2019, after discussions with INDOT and IDEM, the ITRCC elected to apply to IDEM for their own MS4 permit.

During the 2020 calendar year, ITRCC initiated the process of becoming established as an MS4 entity and providing a general characterization of water quality within the MS4 Area. In April 2020, ITRCC submitted the Notice of Intent (NOI) and Stormwater Quality Management Plan (SWQMP) Part A: Initial Application documents to Indiana Department of Environmental Management (IDEM).

ITRCC finalized the initial Stormwater Quality Management Plan (SWQMP) which included submittal of Part B Baseline Characterization and Part C Program Plan Implementation.

SWQMP Part B, submitted in October 2020, provided a baseline characterization of receiving waters within the ITRCC MS4 Area. Part B consists of the following components:

- Characterize chemical, biological, and physical conditions of receiving water by utilizing existing water data from local, state, and federal resources.
- Investigate land use near receiving waters
- Identify sensitive waters
- Review existing and available monitoring data
- Identify potential problem areas
- Assess current structural/nonstructural BMPS contributing to receiving waters
- Summary report to summarize baseline characterization, make observations/conclusions, and offer solutions to potential stormwater issues identified.

Since the last progress reporting, ITRCC, with the assistance of a consultant, has made notable progress in implementing their Stormwater Quality Management Plan (SWQMP) Implementation.

The SWQMP was resubmitted in 2022 along with an NOI to comply with the new MS4 General Permit. The SWQMP was updated in 2025 to outline the program implementation plan, priorities, goals, and implementation strategies that the ITRCC utilizes to improve water quality. General tasks ITRCC have implemented since last progress reporting include:

- Submitted annual MS4 report to IDEM in March 2025.
- Primary financial sponsor for Northwest Indiana Stormwater Group (NISWAG) annual contractor training.
- Completed mapping of all known open ditches with a 2-foot or larger bottom width and pipe outfalls with a diameter 24 inches or larger within the MS4 Area. Map is continuously updated as discrepancies and new information is discovered.
- Located and completed dry weather screening of approximately 50% of outfalls which entailed sampling of flowing outfalls and follow-up for suspect outfalls.
- Annual review and updated of the EHS-049 Dry Weather Outfall Screenings Procedure.
- Annual review and update of the EHS-050 Field Data Collection Procedure and EHS-051 Field Surveying of Outfalls and Conveyances procedure.
- Annual review and update of the EHS-052 MS4 Construction and Post-Construction Site Runoff Policy.
- Updated EHS-013 Material Handling and Storage procedure.
- Updated EHS-042 Chemical Spills and Hazardous Materials Incidents which instructs employees to contact the Traffic Management Center for incidents with hazardous materials spills.
- Development and implementation of EHS procedure Operations Good Housekeeping.
- Development of Stormwater Pollution Prevention Plans (SWPPP) for each operations facility.
- Development of an Operations and Maintenance Manual for existing post-construction stormwater quality and quantity measures.
- Continued a public storm water education program to increase awareness of storm water issues and provided educational resources for constituents to implement storm water BMPs.
- Inspected operations facilities for compliance with the MS4GP.

Other Point Source Discharges

Indiana Rule 6 (see 327 IAC 15-6-2) outlines the types of facilities that are required to have NPDES permits based on Standard Industrial Classification (SIC) code. The ITRCC is operating their vehicle maintenance facilities under the code 4173, Terminal and Service Facilities for Motor Vehicle Passenger Transportation. According to Indiana Rule 6, facilities with SIC Code 4173 must have an NPDES permit for discharging storm water associated with

industrial activity. Facilities with this SIC code may only discharge storm water without a permit if they do not have any industrial activities exposed to storm water, and submit a signed certification to IDEM stating this. ITRCC's stormwater discharges are covered under the permit conditions of their existing MS4 permit.

Each maintenance facility with exception of the Porter Maintenance (MP 23.5), discharges water used within the covered maintenance areas either through a floor drain system to an oil- water separator and then to an on-site leach field. Stormwater that falls on outdoor areas used for storage and parking is conveyed by overland flow to open stormwater conveyance.

The Calumet Entry MP 5 parking lot is currently leased as a way station to multiple shipping companies. Several of these tenants have and use small drums (10-30 gallons) of grease for use with semi-trailers at the lot. In order to ensure that pollutants are not discharged to Indiana State Waters, appropriate measures must be taken to prevent exposure of these materials to rain, snow, snow melt, and runoff. In accordance with the Code of Federal Regulations (40 CFR 122.26), a "no exposure" exclusion may be obtained in lieu of an NPDES permit if these products are stored in a storm resistant shelter. If drums are tightly sealed without operational taps or valves and do not leak, no storm resistant shelter is required.

During the inspection of the MP5 parking lot, most of the tenants were observed to be using storm resistant shelters for storage of the small grease drums. It is recommended that ITRCC continue to encourage this practice and periodically remind the tenants of this requirement.

Community Right-to-Know

Under the Superfund Amendments and Reauthorization Act (SARA), Tier II Emergency and Hazardous Chemical Inventory forms are submitted by March 1 of each year to IDEM, local fire departments, and Local Emergency Planning Committees (LEPC). The ITRCC has continued to comply with this requirement. Once ITRCC removed USTs from all facilities, there are only two remaining facilities that require SARA Tier II reporting (Eastpoint and Steuben Maintenance).

MP	Location	Forms Submitted to Local Emergency Planning Committees
153	East Point Toll Plaza	Completed
137	Steuben Maintenance	Completed

Table 7.8: Community Right-to-Know Hazardous Chemical Inventory Forms

A Toxic Release Inventory (TRI or Form R) is not required because the ITRCC does not fall under an SIC code covered by the regulation (40 CFR 372).

Materials Management

The ITRCC stores and stockpiles many materials inside and outside throughout the entire length of the ITR. These materials include, but are not limited to:

1. Petroleum products
2. Scrap metal (empty used drums, tanks, damaged guardrail, old sign trusses, road signage, etc.)
3. Cement
4. Cold patch
5. Recycle material (ground up asphalt pavement)
6. Brush, wood, untreated lumber, wooden pallets
7. Plastic, corrugated metal, concrete reinforced piping
8. Concrete culvert boxes, manhole rings
9. Obsolete machinery
10. Construction materials for reuse, abandoned by contractors or considered waste
11. Old tires
12. Road sweepings
13. Pavement markers
14. Sand, stone, riprap, and other fill materials
15. Deer/Animal carcass and sawdust
16. Old limestone
17. Impact attenuators

Outdoor, uncovered storage of the above-listed items could contribute pollutants to stormwater runoff. Removing or reducing the amount of stockpiled materials will reduce the potential of these sites being designated solid waste disposal facilities. Much of the stockpiled material is surplus and is not being stored for future use.

Best management practices of surplus materials include:

- Selling, recycling, or disposal of materials that will not be used by the ITRCC. Please note that there is a significant amount of scrap metal including steel, aluminum and electronic materials that has monetary value.
- Conduct an inventory of the materials that may likely be used. This inventory will prevent the purchase of materials that are already on-site and will increase the chance that the materials may be used before their useful life has expired.
- Mark the locations and extents of allowed storage. Particular attention

should be made for mislabeled containers. Find indoor storage or hard surface with tarping whenever possible of materials that may release pollutants to runoff. Protect stockpiled materials, including closing open dumpsters, from wind erosion.

- Require contractors to use specified lay down areas. Include requirements in standard conditions of construction contracts for the contractor to remove all construction materials including pipe, casting, prefabricated concrete castings, etc. prior to closing out a job (paying the retainage) unless otherwise approved by the ITRCC.

Regulatory Compliance

Numerous State and Federal environmental regulations continue to be promulgated regarding such topics as underground fueling systems, wastewater effluent discharge limits, potable water quality, hazardous waste disposal, air quality, storm water quality, groundwater protection, industrial hygiene, and other related topics. Environmental inspection and enforcement are expected to increase. ITRCC has already seen an increase in IDEM inspections. It is expected that the permit burden on the ITRCC will not decrease in the foreseeable future.

Volume III of III, Environmental Management Manual of the *Concession and Lease Agreement for the Indiana Toll Road* defines a scope of work for an Environmental Management Plan to ensure that ITRCC has considered, trained, addressed, and planned for situations that could be deemed as creating an endangerment to human health or the environment within or adjacent to the ITR. This Plan has been generated and will be reviewed and revised on an annual basis. The report should be reviewed by all ITRCC to find opportunities for continuous improvement.

8: CAPITAL IMPROVEMENT PROGRAM REPORT

CAPITAL IMPROVEMENT PROGRAM REPORT

In accordance with the Amended and Restated CLA, ITRCC is required to complete a 10-year Capital Improvement Program Report annually for submission to the IFA. The purpose of this report is to briefly describe the condition of the ITR infrastructure, present the procedures used to assess the condition of the infrastructure, present findings as to the condition of the infrastructure, and to define the anticipated capital improvements needed which culminate in the presentation of a 10-year CIP for the period 2025 to 2035, contained herein.

Primarily, the report focuses on four major areas of the ITR infrastructure, where capital expenditure is planned, and are included as required reports by the CLA (Volume II, Section J.2.3., Page 96). These four areas are:

1. Bridge and Structure
2. Roadway Components and Elements
3. Facilities
4. Environmental Items

Planned Capital Improvement Work

The following is a description of the planned major capital projects. The below information details the highlights of each of these projects.

ITRCC Northwest Indiana Bridge Rehabilitation Project

In 2023, the ITRCC implemented the Northwest Indiana Bridge Project. The project included the construction of six bridges around the Westpoint Toll Plaza at the Illinois and Indiana state line, known as Package A, as well as 12 bridges around Exit 10 in Gary, Indiana, known as Package B. The ITR also incorporated additional safety enhancements for nighttime driving, including new reflectors on guardrails, bridge walls, and bridge railings. Construction on the project began in the spring of 2023 and concluded in November 2023. A moratorium was implemented between Memorial Day and Labor Day to accommodate the higher traffic volume the ITR sees during the summer holidays. The ITR also used this as an opportunity to integrate sustainable designs and replacements to infrastructure.

Package B was completed 30 days ahead of the originally scheduled completion date; Package A was completed on-time, ahead of the Thanksgiving holiday traffic. This ensured that all major closures and traffic restrictions were lifted before winter weather conditions impacted the project area, allowing for safer driving conditions for motorists. Lochner partnered with the ITR Communications Team to distribute press releases, email communications, and phone calls to stakeholders and local schools and businesses that may be impacted by construction.

In General, the project contained bridge deck replacements, deck overlays, deck patching, substructure patching, superstructure repairs, and painting. The 18 rehabilitated structures had a combined project value of $68 million.

Major Project Highlight: Roadway Pavement Upgrades

In 2024, MM 10 though MM 20 received a great majority of the early monies budgeted for the roadway pavements CIP. These upgrades help extend the life and quality of the pavement until it is rehabilitated in this section during PUSH 5.

Major Project Highlight: PUSH Projects

With the 2025 completion of the PUSH 4.0 project from MM 123 to MM 157, The ITR PUSH 1.0, 2.0, 3.0, and 4.0 Projects, valued at over $400,000,000 and completed over the past 10 years, have provided significant upgrades to 588 lane miles of roadway, over 125 bridge structures, and multiple ramps. Due to the overwhelming successes demonstrated by this delivery method, these serve as a model for all future planned major projects including the upcoming PUSH 2.1 and 5.0 projects, with PUSH 2.1 slated for 2027 construction. These projects will continue to focus on performance-based criteria for the pavement and structures.

Total CIP Schedule of Values

The following table summarizes the value of the planned capital improvement work including the major projects highlighted above, the Building/Roadway/Lighting CIP (See Appendix G for detailed breakdown) and the Bridge and Structure CIP (See Appendix G for detailed breakdown) for the period 2025 through 2035. In total, and based upon the work detailed by this report, ITRCC has scheduled an estimated total value of $694,305,600 for the CIP works for the next 10-year period.

Projects	Total Costs
Bridges CIP	$300,286,456
Building CIP	$62,782,901
Roadway Ancillary Items CIP	$95,761,720
Roadway Zones CIP	$235,474,543
2025-2035 Total CIP	**$694,305,620**

Total Capital Improvement Program Schedule of Values 2025 to 2035