

MINUTES OF THE 331ST MEETING OF THE OHIO TURNPIKE COMMISSION

December 17, 1981

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the Administration Building at 682 Prospect Street in Berea, Ohio at 10:00 a.m. on December 17, 1981, with key members of the staff; representatives of the consulting engineers, J. E. Greiner Company-Ohio; representatives of the trustee, The BancOhio National Bank; John W. Clark, Special Assistant to the Director of Transportation; William C. Hartman of Squire, Sanders & Dempsey, the Commission's bond and fiscal counsel; Captain Ralph Rizzo, Commander District 10, Ohio State Highway Patrol; two members of the press, Steve Fogarty, Elyria Chronical Telegram, and Pauline Thoma, Cleveland Plain Dealer; and others in attendance.

The meeting was called to order by the Chairman. The roll was called and the attendance was reported to be as follows:

Present: Charles R. Pinzone, Saundra D. Cooke, David L. Weir, Clarence D. Rogers, Jr.

Absent: Ralph H. Anderson

A motion was made by Mrs. Cooke, seconded by Mr. Pinzone, that the minutes of the meeting of October 9, 1981, which had been examined by the Members and on which the corrections suggested by the Members had been made, be approved without reading.

A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mrs. Cooke, Mr. Pinzone, Mr. Weir, Mr. Rogers

Nays: None

The Chairman declared the minutes stood approved with all Members present voting in the affirmative.

The Chairman reported that the meeting was the 331st of the Ohio Turnpike Commission. He said that, unfortunately, Mr. Anderson was quite ill and could not attend the meeting.

The Chairman reported further that since the meeting would be followed by the annual Christmas luncheon it had started early so as to have more time to consider the important matters to come before the Commission.

The Chairman reported further that, first, he wanted to recognize and welcome the presence of several persons at the meeting. He said they were: William Hartman of Squire, Sanders & Dempsey, the Commission's labor and fiscal counsel;

Frank Callahan, Larry Brown, Robert Peel and Ernest Rehmyer of J. E. Greiner Company-Ohio, the Commission's consulting engineers; Norman Wuestefeld of Wilbur Smith and Associates, traffic and revenue consultants; Alan Davidson and Joseph Sesler of BancOhio National Bank, the Commission's trustee; and the other staff members and conferees who regularly attend. He said, also, he welcomed the representatives of the media who were present.

The Chairman reported further that, ordinarily, at that point in the meeting he would review the current annual experience and statistics of the Commission. He said that the day's meeting would not be an ordinary meeting, however, and he would leave those matters to be reported in the Commission's month-end and year-end traffic and revenue report to be issued in early January 1982 and also in the Commission's annual report, which was due by February 1, 1982. He said that instead he would move immediately to the matters before the Commission.

The Chairman reported further that exactly one year earlier, December 17, 1980, the Commission adopted Resolution No. 12-1980, which instructed the Executive Director to request the consulting engineers to make recommendations as to a revision of the schedule of tolls. He said the request was necessary to comply with a provision of the Trust Agreement, between the Commission and its trustee and co-trustee, which required such action in the event revenues in any year were insufficient to make scheduled deposits to the sinking fund, which event occurred in 1979 and 1980. He said the request was made under date of February 11, 1981, but because of the extreme importance of this study as it relates to and affects the future of the road, the consultants were requested to analyze not just the immediate revenue and expenditure requirements, but those needed to payoff remaining outstanding bonds and also to continue operating and maintaining the facilities to high standards and to satisfy statutory requirements for eventual turnover of the road to the state. He said the consultants were authorized to retain Wilbur Smith and Associates as traffic sub-consultants to assist in the analysis and study. He said the consultants' report and recommendations have been completed and submitted to the Commission and to the trustee.

The Chairman said he would ask the representatives of the consultants to summarize their conclusions and recommendations. He said Mr. Brown would comment on the study.

Mr. Brown said on behalf of J. E. Greiner Company-Ohio he was pleased to present the report on the study. He said that as the Chairman had stated, the Commission, under mandate of the Trust Agreement, had requested the consulting engineers to make a rate sensitivity analysis and a traffic study pertaining to the future of the Turnpike. He said he would like to acknowledge that even though Wilbur Smith and Associates had been referred to as subconsultants to J. E. Greiner Company-Ohio, the study was conducted more on a partnership basis. He said he wanted to thank

Mr. Wuesterfeld and his firm for doing an outstanding job. He said J. E. Greiner Company-Ohio took a look at the Turnpike to determine what was necessary to be done for the next five years to maintain it in the same outstanding condition in which it had been taken care of over the years. He said the Turnpike had enjoyed a favorable national reputation for good management in the past, and had always been in excellent physical and fiscal condition.

Mr. Brown said the consulting engineers had developed many scenarios during the study process, involving various toll revenue estimates of Wilbur Smith and Associates. He said he thought it should be noted that there had been consideration given to a rate increase of 66 and 2/3rds percent. He said the consulting engineers had not ended up with that result, but he thought it was interesting to point out the depth in which the studies were made.

Mr. Brown said further that the consulting engineers were recommending a program of major rehabilitation and repair, which was necessary to keep the Turnpike in first-class condition.

Mr. Brown said further that in order to generate sufficient revenue to support those expenditures the consulting engineers examined all sources of revenues and concluded that the best source of revenues would be a toll rate increase. He said that, therefore, the consulting engineers recommended that passenger car tolls increase an average of 40 percent and commercial vehicles tolls go up an average of 50 percent. He said the increases should become effective early in 1982

Mr. Brown said further that the consulting engineers also recommended that the Commission establish a firm date for the final retirement of bonds, specifically December 1, 1984. He said that by establishing that date it would clear up any uncertainty about when that event would occur.

Mr. Brown said further that the recommendations of the consulting engineers would enable the Commission to work toward a fixed date for bond retirement. He said that even with the toll rate increase, the average tolls for passenger cars and commercial vehicles on the Ohio Turnpike would be below the average rate per mile charged by other toll roads in the nation. He said he could have begun his comments by saying that it was an outstanding accomplishment that it was the first time, if the consulting engineers' recommendations were adopted, that the Turnpike's toll rates were increased. He said other comparable facilities throughout the country have had rate increases at least once. He said he thought the Commission had an outstanding record, and he thought that, if the consulting engineers' recommendations were accepted, the record would continue to be maintained.

Mr. Brown said that in closing he wanted to acknowledge the fact that he was the spokesman for the consulting engineers. He said Mr. Callahan, Mr. Rehmyer, Mr. Peel and Mr. Fleischman did all the work on the study. He said the representatives of the consulting engineers would be available to answer any questions

throughout the day of the meeting.

The Chairman thanked Mr. Brown for his comments and asked Mr. Wuestefeld if he had anything to say about the study.

Mr. Wuestefeld said he thought Mr. Brown had said most of what needed to be said. He said that he did want to add that, as part of the study, Wilbur Smith and Associates did make an inventory of Turnpike users. He said that such an inventory had not been done for many years, and the results provided an excellent fix on exactly who was using the Turnpike. He said he thought it was of interest that at least a third of the people that use the Turnpike were from outside of Ohio. He said that also, as part of the surveys conducted, Turnpike patrons were asked if they preferred that tolls be retained on the road after the bonds sold to finance its construction were retired. He said over eighty percent of those surveyed favored toll retention.

Mr. Wuestefeld said further that he wanted to reaffirm that with the increase in rates Mr. Brown had outlined, the Turnpike would certainly not be out of line in terms of per mile rates for passenger cars and commercial vehicles in the toll road industry.

Mr. Brown said another recommendation made by the consulting engineers was that the Commission study the desirability and feasibility of instituting a commuter discount rate. He said he thought the Commission had been given sufficient data to reach a final decision on that matter.

The Chairman said that obviously the time and effort that had gone into the compilation of the report could not be adequately defined in just a few minutes or just a few words. He said that he would basically summarize his view of what the report said. He said the rate increases were needed to produce additional revenues required to keep the Ohio Turnpike a first-class link in the vital transportation corridor it served. He said that even though the Commission had achieved an enviable record for efficient operation and outstanding maintenance of the road, a number of factors had combined to necessitate the increases.

The Chairman said further that the road was now more than twenty-six years old and the consultants' report emphasized that certain features, primarily the decks of bridges, were approaching the end of their expected life. He said that, specifically, as part of the comprehensive investigation and study, the consultants concluded that the decks of 209 of the Commission's 526 bridges, including 140 of the mainline bridges (including the five longest pairs of bridges over the Maumee, Sandusky, Huron, Vermilion and Cuyahoga Rivers), would require replacement, overlay, or other major repair within the next four years at an estimated cost of \$87,357,000. He said other items, such as continuation of the roadway resurfacing program, renovation of service plazas and replacement of equipment, all of which are financed from the Commission's

Reserve Maintenance Fund, would cost another \$49,200,000 through 1985. He said these expenditures would be in addition to the regular operating expenses of the Commission which already exceeded \$30 million per year.

The Chairman said further that a program of that magnitude cannot be financed under existing revenue levels. He said Turnpike revenues had remained flat the last four years during a time when extraordinary inflation had driven up costs to the point where the Commission dared not risk the consequences of rejecting or reducing the consultants' recommendations. He said while the bridges were structurally sound otherwise and there was no danger of any bridge collapse, accelerating deck deterioration could lead to sudden emergency bridge closings such as occurred last year on the Gulf Road bridge over the Turnpike at Elyria, which then required full deck removal and replacement. He said closing parallel Turnpike bridges simultaneously would mean closing sections of the road entirely and force traffic detours onto unprepared and inadequate adjoining road systems, causing enormous inconvenience and expense.

The Chairman said further that this was not a situation brought about by neglect. He said Turnpike crews had devoted ever increasing efforts in recent years to repairing bridge decks to the point where many resemble patchwork quilts, but the simple fact was that the concrete was wearing out from the effects of age, heavy traffic, weather and salt. He said that was why the Commission must start a major bridge deck program now so it can be planned and executed in the least disruptive way and be funded on a pay-as-you-go basis. He said delaying the program not only would increase the ultimate cost because of incessant inflation and the inevitable more serious deck deterioration, but it would ignore the Commission's statutory obligation to maintain the facilities in condition and repair to the satisfaction of the Director of the Ohio Department of Transportation. He said that stipulation must be met before the road could be turned over to the state and become toll free.

The Chairman said further that in that respect, another important recommendation of the consultants had been accepted by the Commission. He said the other statutory requirement to be met before the road became toll-free was that it be debt-free. He said that currently \$14,433,000 of the Commission's bonds remained outstanding and the consultants recommended that specific funds be set aside each year to retire the bonds in equal annual installments in 1982, 1983 and 1984 with any remaining bonds to be retired by December 1, 1984. He said that established a pay-off date well ahead of the 1992 bond maturity, ended the uncertainty and speculation of when that event would occur, and would allow other plans to proceed around that date, including establishment of a precise definition of the "good condition and repair" clause of the Turnpike Act.

The Chairman said further that the Commission realized the rate increases might seem high, and yet, the new passenger car rate of just over 2 cents per mile compared favorably to 2.7 cents charged on the

Indiana Toll Road and 2.4 cents on the Pennsylvania Turnpike, the roads which adjoin the Ohio Turnpike. He said that, furthermore, the new commercial rates were still lower than the average of other comparable roads. He said that based on the average length of Ohio Turnpike trips, which were 60 miles for passenger cars and 90 miles for commercial vehicles, the new rates would add 30 cents to the average passenger car trip and \$2.07 to the average commercial use, relatively small amounts to help guarantee the future of the road.

The Chairman said further that charting the road's future remained a key goal of the Commission. He said the Commission's environmental and engineering studies inaugurated in 1979 to determine changes and improvements as a free road and make them eligible for available federal funding were continuing and were expected to be completed by September 1983. He said that, indeed, the bridge deck problem was first brought to light as part of those studies and the Commission intended to proceed with the bridge program and work with the state to seek federal approval of it in an effort to get credit for the Commission's expenditures toward Ohio's matching share for additional future improvements. He said that at the same time, the Commission was fully aware of the severe belt tightening going on in Washington which could dampen the prospects for any federal funding for the Turnpike, all the more reason for the Commission to act to protect the Turnpike as a valuable asset of the state.

The Chairman said further that as long as the Turnpike remained a toll road under the Commission's jurisdiction, the Commission would continue to spend the revenues prudently for the benefit of the road and its users. He said the Commission believed that was its mandate and the Commission asked the support of the people of Ohio in carrying it out.

Mr. Brown said he wanted the record to show that the consulting engineers appreciated the fine professional manner in which the Executive Director, Allan V. Johnson, Deputy Executive Director-Chief Engineer, G. Alan Plain, and General Counsel, Francis K. Cole, cooperated with them during the entire study process. He said that, reluctantly, he also wanted the record to show that he sat at the meeting in deep embarrassment when the Chairman summarized the consulting engineers' report so much more beautifully than he had.

The chairman thanked Mr. Brown and asked the Executive Director for his remarks concerning the consulting engineers' report.

Mr. Johnson said that as Mr. Brown had stated, the Commission's staff had followed the studies and participated in them closely. He said he and other staff members had conferred many times with the consultants during the conduct of the studies. He said he was in complete agreement with the conclusions and recommendations of the study. He said that even though it was somewhat painful to raise tolls in times such as these, and at that time of the year, and when so few of the original bonds were yet to be retired, he considered that the Commission must face the realities that confront

it, just as they affect all others around it.

Mr. Johnson said further that he wanted to reemphasize what the Chairman had already said, that it was not neglect that had led to the conditions of the Turnpike bridges. He said the Chairman had already pointed out that the Turnpike maintenance crews had been engaged in increasing activities in recent years to work on the bridge decks. He said that it was, again, the simple fact that concrete had a finite life. He said that the heavy traffic the Turnpike had carried over the years, often during periods of severe weather when salt applications, an enemy of reinforced concrete, were necessary, had resulted in an irreversible process on the Turnpike that led to the recommendations by the consultants.

Mr. Johnson said further that he wanted to emphasize that the other structural elements of the bridges such as the steel beams, girders and columns which supported the decks were in excellent and outstanding condition. He said he had no fear of any bridge collapse as the result of deterioration of those portions of the structures. He said that, at the same time, a bridge deck can suddenly, almost without warning, develop a hole on its underside. He said the recommendations of the consulting engineers concerning rehabilitations of the 209 Turnpike bridges had been made after intensive inspection of the decks, including laboratory analysis of core samplings. He said he was confident that the results of the bridge testings were accurate.

Mr. Johnson said further that, as the Chairman had mentioned, there would be enormous consequences to emergency mainline closings brought about by sudden bridge deck problems. He said that if such problems occurred on side by side bridges, the resulting emergency mainline closings would force Turnpike traffic off the road onto secondary, inadequate systems.

Mr. Johnson said further that he considered that the bridge deck situation also to be part of the separate environmental and engineering studies that were being performed for the Commission by Dalton-Dalton-Newport. He said he expected to do everything possible to work through the state and with the federal government to have the bridge deck improvements recognized as a part of the upgrading to interstate highway standards program. He said the environmental and engineering studies themselves, which ultimately would cost somewhere between \$3-1/2 million and \$4 million, would count as future state contributions to a highway upgrading program, assuming the road goes free and if federal funding were available. He said that could mean that the \$3-1/2 million to \$4 million spent for the studies could lead to anywhere between \$30 million and \$40 million in matching federal interstate funds.

Mr. Johnson said further that the bridge rehabilitation program, which had been indicated could cost \$87 million plus in the next four years, might in itself, if it were approached properly, generate as much as nine times as much in federal interstate funds. He said he expected to coincide the bridge deck rehabilitation program in conjunction with the environmental and engineering studies.

Mr. Johnson said further that the Director of Transportation, Mr. Weir, knew better than anyone else at the meeting what signals were coming out of Washington D. C. He said he spoke with Mr. Weir recently and knew that he had been conducting a series of meetings around the state concerning the current status of future federal funding. He said he thought it accurate to say at that time those signals were not all that good. He said that, as the Chairman had said, the Commission could not wait and hope to rely on future federal funds before action was taken to assure that the Turnpike remains an outstanding facility.

Mr. Johnson said further that the consulting engineers' report had been submitted to the trustee as required because it was a covenant in the Trust Agreement which led to the study being undertaken in the first place. He said he had conferred with the representatives of the trustee, who were at the meeting, and they were fully aware of all of the recommendations.

Mr. Johnson said further that he wanted to correct one thing Mr. Brown had said about there never having been a toll increase on the Turnpike. He said tolls for passenger cars were slightly raised in 1957, more than 24 years ago. He said commercial rates were actually reduced to the levels then charged more than 25 years ago, in 1956.

A resolution revising the schedule of tolls adopted July 15, 1955, and thereafter amended from time to time was read by Mr. Johnson, who recommended its adoption and it was moved for adoption by Mr. Pinzone, seconded by Mrs. Cooke as follows:

RESOLUTION NO. 16-1981

"WHEREAS, by Resolution No. 12-1980 adopted December 17, 1980, the Commission instructed the executive director, on or before February 15, 1981, to request that the consulting engineer make recommendations as to a revision in the schedule of tolls;

"WHEREAS, pursuant to such resolution and to Section 501 of the trust agreement dated June 1, 1952 entered into between the Ohio Turnpike Commission and the Ohio National Bank of Columbus, (now BancOhio National Bank), as trustee, and The National City Bank of New York, (now Citibank, N.A.), as co-trustee, the Commission's consulting engineer, J. E. Greiner Company - Ohio, was requested in writing by the executive director, under date of February 11, 1981, to make recommendations as to a revision of the schedule of tolls and to submit such recommendations to the Commission; and

"WHEREAS, the consulting engineer by letter dated December 15, 1981 signed on behalf of said consulting engineer by James E. Sawyer, P.E., submitted to the Commission certain conclusions and recommendations as set forth in a report entitled "Toll Structure Analysis" dated December, 1981, which report included recommendations made as a result of a study conducted by the J. E. Greiner Company-Ohio in association with Wilbur Smith and Associates, Inc., which

report and recommendations have been submitted by said J. E. Greiner Company - Ohio, the Commission's consulting engineer, as its report and recommendations in response to the aforesaid resolution and request.

"WHEREAS, the Commission accepts the aforesaid report and recommendations of the consulting engineer and desires that reserve maintenance projects, as therein suggested, be carried forward in an orderly way to the end, that the condition of the turnpike be made good, and the repair thereof be fully and properly accomplished in accordance with the suggestions and recommendations made in said report; and further that the Commission's funds within the constraints of law and of the aforementioned trust agreement be allocated and employed in the manner best calculated to accomplish the foregoing;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission having fully and duly considered and accepted the aforesaid report of J. E. Greiner Company - Ohio and Wilbur Smith and Associates, Inc. and having expressed its desire that the conditions, problems and proposed solutions set forth therein be addressed, instructs its executive director to consult and work with the consulting engineer and the trustee in arranging for and bringing about the accomplishment of the repairs and improvements proposed in said report including making of such arrangements as may be necessary and appropriate for the allocation and use of the revenues and funds required for such purposes; and

"FURTHER RESOLVED that these instructions to the executive director, without limiting their generality, shall pertain particularly to the planning, estimating and scheduling of the work to be performed with funds allocated to the reserve maintenance fund, it being anticipated that the allocations to such fund, within the period covered henceforth, will be generally in accordance with the schedule set forth in said report and the amount estimated for 1982 being specifically hereby accepted and approved as an amendment to the prior recommendation of the consulting engineer as to the amount to be placed in the reserve maintenance fund for that year;

"FURTHER RESOLVED that the Commission, having duly and fully considered said recommendations as set forth in the aforesaid report prepared by J. E. Greiner Company - Ohio and Wilbur Smith and Associates, Inc. dated December, 1981, does hereby adopt the recommendations as to revision in the schedule of toll rates as set forth therein, and does hereby revise in accordance therewith the schedule of rates of tolls heretofore fixed by it under Resolution No. 38-1955 adopted July 15, 1955, and subsequently revised in several particulars by resolutions numbered 40-1956, 48-1956, 5-1957, 12-1957 and 10-1958;

"FURTHER RESOLVED that the discount heretofore provided for operators of commercial vehicles shall continue in effect as heretofore, but that the granting of special use permits under authority

of the executive director, including tandem trailer permits, shall be subject to the following: the single trip fee for permits for over-dimensional vehicles shall be \$4.00 per trip in addition to the mileage charge as now in effect, and the single trip fee for tandem trailer combinations (which is charged in addition to the scheduled toll charge) shall be \$10.00;

"FURTHER RESOLVED that said revised schedule of tolls be made effective as soon as appropriate arrangements necessary to place it in effect can be accomplished which shall in no event be later than 12:01 a.m. February 1, 1982; and

"FURTHER RESOLVED that the aforesaid revised schedule of tolls is as follows:

OHIO TURNPIKE SCHEDULE OF TOLLS — CLASS 1

For PASSENGER AUTOMOBILES and other two-axle vehicles weighing not in excess of 7,000 lbs. gross. Effective February 1, 1982 BETWEEN INTERCHANGES (Identified by name and number)		WESTGATE	BRYAN-MONTEPELIER	WAUSEON	MAUMEE-TOLEDO	STONEY RIDGE-TOLEDO	FREMONT-PORT CLINTON	SANDUSKY-NORWALK	LORAIN COUNTY WEST	LORAIN-ELYRIA	NORTH RIDGEVILLE-CLEVELAND	NORTH OLMS TED-CLEVELAND	STRONGSVILLE-CLEVELAND	CLEVELAND	AKRON	STREETSBORO	WARREN	NILES-YOUNGSTOWN	YOUNGSTOWN	YOUNGSTOWN-POLAND	EASTGATE
		1	2	3	4	5	6	7	8A	8	9A	9	10	11	12	13	14	15	16	16A	17
WESTGATE	1	.35	.70	1.25	1.50	1.90	2.45	3.00	3.00	3.15	3.15	3.35	3.65	3.80	3.90	4.35	4.55	4.75	N/A	4.90	
BRYAN-MONTEPELIER	2	.35	.40	1.00	1.20	1.60	2.15	2.75	2.75	2.85	2.85	3.10	3.35	3.50	3.65	4.10	4.25	4.55	N/A	4.75	
WAUSEON	3	.70	.40	.50	.75	1.20	1.75	2.30	2.30	2.50	2.50	2.65	2.95	3.10	3.25	3.65	3.85	4.15	N/A	4.35	
MAUMEE-TOLEDO	4	1.25	1.00	.50	.35	.65	1.20	1.75	1.75	1.90	1.90	2.10	2.40	2.50	2.65	3.10	3.30	3.60	N/A	3.80	
STONEY RIDGE-TOLEDO	5	1.50	1.20	.75	.35	.40	1.00	1.55	1.55	1.70	1.70	1.90	2.20	2.30	2.45	2.90	3.10	3.40	N/A	3.60	
FREMONT-PORT CLINTON	6	1.90	1.60	1.20	.65	.40	.55	1.15	1.15	1.25	1.25	1.50	1.75	1.90	2.00	2.45	2.65	3.00	N/A	3.15	
SANDUSKY-NORWALK	7	2.45	2.15	1.75	1.20	1.00	.55	.55	.55	.70	.70	.90	1.20	1.35	1.50	1.90	2.10	2.40	N/A	2.60	
LORAIN COUNTY WEST	8A	3.00	2.75	2.30	1.75	1.55	1.15	.55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
LORAIN-ELYRIA	8	3.00	2.75	2.30	1.75	1.55	1.15	.55	N/A	.35	.35	.40	.60	.75	.90	1.35	1.55	1.80	N/A	2.00	
NORTH RIDGEVILLE-CLEVELAND	9A	3.15	2.85	2.50	1.90	1.70	1.25	.70	N/A	.35	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
NORTH OLMS TED-CLEVELAND	9	3.15	2.85	2.50	1.90	1.70	1.25	.70	N/A	.35	N/A	.35	.50	.65	.75	1.20	1.40	1.70	N/A	1.90	
STRONGSVILLE-CLEVELAND	10	3.35	3.10	2.65	2.10	1.90	1.50	.90	N/A	.40	N/A	.35	.40	.60	1.00	1.20	1.50	N/A	N/A	1.70	
CLEVELAND	11	3.65	3.35	2.95	2.40	2.20	1.75	1.20	N/A	.60	N/A	.50	.35	.35	.40	.70	.90	1.20	N/A	1.40	
AKRON	12	3.80	3.50	3.10	2.50	2.30	1.90	1.35	N/A	.75	N/A	.65	.40	.35	.35	.55	.75	1.00	N/A	1.25	
STREETSBORO	13	3.90	3.65	3.25	2.65	2.45	2.00	1.50	N/A	.90	N/A	.75	.60	.40	.35	.40	.65	.90	N/A	1.10	
WARREN	14	4.35	4.10	3.65	3.10	2.90	2.45	1.90	N/A	1.35	N/A	1.20	1.00	.70	.55	.40	.35	.50	N/A	.70	
NILES-YOUNGSTOWN	15	4.55	4.25	3.85	3.30	3.10	2.65	2.10	N/A	1.55	N/A	1.40	1.20	.90	.75	.65	.35	.35	N/A	.50	
YOUNGSTOWN	16	4.75	4.55	4.15	3.60	3.40	3.00	2.40	N/A	1.80	N/A	1.70	1.50	1.20	1.00	.90	.50	.35	N/A	.35	
YOUNGSTOWN-POLAND	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	.35	
EASTGATE	17	4.90	4.75	4.35	3.80	3.60	3.15	2.60	N/A	2.00	N/A	1.90	1.70	1.40	1.25	1.10	.70	.50	.35	.35	

NOTE: Automobiles or other two-axle vehicles with trailers are charged Class 2 tolls if gross weight does not exceed 16,000 pounds
 N/A - Not accessible. Exit plazas 8A, 9A and 16A are partial interchanges.

INTERCHANGE																					
NAME	No.																				
WESTGATE (Indiana Toll Road)	1																				
BRYAN-MONTPELIER (Ohio Rt 15, US Rt Alt 20)	2	.40																			
WAUSEON (Ohio Route 108)	3	.90	.50																		
MAUMEE-TOLEDO (US Rts 20, 23)	4	1.40	1.05	.55																	
STONY RIDGE-TOLEDO (Int. Rt 280, Ohio Rt 420)	5	1.80	1.40	.90	.40																
FREMONT-PT. CLINTON (Ohio Route 53)	6	2.30	1.95	1.40	.90	.55															
SANDUSKY-NORWALK (US Route 250)	7	3.10	2.70	2.15	1.65	1.25	.75														
LORAIN COUNTY-WEST (Int. Rt 90)	8A	3.85	3.45	2.90	2.40	2.00	1.50	.75													
LORAIN-ELYRIA (Ohio Route 57)	8	3.85	3.45	2.90	2.40	2.00	1.50	.75	N/A												
NO. RIDGEVILLE-CLEVE. (Int. Rt 480)	9A	4.20	3.80	3.30	2.80	2.40	1.85	1.15	N/A	.40											
NO. OLMSTED-CLEVE. (Ohio Route 10)	9	4.20	3.80	3.30	2.80	2.40	1.85	1.15	N/A	.40											
STRONGSVILLE-CLEVE. (Int. Rt 71, US Rt 42)	10	4.60	4.20	3.70	3.15	2.80	2.25	1.50	N/A	.75	N/A	.40									
CLEVELAND (US Route 21)	11	4.95	4.60	4.05	3.50	3.15	2.85	1.90	N/A	1.15	N/A	.75	.40								
AKRON (Ohio Route 8)	12	5.30	4.95	4.40	3.90	3.50	3.00	2.25	N/A	1.50	N/A	1.15	.75	.40							
STREETSBORO (Ohio Rt 14, Int. Rt 480)	13	5.70	5.30	4.60	4.25	3.90	3.40	2.65	N/A	1.90	N/A	1.50	1.15	.70	.40						
WARREN (Ohio Route 5)	14	6.50	6.10	5.55	5.00	4.65	4.15	3.40	N/A	2.65	N/A	2.25	1.90	1.50	1.15	.75					
NILES-YOUNGSTOWN (Int. Rts 80, 76)	15	6.85	6.45	5.95	5.40	5.00	4.50	3.75	N/A	3.00	N/A	2.65	2.25	1.90	1.50	1.15	.40				
YOUNGSTOWN (Ohio Route 7)	16	7.20	6.85	6.30	5.80	5.40	4.90	4.15	N/A	3.40	N/A	3.00	2.65	2.25	1.85	1.50	.75	.40			
YOUNGSTOWN-POLAND (Int. Rt 680)	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
EASTGATE (Penna. Tpk.)	17	7.50	7.15	6.60	6.10	5.70	5.20	4.45	N/A	3.70	N/A	3.30	2.90	2.55	2.20	1.80	1.00	.70	.40	.40	

OHIO TURNPIKE
SCHEDULE OF TOLLS
CLASS 2
 Vehicles Weighing from 7,001 pounds through 16,000 pounds Gross Weight
 Effective February 1, 1982

N/A - Not accessible. Toll plazas 8A, 9A and 16A are partial interchanges.

INTERCHANGE																					
NAME	No.																				
WESTGATE (Indiana Toll Road)	1																				
BRYAN-MONTPELIER (Ohio Rt 15, US Rt Alt 20)	2	.45																			
WAUSEON (Ohio Route 108)	3	1.25	.75																		
MAUMEE-TOLEDO (US Rts 20, 23)	4	2.00	1.50	.75																	
STONY RIDGE-TOLEDO (Int. Rt 280, Ohio Rt 420)	5	2.50	2.00	1.30	.55																
FREMONT-PT. CLINTON (Ohio Route 53)	6	3.25	2.80	2.00	1.30	.75															
SANDUSKY-NORWALK (US Route 250)	7	4.30	3.85	3.10	2.35	1.80	1.05														
LORAIN COUNTY-WEST (Int. Rt 90)	8A	5.35	4.90	4.15	3.40	2.85	2.10	1.05													
LORAIN-ELYRIA (Ohio Route 57)	8	5.35	4.90	4.15	3.40	2.85	2.10	1.05	N/A												
NO. RIDGEVILLE-CLEVE. (Int. Rt 480)	9A	5.70	5.25	4.50	3.75	3.25	2.50	1.50	N/A	.45											
NO. OLMSTED-CLEVE. (Ohio Route 10)	9	5.70	5.25	4.50	3.75	3.25	2.50	1.50	N/A	.45	N/A										
STRONGSVILLE-CLEVE. (Int. Rt 71, US Rt 42)	10	6.15	5.70	5.00	4.20	3.70	3.00	1.90	N/A	.85	N/A	.45									
CLEVELAND (US Route 21)	11	6.70	6.25	5.50	4.75	4.20	3.50	2.40	N/A	1.35	N/A	1.00	.55								
AKRON (Ohio Route 8)	12	7.00	6.60	5.85	5.10	4.60	3.85	2.80	N/A	1.75	N/A	1.35	.90	.45							
STREETSBORO (Ohio Rt 14, Int. Rt 480)	13	7.50	7.00	6.25	5.50	5.00	4.25	3.15	N/A	2.10	N/A	1.75	1.30	.75	.45						
WARREN (Ohio Route 5)	14	8.50	8.00	7.30	6.55	6.00	5.25	4.20	N/A	3.15	N/A	2.80	2.35	1.80	1.45	1.05					
NILES-YOUNGSTOWN (Int. Rts 80, 76)	15	9.00	8.50	7.75	7.00	6.50	5.70	4.65	N/A	3.60	N/A	3.25	2.80	2.25	1.90	1.50	.45				
YOUNGSTOWN (Ohio Route 7)	16	9.50	9.00	8.25	7.50	7.00	6.25	5.20	N/A	4.15	N/A	3.75	3.30	2.80	2.40	2.00	1.00	.55			
YOUNGSTOWN-POLAND (Int. Rt 680)	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
EASTGATE (Penna. Tpk.)	17	9.75	9.30	8.50	7.80	7.30	6.55	5.50	N/A	4.45	N/A	4.00	3.60	3.10	2.70	2.35	1.30	.85	.45	.45	

OHIO TURNPIKE
SCHEDULE OF TOLLS
CLASS 3
 Vehicles Weighing from 16,001 pounds through 23,000 pounds Gross Weight
 Effective February 1, 1982

N/A - Not accessible. Toll plazas 8A, 9A and 16A are partial interchanges.

INTERCHANGE																					
NAME	No.																				
WESTGATE (Indiana Toll Road)	1																				
BRYAN-MONTPELIER (Ohio Rt 15, US Rt Alt 20)	2	.60																			
WAUSEON (Ohio Route 108)	3	1.60	1.00																		
MAUMEE-TOLEDO (US Rts 20, 23)	4	2.65	2.00	1.00																	
STONY RIDGE-TOLEDO (Int. Rt 280, Ohio Rt 420)	5	3.40	2.80	1.80	.75																
FREMONT-PT. CLINTON (Ohio Route 53)	6	4.50	3.85	2.85	1.80	1.05															
SANDUSKY-NORWALK (US Route 250)	7	5.50	4.90	3.90	2.85	2.10	1.50														
LORAIN COUNTY-WEST (Int. Rt 90)	8A	6.85	6.25	5.25	4.20	3.50	2.85	1.50													
LORAIN-ELYRIA (Ohio Route 57)	8	6.85	6.25	5.25	4.20	3.50	2.85	1.50	N/A												
NO. RIDGEVILLE-CLEVE. (Int. Rt 480)	9A	7.00	6.50	5.50	4.50	3.70	3.25	1.80	N/A	.50											
NO. OLMSTED-CLEVE. (Ohio Route 10)	9	7.00	6.50	5.50	4.50	3.70	3.25	1.80	N/A	.50	N/A										
STRONGSVILLE-CLEVE. (Int. Rt 71, US Rt 42)	10	7.65	7.05	6.10	5.00	4.30	3.85	2.40	N/A	1.00	N/A	.60									
CLEVELAND (US Route 21)	11	8.40	7.80	6.85	5.80	5.00	4.60	3.15	N/A	1.75	N/A	1.35	.75								
AKRON (Ohio Route 8)	12	8.80	8.20	7.20	6.15	5.40	5.00	3.50	N/A	2.10	N/A	1.75	1.15	.50							
STREETSBORO (Ohio Rt 14, Int. Rt 480)	13	9.15	8.50	7.60	6.50	5.80	5.35	3.90	N/A	2.50	N/A	2.10	1.50	.80	.50						
WARREN (Ohio Route 5)	14	10.50	9.90	9.00	7.90	7.15	6.70	5.25	N/A	3.85	N/A	3.50	2.85	2.10	1.75	1.35					
NILES-YOUNGSTOWN (Int. Rts 80, 76)	15	10.80	10.20	9.25	8.20	7.50	7.30	5.85	N/A	4.50	N/A	4.00	3.50	2.70	2.35	2.00	.60				
YOUNGSTOWN (Ohio Route 7)	16	11.50	11.00	10.00	9.00	8.20	8.00	6.60	N/A	5.20	N/A	4.80	4.20	3.45	3.10	2.70	1.35	.75			
YOUNGSTOWN-POLAND (Int. Rt 680)	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
EASTGATE (Penna. Tpk.)	17	12.00	11.40	10.50	9.40	8.65	8.50	7.05	N/A	5.65	N/A	5.25	4.65	3.90	3.50	3.15	1.80	1.20	.60	.60	

OHIO TURNPIKE
SCHEDULE OF TOLLS
CLASS 4
 Vehicles Weighing from 23,001 pounds through 33,000 pounds Gross Weight
 Effective February 1, 1982

N/A - Not accessible. Toll plazas 8A, 9A and 16A are partial interchanges.

INTERCHANGE																					
NAME	No.																				
WESTGATE (Indiana Toll Road)	1																				
BRYAN-MONTPELIER (Ohio Rt 15, US Rt Alt 20)	2	.70																			
WAUSEON (Ohio Route 108)	3	1.75	1.05																		
MAUMEE-TOLEDO (US Rts 20, 23)	4	3.00	2.25	1.20																	
STONY RIDGE-TOLEDO (Int. Rt 280, Ohio Rt 420)	5	3.75	3.10	2.05	.85																
FREMONT-PT. CLINTON (Ohio Route 53)	6	5.00	4.30	3.25	2.05	1.20															
SANDUSKY-NORWALK (US Route 250)	7	6.50	5.85	4.80	3.60	2.80	1.60														
LORAIN COUNTY-WEST (Int. Rt 90)	8A	8.10	7.50	6.40	5.20	4.35	3.15	1.60													
LORAIN-ELYRIA (Ohio Route 57)	8	8.10	7.50	6.40	5.20	4.35	3.15	1.60	N/A												
NO. RIDGEVILLE-CLEVE. (Int. Rt 480)	9A	8.50	7.80	6.75	5.50	4.75	3.50	2.00	N/A	.55											
NO. OLMSTED-CLEVE. (Ohio Route 10)	9	8.50	7.80	6.75	5.50	4.75	3.50	2.00	N/A	.55	N/A										
STRONGSVILLE-CLEVE. (Int. Rt 71, US Rt 42)	10	9.15	8.50	7.50	6.25	5.40	4.20	2.85	N/A	1.10	N/A	.70									
CLEVELAND (US Route 21)	11	10.00	9.30	8.25	7.00	6.25	5.00	3.50	N/A	1.90	N/A	1.50	.85								
AKRON (Ohio Route 8)	12	10.35	9.70	8.65	7.50	6.60	5.40	3.85	N/A	2.25	N/A	1.90	1.20	.55							
STREETSBORO (Ohio Rt 14, Int. Rt 480)	13	10.75	10.05	9.00	7.80	7.00	5.80	4.20	N/A	2.65	N/A	2.25	1.60	.85	.55						
WARREN (Ohio Route 5)	14	12.25	11.50	10.50	9.30	8.50	7.30	5.70	N/A	4.15	N/A	3.75	3.10	2.25	1.90	1.50					
NILES-YOUNGSTOWN (Int. Rts 80, 76)	15	12.90	12.25	11.20	10.00	9.15	8.00	6.40	N/A	4.80	N/A	4.50	3.75	3.00	2.60	2.20	.70				
YOUNGSTOWN (Ohio Route 7)	16	13.75	13.00	12.00	10.80	10.00	8.80	7.20	N/A	5.65	N/A	5.25	4.60	3.75	3.40	3.00	1.50	.85			
YOUNGSTOWN-POLAND (Int. Rt 680)	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
EASTGATE (Penna. Tpk.)	17	14.25	13.60	12.50	11.35	10.50	9.30	7.75	N/A	6.15	N/A	5.80	5.10	4.30	3.90	3.50	2.00	1.35	.70	.70	

OHIO TURNPIKE
SCHEDULE OF TOLLS
CLASS 5
 Vehicles Weighing from 33,001 pounds through 42,000 pounds Gross Weight
 Effective February 1, 1982

N/A - Not accessible. Toll plazas 8A, 9A and 16A are partial interchanges.

INTERCHANGE																				
NAME	No.																			
WESTGATE (Indiana Toll Road)	1																			
BRYAN-MONTPELIER (Ohio Rt 15, US Rt 40)	2	.75																		
WAUSEON (Ohio Route 108)	3	2.00	1.20																	
MAUMEE-TOLEDO (US Rts 20, 23)	4	3.30	2.55	1.35																
STONY RIDGE-TOLEDO (Int. Rt 280, Ohio Rt 420)	5	4.20	3.45	2.25	.90															
FREMONT-PT. CLINTON (Ohio Route 53)	6	5.55	4.80	3.60	2.25	1.35														
SANDUSKY-NORWALK (US Route 250)	7	7.30	6.55	5.35	4.00	3.10	1.75													
LORAIN COUNTY-WEST (Int. Rt 90)	8A	9.00	8.25	7.00	5.70	4.80	3.50	1.75												
LORAIN-ELYRIA (Ohio Route 57)	8	9.00	8.25	7.00	5.70	4.80	3.50	1.75	N/A											
NO. RIDGEVILLE-CLEVE. (Int. Rt 480)	9A	9.50	8.70	7.50	6.15	5.25	3.90	2.20	N/A	.60										
NO. OLMSTED-CLEVE. (Ohio Route 10)	9	9.50	8.70	7.50	6.15	5.25	3.90	2.20	N/A	.60	N/A									
STRONGSVILLE-CLEVE. (Int. Rt 71, US Rt 42)	10	10.20	9.50	8.25	6.90	6.00	4.65	3.00	N/A	1.20	N/A	.75								
CLEVELAND (US Route 21)	11	11.10	10.35	9.15	7.80	6.90	5.50	3.85	N/A	2.10	N/A	1.65	.90							
AKRON (Ohio Route 8)	12	11.50	10.80	9.60	8.25	7.35	6.00	4.30	N/A	2.50	N/A	2.10	1.35	.60						
STREETSBORO (Ohio Rt 14, Int. Rt 480)	13	12.00	11.25	10.00	8.70	7.80	6.50	4.75	N/A	3.00	N/A	2.50	1.80	.90	.60					
WARREN (Ohio Route 5)	14	13.65	12.90	11.70	10.35	9.50	8.10	6.40	N/A	4.85	N/A	4.20	3.50	2.50	2.10	1.65				
NILES-YOUNGSTOWN (Int. Rts 80, 76)	15	14.40	13.65	12.50	11.10	10.20	8.85	7.15	N/A	5.40	N/A	5.00	4.20	3.30	2.85	2.40	.75			
YOUNGSTOWN (Ohio Route 7)	16	15.30	14.50	13.35	12.00	11.10	9.75	8.00	N/A	6.30	N/A	5.85	5.10	4.20	3.75	3.30	1.65	.90		
YOUNGSTOWN-POLAND (Int. Rt 680)	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
EASTGATE (Penna. Tpk.)	17	15.90	15.15	14.00	12.60	11.70	10.35	8.65	N/A	6.90	N/A	6.50	5.70	4.80	4.35	3.90	2.25	1.50	.75	.75

OHIO TURNPIKE
SCHEDULE OF TOLLS
CLASS 6
Vehicles Weighing from 42,001 pounds through 53,000 pounds Gross Weight
Effective February 1, 1982

N/A - Not accessible. Toll plazas 8A, 9A and 16A are partial interchanges.

INTERCHANGE																				
NAME	No.																			
WESTGATE (Indiana Toll Road)	1																			
BRYAN-MONTPELIER (Ohio Rt 15, US Rt 40)	2	.90																		
WAUSEON (Ohio Route 108)	3	2.35	1.45																	
MAUMEE-TOLEDO (US Rts 20, 23)	4	4.00	3.10	1.65																
STONY RIDGE-TOLEDO (Int. Rt 280, Ohio Rt 420)	5	5.05	4.15	2.70	1.00															
FREMONT-PT. CLINTON (Ohio Route 53)	6	6.70	5.80	4.35	2.70	1.65														
SANDUSKY-NORWALK (US Route 250)	7	8.80	7.90	6.50	4.80	3.75	2.10													
LORAIN COUNTY-WEST (Int. Rt 90)	8A	10.90	10.00	8.50	6.90	5.85	4.20	2.10												
LORAIN-ELYRIA (Ohio Route 57)	8	10.90	10.00	8.50	6.90	5.85	4.20	2.10	N/A											
NO. RIDGEVILLE-CLEVE. (Int. Rt 480)	9A	11.40	10.50	9.10	7.50	6.40	4.75	2.65	N/A	.65										
NO. OLMSTED-CLEVE. (Ohio Route 10)	9	11.40	10.50	9.10	7.50	6.40	4.75	2.65	N/A	.65	N/A									
STRONGSVILLE-CLEVE. (Int. Rt 71, US Rt 42)	10	12.30	11.40	10.00	8.35	7.30	5.65	3.50	N/A	1.45	N/A	.90								
CLEVELAND (US Route 21)	11	13.35	12.50	11.00	9.40	8.35	6.70	4.60	N/A	2.50	N/A	1.95	1.05							
AKRON (Ohio Route 8)	12	13.90	13.00	11.50	9.90	8.85	7.20	5.10	N/A	3.00	N/A	2.50	1.60	.65						
STREETSBORO (Ohio Rt 14, Int. Rt 480)	13	14.40	13.50	12.10	10.50	9.40	7.75	5.65	N/A	3.50	N/A	3.00	2.10	1.00	.65					
WARREN (Ohio Route 5)	14	16.50	15.50	14.10	12.50	11.40	9.75	7.65	N/A	5.50	N/A	5.00	4.15	3.10	2.50	2.05				
NILES-YOUNGSTOWN (Int. Rts 80, 76)	15	17.35	16.50	15.00	13.35	12.30	10.65	8.65	N/A	6.50	N/A	6.00	5.00	4.00	3.50	3.00	.90			
YOUNGSTOWN (Ohio Route 7)	16	18.40	17.50	16.00	14.40	13.35	11.70	9.60	N/A	7.50	N/A	7.00	6.10	5.00	4.50	4.00	2.00	1.00		
YOUNGSTOWN-POLAND (Int. Rt 680)	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
EASTGATE (Penna. Tpk.)	17	19.15	18.25	16.80	15.15	14.10	12.50	10.35	N/A	8.25	N/A	7.75	6.85	5.80	5.25	4.75	2.70	1.80	.90	.90

OHIO TURNPIKE
SCHEDULE OF TOLLS
CLASS 7
Vehicles Weighing from 53,001 pounds through 65,000 pounds Gross Weight
Effective February 1, 1982

N/A - Not accessible. Toll plazas 8A, 9A and 16A are partial interchanges.

INTERCHANGE																					
NAME	No.																				
WESTGATE (Indiana Toll Road)	1																				
BRYAN-MONTPELIER (Ohio Rt 15, US Rt Aft 20)	2	1.15																			
WAUSEON (Ohio Route 108)	3	2.80	1.65																		
MAUMEE-TOLEDO (US Rts 20, 23)	4	4.75	3.60	1.95																	
STONY RIDGE-TOLEDO (Int. Rt 280, Ohio Rt 420)	5	6.10	5.00	3.30	1.35																
FREMONT-PT. CLINTON (Ohio Route 53)	6	8.10	7.00	5.35	3.40	2.00															
SANDUSKY-NORWALK (US Route 250)	7	10.65	9.50	7.90	6.00	4.60	2.50														
LORAIN COUNTY-WEST (Int. Rt 90)	8A	13.25	12.00	10.50	8.50	7.25	5.10	2.50													
LORAIN-ELYRIA (Ohio Route 57)	8	13.25	12.00	10.50	8.50	7.25	5.10	2.50	N/A												
NO. RIDGEVILLE-CLEVE. (Int. Rt 480)	9A	13.80	12.75	11.00	9.10	7.75	5.75	3.15	N/A	.70											
NO. OLMSTED-CLEVE. (Ohio Route 10)	9	13.80	12.75	11.00	9.10	7.75	5.75	3.15	N/A	.70	N/A										
STRONGSVILLE-CLEVE. (Int. Rt 71, US Rt 42)	10	15.00	13.80	12.25	10.25	8.85	6.85	4.30	N/A	1.75	N/A	1.25									
CLEVELAND (US Route 21)	11	16.25	15.00	13.50	11.50	10.25	8.10	5.50	N/A	3.00	N/A	2.40	1.30								
AKRON (Ohio Route 8)	12	17.00	15.90	14.25	12.30	11.00	9.00	6.40	N/A	3.85	N/A	3.25	2.10	.85							
STREETSBORO (Ohio Rt 14, Int. Rt 480)	13	17.80	16.65	15.00	13.00	11.75	9.75	7.15	N/A	4.60	N/A	4.00	2.85	1.60	.75						
WARREN (Ohio Route 5)	14	20.00	18.90	17.25	15.30	14.00	12.00	9.40	N/A	6.85	N/A	6.25	5.10	3.85	3.00	2.25					
NILES-YOUNGSTOWN (Int. Rts 80, 76)	15	21.10	20.00	18.30	16.35	15.00	13.00	10.50	N/A	7.90	N/A	7.30	6.25	4.90	4.00	3.30	1.00				
YOUNGSTOWN (Ohio Route 7)	16	22.50	21.30	19.65	17.75	16.35	14.35	11.80	N/A	9.25	N/A	8.65	7.50	6.25	5.50	4.65	2.40	1.35			
YOUNGSTOWN-POLAND (Int. Rt 680)	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
EASTGATE (Penna. Tpk.)	17	23.25	22.25	20.50	18.55	17.25	15.25	12.60	N/A	10.00	N/A	9.50	8.35	7.00	6.25	5.50	3.25	2.20	1.00	1.00	

OHIO TURNPIKE
SCHEDULE OF TOLLS
CLASS 8
 Vehicles Weighing from 65,001 pounds
 through 78,000 pounds Gross Weight
 Effective February 1, 1982

N/A - Not accessible. Toll plazas 8A, 9A and 16A are partial interchanges.

INTERCHANGE																					
NAME	No.																				
WESTGATE (Indiana Toll Road)	1																				
BRYAN-MONTPELIER (Ohio Rt 15, US Rt Aft 20)	2	1.90																			
WAUSEON (Ohio Route 108)	3	4.90	3.00																		
MAUMEE-TOLEDO (US Rts 20, 23)	4	8.25	6.40	3.40																	
STONY RIDGE-TOLEDO (Int. Rt 280, Ohio Rt 420)	5	10.50	8.65	5.65	2.25																
FREMONT-PT. CLINTON (Ohio Route 53)	6	13.90	12.00	9.00	5.65	3.40															
SANDUSKY-NORWALK (US Route 250)	7	18.25	16.30	13.30	9.90	7.65	4.30														
LORAIN COUNTY-WEST (Int. Rt 90)	8A	22.50	20.50	17.50	14.25	12.00	8.50	4.30													
LORAIN-ELYRIA (Ohio Route 57)	8	22.50	20.50	17.50	14.25	12.00	8.50	4.30	N/A												
NO. RIDGEVILLE-CLEVE. (Int. Rt 480)	9A	23.50	21.75	18.75	15.30	13.00	9.75	5.40	N/A	1.25											
NO. OLMSTED-CLEVE. (Ohio Route 10)	9	23.50	21.75	18.75	15.30	13.00	9.75	5.40	N/A	1.25	N/A										
STRONGSVILLE-CLEVE. (Int. Rt 71, US Rt 42)	10	25.50	23.50	20.50	17.25	15.00	11.50	7.30	N/A	3.00	N/A	1.90									
CLEVELAND (US Route 21)	11	27.75	25.80	22.80	19.50	17.25	13.75	9.50	N/A	5.20	N/A	4.25	2.25								
AKRON (Ohio Route 8)	12	28.80	27.00	24.00	20.50	18.25	15.00	10.65	N/A	6.40	N/A	5.25	3.40	1.15							
STREETSBORO (Ohio Rt 14, Int. Rt 480)	13	30.00	28.00	25.00	21.75	19.50	16.00	11.80	N/A	7.50	N/A	6.40	4.50	2.25	1.15						
WARREN (Ohio Route 5)	14	34.00	32.25	29.25	25.75	23.50	20.25	15.90	N/A	11.65	N/A	10.50	8.65	6.40	5.25	4.15					
NILES-YOUNGSTOWN (Int. Rts 80, 76)	15	36.00	34.00	31.00	27.75	25.50	22.00	17.80	N/A	13.50	N/A	12.40	10.50	8.25	7.15	6.00	1.90				
YOUNGSTOWN (Ohio Route 7)	16	38.25	36.30	33.30	30.00	27.75	24.30	20.00	N/A	15.75	N/A	14.65	12.75	10.50	9.40	8.25	4.15	2.25			
YOUNGSTOWN-POLAND (Int. Rt 680)	16A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
EASTGATE (Penna. Tpk.)	17	39.75	37.90	34.90	31.50	29.25	25.90	21.60	N/A	17.35	N/A	16.25	14.35	12.00	11.00	9.85	5.75	3.85	1.90	1.90	

OHIO TURNPIKE
SCHEDULE OF TOLLS
CLASS 9
 Vehicles Weighing from 78,001 pounds
 through 90,000 pounds Gross Weight
 Effective February 1, 1982

N/A - Not accessible. Toll plazas 8A, 9A and 16A are partial interchanges.

A vote of ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mr. Pinzone, Mrs. Cooke, Mr. Weir, Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 16-1981.

The Chairman said the report of Secretary-Treasurer, Mr. Johnson, Assistant Secretary-Treasurer, for Mr. Anderson, would be received.

Mr. Johnson said the following items had been sent to the Members since the last meeting of the Commission on October 9, 1981;

1. Weekly Traffic Statistics
2. Investment Transactions which occurred during October and November 1981
3. Financial Statements for September, October and November 1981
4. Traffic and Revenue Report for September, October and November 1981
5. Traffic Accident Summary Report for September, October and November 1981
6. Expense and Budget Report - Third Quarter 1981
7. Draft of Minutes of the October 9, 1981 Commission Meeting
8. News Release No. 4 Oasis-Shell Agreement

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said the report of the Committee on Budget and Finance would be received.

Mr. Johnson, reporting for Mr. Anderson, said the Commission was under budget in all three major categories of the 1981 budget and, therefore, an amendment or supplement to the existing current budget was not necessary.

Mr. Johnson said further that the next item to be considered was the budget for 1982, which had been adopted in preliminary form at the last Commission meeting. He said that as required under provisions of the Trust Agreement, the preliminary budget was distributed to the trustee and principal underwriters after it had been adopted. He said that under the provisions of the Trust Agreement, bondholders could request a public hearing prior to

November 1. He said that no such hearings had been requested, and therefore, it was appropriate for the Commission to adopt the preliminary budget as its final budget.

A resolution adopting the annual budget for the fiscal year 1982 was moved for adoption by Mrs. Cooke, seconded by Mr. Weir as follows:

RESOLUTION NO. 17-1981

"WHEREAS, the Commission, by Resolution No. 14-1981, adopted a preliminary budget for the fiscal year 1982, and caused copies thereof to be filed with the trustee and mailed to the consulting engineers and the principal underwriters;

"WHEREAS, no request whatsoever for a public hearing thereon has been made to the Commission by any person or persons whomsoever;

"WHEREAS, pursuant to §505 of the trust agreement dated June 1, 1952, entered into between the Commission and the Ohio National Bank of Columbus, (now BancOhio National Bank), as trustee, and The National City Bank of New York (now Citibank, N. A.), as co-trustee, the Commission desires finally to adopt a budget of income and current expenses for the fiscal year 1982, to be designated "Annual Budget"; and

"WHEREAS, §505 of the trust agreement provides that the total appropriations in any division of the annual budget will not exceed the total appropriations in the corresponding division of the preliminary budget;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following budget;

Annual Budget of Income and Current Expenses
for the Fiscal Year 1982

Income \$70,500,000

Current Expenses

Administration & Insurance \$ 7,136,745

Operations 24,771,910

Trust Indenture Expense 268,500

Total Current Expenses \$32,177,155

Estimated Amount to be Deposited to the Credit of the Reserve
Maintenance Fund

Total Estimated Amount \$34,523,000

Face Amount of Bonds to be Retired

Total Amount \$ 4,811,000

"FURTHER RESOLVED that the Commission hereby determines that the total appropriations in any division of the budget aforesaid do not exceed the total appropriations in the corresponding division of the preliminary budget heretofore adopted by Resolution No. 14-1981; and

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said "Annual Budget" with the trustee and to mail copies thereof to the consulting engineers and to the principal underwriters forthwith."

A vote of ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mrs. Cooke, Mr. Weir, Mr. Pinzone, Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 17-1981.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered. He said the report of the Committee on Service Plazas would be received.

The Chairman of the Committee on Service Plazas, Mrs. Cooke, said she was pleased to report that the work to renovate and modernize the service stations at the 16 service plazas was virtually complete, and the new facilities were in full operation. She said that Oasis Petroleum Corporation, the service station concessionaire, recently reached agreement with the Shell Oil Corporation to sell Shell gasoline and other products. She said appropriate signs to identify the Shell products being featured by Oasis were being installed. She said that, also, Shell credit cards were being honored, which was felt to be a helpful benefit for Turnpike patrons.

Mrs. Cooke said further that the new facilities included self-service dispensers which carried lower fuel prices. She said the concept caught on instantly and the majority of fuel sales were through the self-service units.

Mrs. Cooke said further that the committee was pleased with the outcome and appearance of the new facilities. She said discussions were being held with Oasis to determine whether some sort of grand opening might be held and what types of promotional activities might be conducted to attract patron attention to the new service stations.

Mrs. Cooke said further that since the service stations remodeling was complete, efforts would be concentrated on the restaurant portions of the plazas. She said special attention would be given to accommodating the needs of truckers.

Mr. Johnson said the new service stations were very attractive facilities and many compliments about them had been received. He said it had been a struggle during 1981 to complete the work on the service stations due to all the different construction contracts which had to be awarded. He said he thought the effort had been worthwhile now that the stations were in full operation.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He said the report of the Committee on Employee Relations would be received.

The vice chairman of the Committee on Employee Relations, Mr. Plain, said the Committee on Employee Relations had concluded discussions with all the employee groups and had recommended the following to the Executive Director:

1. A general nine percent wage and salary increase for all regular, full-time employees in Step 0 and above effective after January 1, 1982;
2. Provide that the Commission continue all insurance coverage for its regular, full-time employees, who because of injury, illness or pregnancy were placed on leave-no-pay status. Said benefits would be continued and paid up to a maximum of six months.
3. Reduce from ten to five years the length of service by regular, full-time employees to be eligible for payment of a portion of accumulated but unused sick leave upon voluntary termination of services in good standing.
4. To make appropriate manual changes to accommodate the aforementioned recommendations and other minor items.

The Chairman said the report of the Committee on Employee Relations was accepted as offered. He said the report of the Director of Transportation would be received.

The Director of Transportation, Mr. Weir, said that, as Mr. Johnson had mentioned, he had been speaking at various locations around the state, nine speeches in all, about the current status of federal funding for interstate highways.

Mr. Weir said further that in 1981 the state received \$74.1 million from the federal government for interstate highway work. He said that for 1982 the state would receive \$50 million, which would be restricted to those projects done to close the remaining gaps in the interstate highway system of the state. He said Ohio had 13 such gaps totalling 31 miles.

Mr. Weir said further that the Federal Highway Administration, for purposes of fund expenditures, broadened the 3Rs to 4Rs by adding reconstruction to resurfacing, restoration, and rehabilitation. He said projects which might build additional interchanges on the existing interstate system have been moved to the reconstruction category. He said reconstruction projects would, therefore, be competing with resurfacing and restoration work.

Mr. Weir said also that his last speaking engagement had been in Toledo. He said State Representative Marie Tansey, who was a proponent of keeping the tolls on the Turnpike after the bonds are paid off, and State Representative Fred Deering, a strong advocate for having a toll-free road, both attended.

Mr. Weir said also that he suggested copies of the news release announcing the toll rate increase and determination of a final bond payoff date be sent to each member of the Ohio General Assembly, along with a cover letter specifically detailing why those actions were taken.

The Chairman said Mr. Weir had a good suggestion and he would ask the Executive Director to instruct the Director of Information and Research to transmit copies of the news release with a cover letter outlining exactly the effects of the toll changes and the establishment of a bond payoff date.

The Executive Director said he had fully expected to send the news release to the members of the General Assembly and others after the Commission meeting. He said the news release to legislators would be supplemented with a cover letter.

The Chairman said the report of the Director of Transportation was accepted as offered. He ascertained there would be no report from the Committee on Safety. He said the report of the Executive Director would be received.

Mr. Johnson said he had requested a proposal from the consulting engineers to continue their services as required by the Trust Agreement. He said the current agreement expired at the end of December 1981. He said he had received a proposal from the consulting engineers which he felt to be reasonable. He said a resolution authorizing the execution of a new consulting agreement had been prepared for adoption which he recommended.

A resolution authorizing acceptance of a proposal for consulting engineering services was moved for adoption by Mr. Weir, seconded by Mr. Pinzone as follows:

RESOLUTION NO. 18-1981

"WHEREAS, the J. E. Greiner Company - Ohio, a partnership comprised of Frank T. Callahan of Tampa, Florida, James E. Sawyer of Baltimore, Maryland, and William R. Fleischman of Berea, Ohio, as partners, is presently performing the duties of consulting engineers in connection with the maintenance and operation of the

Ohio Turnpike under an agreement with the Ohio Turnpike Commission which expires by its own terms on December 31, 1981;

"WHEREAS, the duties of the J. E. Greiner Company - Ohio under said agreement are those duties required of the consulting engineers in connection with the maintenance and operation of the Ohio Turnpike by the trust agreement dated June 1, 1952 between the Ohio Turnpike Commission and The Ohio National Bank of Columbus, (now BancOhio National Bank), as trustee, and The National City Bank of New York (now Citibank, N. A.), as co-trustee;

"WHEREAS, the J. E. Greiner Company - Ohio has submitted to the Commission a proposal for an agreement for the continuation of its services in the aforesaid capacity, together with suggestions as to the possible desirability or need for a separate agreement covering actions different from those provided for in, or outside the scope of, the aforesaid agreement which may be required in the event of the retirement of the Commission's bonded indebtedness;

"WHEREAS, the J. E. Greiner Company - Ohio and the Commission desire to enter into a new agreement for the continuation of engineering services related to maintenance and operation of the Ohio Turnpike for a three-year period beginning January 1, 1982 and expiring December 31, 1984, unless sooner terminated by mutual agreement or in accordance with terms to be incorporated therein providing for its termination in the event that the services to be provided are no longer required by the trust agreement due to the retirement of the debt secured by said trust agreement, or unless such agreement shall be terminated by cancellation upon reasonable notice as may also be provided for therein.

"WHEREAS, the parties further desire to provide that they may enter into an agreement at a future date for the performance of actions by the J. E. Greiner Company - Ohio relating to the termination of its services in the event of completion, including imminent completion, of retirement of the Commission's bonded indebtedness, and that the aforesaid agreement for the maintenance and operation shall not constitute any impediment to the execution of such an additional agreement at a future date if deemed appropriate by the parties, and that such additional agreement may be in addition to or in substitution for the agreement for consulting engineering services relating to the maintenance and operation hereby authorized; and

"NOW, THEREFORE, BE IT

"RESOLVED, that the executive director be, and hereby he is, authorized to enter into an agreement for the continuation of the employment of the J. E. Greiner Company - Ohio as consulting engineers in connection with the maintenance and operation of the Ohio Turnpike as required in the trust agreement dated June 1, 1952 between the Ohio Turnpike Commission and The Ohio National Bank of Columbus, (now BancOhio National Bank), as trustee, and The National City Bank of New York, (now Citibank, N. A.), as co-trustee;

"FURTHER RESOLVED that while such agreement shall be in effect the compensation of the consulting engineers under such agreement shall be \$13,200 per month during 1982, \$14,500 per month during 1983, and \$15,900 per month during 1984; and

"FURTHER RESOLVED that said agreement shall be generally in the form heretofore used for such agreements, and shall include appropriate provisions to accommodate the approaching retirement of the Commission's bonded indebtedness, including one or more provisions relating to the termination of the services of the consulting engineers as hereinabove mentioned.

A vote of ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mr. Weir, Mr. Pinzone, Mrs. Cooke, Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 18-1981.

The Chairman said the report of the Executive Director was accepted as offered. He said the report of General Counsel would be received.

General Counsel, Mr. Cole, said that at a previous Commission meeting the Commission had authorized the execution of an agreement with the Industrial Commission of Ohio whereby the Ohio Turnpike Commission became a self-insurer with regard to workers' compensation. He said that agreement had been signed, and in order to implement the program it was necessary for the Turnpike Commission to enter into an agreement with its trustee. He said the written agreement with the trustee was in addition to a resolution pertaining to self-insurance before the Commission. He said the program would be administered by James C. McGrath, Staff Counsel, and Eleonore Spencer.

Mr. Johnson said signing of the agreement with the trustee and adoption of the resolution were the final steps in the process and the Commission had been a self-insurer since November 1. He said it had been a complicated and cooperative arrangement to reach the point where a separate, depository account could be established from which workers' compensation checks would be issued.

A resolution to provide for workers' compensation self-insurance plan and related insurance fund, was moved for adoption by Mrs. Cooke, seconded by Mr. Pinzone as follows:

RESOLUTION NO. 19-1981

"WHEREAS, the Commission has become a self-insured employer for purposes of providing to its employees workers' compensation coverage under Chapter 4123 of the Revised Code, and desires to adopt a general plan in connection with the implementation and administration of that program of self-insurance; and

"WHEREAS, to provide for the proper and timely availability, application and expenditure of moneys pursuant to that general plan and in the implementation and administration of that program, it is appropriate that a special fund be created for the purpose;

"NOW, THEREFORE, BE IT

"RESOLVED, that the Commission approves the "Workers' Compensation Self-Insurance Plan" and the agreement relating to the Insurance Fund between the Commission and BancOhio National Bank, a copy of which is before this meeting; authorizes the chairman to execute and the secretary-treasurer to attest that agreement, with any changes in or additions to it determined by the chairman not to be substantially adverse to the Commission; authorizes and directs the executive director and the comptroller, who are each hereby designated as an "authorized officer" as referred to in and for purposes of the agreement, to (a) establish the Insurance Fund referred to in the agreement as a special fund or account of the Commission, separate and apart from any other fund or account of the Commission whether under the trust agreement or otherwise and cause to be credited to that fund amounts as provided in section 2 of the agreement and amounts now temporarily in the Reserve Maintenance Fund previously received as refunds from the Ohio Industrial Commission; (b) as from time to time necessary cause the moneys in that fund to be encumbered and expended to pay costs relating to the implementation and administration of the self-insurance program, and (c) cause a proper record of the receipts to the credit of, investments of money in, and expenditures from, that fund to be kept and to be appropriately reported in the financial reports of the Commission.

A vote of ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mrs. Cooke, Mr. Pinzone, Mr. Weir, Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 19-1981.

The Chairman invited Mr. Davidson to sign the agreement on behalf of the trustee, which he did, and the Chairman signed the agreement on behalf of the Commission.

Mr. Cole said the other item on which he had to report concerned a trial in Portage County Common Pleas Court in Ravenna in which the Commission was co-plaintiff with the Hartford Fire Insurance Company versus the Ainsley Oil Company and Robert Ainsley Sr. He said the Commission and the insurance company were attempting to recover their losses resulting from the destruction of the westbound Turnpike bridge at milepost 186. He said Robert Ainsley Jr. was the driver of a tanker truck hauling 8,600 gallons

of gasoline which went off the road, down the medial onto a railroad underpass and exploded under the bridge.

Mr. Cole said further that the jury brought in a verdict for the defendant in the case, and the Commission's trial counsel was in the process of filing a motion for a new trial. He said he had arranged with the insurance company to share the legal expenses in the trial. He said the case had been tried by a very experienced and able counsel representing the Commission and the insurance company. He said he was extremely surprised when the verdict came in.

Mr. Cole said further that the court had ruled that the oil company itself was not responsible for the acts of the driver in that there was no agency relationship with the oil company, although there was a relationship with the other defendant, who was the father of the driver. He said the ruling was rather technical and he wasn't prepared to comment too much on it, although it may have affected the rest of the trial. He said the court instructed the jury quite clearly on the fact that driving down the medial was negligence. He said he had some difficulty in understanding the verdict, and he hoped that that would not be the final outcome of the case.

The Chairman said the report of General Counsel was accepted as offered. He said the report of the consulting engineers would be received.

Mr. Fleischman said he wanted to thank the Commission for the passage of the resolution to continue with the services of J. E. Greiner Company - Ohio as consulting engineers.

The Chairman said the report of the consulting engineer was accepted as offered. He said the Trustee's report would be received.

Mr. Sesler said he had a brief report on the status of the called bonds pursuant to the publication of a listing of said bonds in the face value of \$1,091,000 on December 1, 1980. He said that in the same advertisement the trustee also published the bond numbers of previous calls in 1978 and 1979. He said that as of the publication date, there were still \$130,000 bonds outstanding from the 1978 call, and \$335,000 of the 1979 call. He said that after the publication, the Trustee had been informed that very few of the bonds had been presented for payment. He said that of the 1978 call, only 14 bonds had been turned in, and of the 1979 call, 38 bonds were redeemed.

Mr. Sesler said that of the total \$1,091,000 called in 1981, bonds totalling \$180,000 had been presented for payment.

The Chairman said the report of the trustee was accepted as offered. He said the report of the Director of Information and Research would be received.

The Director of Information and Reserach, Robert P. Barnett, said that preparations were under way for publication of the Commission's 1981 annual report, which would be available by February 1, 1982.

The Chairman said the report of Director of Information and Research was accepted as offered.

The Chairman said the Commission would next meet sometime in February, a date and time to be determined after consultation with the Members.

There being no further business to come before the Commission, a motion was made by Mr. Weir, seconded by Mr. Pinzone that the meeting adjourn, subject to call of the Chairman.

A vote by ayes and nays was taken and all Members present responded to roll call.

Ayes: Mr. Weir, Mr. Pinzone, Mrs. Cooke, Mr. Rogers

Nays: None

The Chairman wished all in attendance happy holidays, invited them to the luncheon, and declared the meeting adjourned. Time of adjournment was 11:36 a.m.

Approved as a correct transcript of the
proceedings of the Ohio Turnpike Commission



Allan V. Johnson
Assistant Secretary Treasurer