

MINUTES OF THE 361st MEETING OF THE OHIO TURNPIKE COMMISSION

December 21, 1988

Pursuant to the bylaws, the Ohio Turnpike Commission met in regular session in the Administration Building at 682 Prospect Street in Berea, Ohio, at 11:42 a.m., on December 21, 1988, with key members of the staff; representatives, Carroll Bayne and William R. Fleischman, of the consulting engineers, J. E. Greiner Company-Ohio; representatives, Dean Berry and Kathy Petry, of the fiscal and legal counsel, Squire Sanders and Dempsey; four members of the media, Hank Harvey, The (Toledo) Blade, Pauline Thoma, The (Cleveland) Plain Dealer, and John Joeright and Shawn Underwood, The (Warren) Tribune; and others in attendance.

The meeting was called to order by the Vice Chairman, Sandra Dombey Cooke. The roll was called and the attendance was reported to be as follows:

Present: Wayne Kauble, Charles R. Pinzone, Sandra Dombey Cooke

Absent: Clarence D. Rogers, Jr., Edwin M. Bergsmark

A motion was made by Mr. Pinzone, seconded by Mr. Kauble, that the minutes of November 21, 1988, which had been examined by the Members, be approved without reading.

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

Ayes: Mr. Pinzone, Mr. Kauble, Mrs. Cooke

Nays: None

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

The Vice Chairman said the meeting was the 361st of the Ohio Turnpike Commission, and it was being held at the Commission's headquarters as provided for in the Commission's Code of Bylaws.

The Vice Chairman said the Chairman, Clarence D. Rogers, Jr., was unable to attend the meeting because he was involved in a trial in Cleveland. She said Mr. Bergsmark was ill and, thus, could not be at the meeting. She said Wayne Kauble, Assistant Director of ODOT, was representing ODOT Director Bernard Hurst at the meeting. She said Mr. Kauble had submitted an appropriate written notice of his designation and, therefore, was entitled to participate and vote.

The Vice Chairman reported further that the annual Christmas luncheon was scheduled for that day so she trusted that the business of the meeting could be conducted and concluded in a prompt manner in order that those in attendance might join the employees at the luncheon.

The Vice Chairman reported further that a number of guests were at the meeting whom she wanted to recognize. She said that they were William Hartman, Dean Berry, and Kathy Petrey of Squire Sanders and Dempsey, the Commission's fiscal and legal counsel; Carroll Bayne, Executive Vice President of J. E. Greiner Company-Ohio, the Commission's consulting engineers; Captain Hank Williams, Commander of the Ohio State Highway Patrol's District 10 on the Turnpike. She said she also wanted to give a special welcome to two Turnpike toll collectors, Barbara Galvin and James Gates, and, of course, the other staff members and conferees who regularly attended. She said she welcomed the members of the news media who were at the meeting.

The Vice Chairman reported further that since the Commission's traffic and revenue information for January through November had been compiled and distributed, she saw no reason to comment on it at that time. She said that, further, the more important month-end, year-end financial report would be issued early next year. She said that experience also would appear in the Commission's annual report which was due on April 1, 1989.

The Vice Chairman reported further that the primary purpose of the meeting was to act on the annual budget for 1989, but there also were several other resolutions for consideration. She said copies of the resolutions had been placed in the Members' folders, and they would be explained and introduced during the various committee and staff reports.

The Vice Chairman reported further that, as noted previously, an audit of the Commission for 1987 had been conducted by the State Auditor, the first such audit in twenty years. She said the Commission still awaited the final results of that audit. She said that, of course, regular semi-annual audits had been performed during that time by the Commission's auditors, Peat Marwick Main and Co., and included in the Commission's annual report. She said in that respect, she was pleased to say the for the third year in a row, the Commission had been awarded a Certificate of Achievement for Excellence in Financial Reporting for 1987 by the Government Finance Officers Association, which was recognition of the conduct of the Commission's affairs.

The Vice Chairman said that in the absence of any questions, the report of the Vice Chairman was accepted as offered. She said the report of the Secretary-Treasurer, Mr. Pinzone, would be received.

The Secretary-Treasurer said the following listed items had been sent to the Members since the last regular meeting of the Commission, November 10, 1988:

- (1) Weekly traffic statistics
- (2) Investment transactions which occurred during November 1988
- (3) Draft of the Commission Meeting minutes of November 10, 1988
- (4) Traffic Accident Analysis through November 1988
- (5) Traffic and Revenue Report for November 1988
- (6) Financial Statement November 1988

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

The chairman of the Committee on Budget and Finance, Mr. Pinzone, said that at the November 10 Commission Meeting, the Members adopted the preliminary budget for 1989 and copies were subsequently filed, in accordance with the Commission's trust agreement, with the trustee and the consulting engineers. He said there was a provision in the trust agreement that if the bond holders desired a hearing to discuss the budget, they could request a hearing. He said no such hearing had been requested and, although the trustee could not attend the meeting, they had advised that they were satisfied with the preliminary budget as adopted on November 10.

Mr. Pinzone said further that it was appropriate, therefore, for the Commission to adopt the preliminary budget as the final budget and a resolution containing the same figures as in the preliminary budget had been prepared and was in the Members' folders. He said he did not think it was necessary to read the resolution.

A resolution adopting the annual budget for the fiscal year 1989 was moved for adoption by Mr. Pinzone, seconded by Mr. Kauble as follows:

RESOLUTION NO. 8-1988

"WHEREAS, the Commission, by Resolution No. 7-1988, adopted a preliminary budget for the fiscal year 1989, and caused copies thereof to be filed with the trustee and mailed to the consulting engineers;

"WHEREAS, no request for a hearing thereon has been made to the Commission;

"WHEREAS, pursuant to Article V, Section 5.01 of the trust agreement dated September 1, 1984, between the Commission and Ameritrust Company National Association, Cleveland,

Ohio, as trustee, the Commission desires to adopt a budget of revenues, current expenses (expenditures) and capital improvement fund requirements for the fiscal year 1989, to be designated the "Annual Budget"; and

"WHEREAS, pursuant to Article V, Section 5.01 (iii), the total appropriations in any division of the annual budget do not exceed the total appropriations in the corresponding division in the preliminary budget;

"NOW, THEREFORE, BE IT

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

1989

Annual Budget of Revenues, Current Expenses
(Expenditures) and Capital Improvement Fund Requirements

Revenues		\$95,350,000
Current Expenses (Expenditures)		
Administration & Insurance	\$12,999,104	
Operations	37,543,111	
Bond Interest	<u>408,850</u>	
Total Expenses (Expenditures)		50,951,065
Estimated Capital Improvement Fund Deposits		\$44,398,935

"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. 7-1988; 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 original purchaser forthwith."

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

Ayes: Mr. Pinzone, Mr. Kauble, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 8-1988.

The Vice Chairman ascertained there would be no report from the Committee on Service Plazas. She said the report of the Committee on Employee Relations would be received.

The Chairman of the Committee on Employee Relations, Louis J. Disantis, said that preliminary negotiations with the collective bargaining representatives of Laborers' International Union of North America Local 860 had been scheduled to begin on December 1. He said there had been no substantive disagreement, but rather a disagreement as to the procedure, which had delayed the start of the talks.

Mr. Disantis said further that a subcommittee of the Committee on Employee Relations had met with the remaining three groups of employees, and had a final meeting set with those employees on the day after the Commission meeting. He said the Committee on Employee Relations would be making recommendations to the Executive Director before the end of that week.

The Vice Chairman said the report of the Committee on Employee Relations was accepted as offered. She ascertained there would be no report from the Committee on Safety. She said the report of the Director of Transportation would be received.

Mr. Kauble said he had copies of his report which he would pass around to the Members. He said the first two items in the report documented the fact that the environmental assessment for the Interstate Route 75 interchanges with both State Route 795 and the Turnpike had been approved on March 25, 1988, and the public hearing was held on June 29, 1988, in Perrysburg. He said the important item was that ODOT requested a finding of no significant impact from the Federal Highway Administration on October 20, 1988, and they had yet to receive a reply from FHWA.

Mr. Kauble said further that telephone conversations with FHWA the morning of the meeting indicated ODOT would receive a response within a few days. He said one of the problems was trying to come to a conclusion where FWHA could separate the FONSI for the Turnpike interchange from that of the S.R. 795 interchange. He said that in personal discussions with Fred J. Hemphill, FWHA Division Administrator, he had assured him that separation could and would be done. He said, therefore, FWHA approval should be imminent.

Mr. Kauble said further that ODOT archaeologists had finished their field work on the environmental assessment and the environmental clearance of the S.R. 795 interchange with I-75. He said the archaeologists were preparing a report to be

submitted in mid January 1989. He said that if that report as submitted was in good shape and condition ODOT probably would get clearance from the Historic Preservation Office by mid-February 1989. He said the archaeologists also advised that their Phase III testing indicated to him that none of the sites were eligible for the National Register, which meant that the portion of the report dealing with the historic background of the areas should be cleared fairly easily.

Mr. Kauble said further that as reported at the last Commission meeting ODOT had hired a consulting firm for the design and the detailed plans of the S.R. 795/I-75 interchange. He said that consultant had submitted a price proposal and ODOT was in the process of reviewing it. He said the consultant would get underway as soon as ODOT completed the review and analysis of that proposal.

Mr. Kauble said further that to his knowledge there were no design reviews pending with ODOT on the I-75/Turnpike interchange. He said if that statement was not correct someone should advise him so that ODOT could find out where the problems were and get them resolved.

Mr. Kauble said also as mentioned at the last Commission meeting a submission had been made of line, grade and typical section geometrics for the State Route 2/Turnpike interchange. He said those plans had been reviewed and comments were being typed the day before the meeting. He said those comments were ready to be mailed and should be in the hands of the Executive Director within several days after the meeting.

The Vice Chairman said the report of the Assistant Director of ODOT was accepted as offered. She said that the report of the Executive Director would be received.

The Executive Director, Allan V. Johnson, said his primary role at the meeting would be to introduce and explain the other resolutions before the Members. He said that at the last Commission meeting he commented about the accident that had occurred on the Turnpike at the North Ridgeville-Cleveland (#9A) Interchange in which a tractor trailer lost control and virtually wiped out one of the toll booths. He said he had shown the Members the newspaper clipping with a photograph of the accident, which was indeed a frightening incident. He said that the Vice Chairman already had introduced as guests at the meeting two toll collectors, Barbara Galvin and Jim Gates. He said Barbara was the toll collector who was in the toll booth when it was struck by the truck. He said looking at the newspaper photographs showing the crash site it was a miracle that she survived that accident and it was nice to be able to look back at her in the meeting room and to see her smiling. He said he just found out that she's returned to work and he was grateful for that.

The Executive Director said further that Jim Gates, who was at the plaza at that time, was instrumental in saving both Barbara and the truck driver who caused the accident. He said it was just minutes or moments after both of them were pulled out of the wreckage by Jim Gates that the whole mess caught fire and he thought even exploded. He said the Commission asked that a resolution be prepared extending an expression of gratitude to Jim Gates. He said a resolution had been prepared and he would read it as follows:

"WHEREAS, James L. Gates has been a valued employee of the Commission serving as a toll collector at Exit 9A since May 15, 1981;

WHEREAS, on October 5, 1988, a tractor trailer, while attempting to enter the Turnpike at Gate 9A, went out of control and struck the toll booth, causing the toll booth to collapse;

WHEREAS, toll collector, Barbara Galvin, was trapped in the collapsed toll booth and was rescued from the collapsed toll booth by James L. Gates, and the driver of the vehicle, Lawrence Ramsey, was also rescued by James L. Gates from the cab of his tractor, both shortly before the tractor and the collapsed toll booth began to burn;

WHEREAS, James L. Gates exhibited quick thinking, great fortitude and valor in rescuing his fellow employee, Barbara Galvin, and Lawrence Ramsey from life-threatening situations without regard for his own personal safety;

NOW, THEREFORE, BE IT

RESOLVED that the Ohio Turnpike Commission hereby extends its sincere appreciation and gratitude to James L. Gates in recognition of his valor and fortitude, in his heroic efforts to save the lives of his fellow worker and Turnpike patron."

The Executive Director said further that he certainly recommended the Commission adopt the resolution and then put it in the appropriate form to present it to Jim Gates for his actions.

A resolution extending expression of gratitude to toll collector James L. Gates was moved for adoption by Mr. Pinzone, seconded by Mr. Kauble as follows:

RESOLUTION NO. 9-1988

"WHEREAS, James L. Gates has been a valued employee of the Commission serving as a toll collector at Exit 9A since May 15, 1981;

"WHEREAS, on October 5, 1988, a tractor trailer, while attempting to enter the Turnpike at Gate 9A, went out of control and struck the toll booth, causing the toll booth to collapse;

"WHEREAS, toll collector, Barbara Galvin, was trapped in the collapsed toll booth and was rescued from the collapsed toll booth by James L. Gates, and the driver of the vehicle, Lawrence Ramsey, was also rescued by James L. Gates from the cab of his tractor, both shortly before the tractor and the collapsed toll booth began to burn;

"WHEREAS, James L. Gates exhibited quick thinking, great fortitude and valor in rescuing his fellow employee, Barbara Galvin, and Lawrence Ramsey from life-threatening situations without regard for his own personal safety;

"NOW, THEREFORE, BE IT

"RESOLVED that the Ohio Turnpike Commission hereby extends its sincere appreciation and gratitude to James L. Gates in recognition of his valor and fortitude, in his heroic efforts to save the lives of his fellow worker and Turnpike patron."

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

Ayes: Mr. Pinzone, Mr. Kauble, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 9-1988.

The Executive Director said further that in addition to the Commission's resolution Captain Williams had a certificate of recognition to present to Mr. Gates. He said he certainly was pleased to have both Mr. Gates and Mrs. Galvin at the meeting, particularly at Christmas time, so they had the opportunity to come to the luncheon after the meeting.

Captain Williams said that on behalf of Colonel Jack Walsh, the Superintendent of the Ohio State Highway Patrol, he was very pleased to present Mr. Gates with a certificate of recognition. He said the certificate read as follows:

"Presented to Jim Gates for heroic and lifesaving actions at the scene of a semi-tractor trailer crash at Gate 9A on the Ohio Turnpike on October 25, 1988. Mr. Gates, a toll taker, was preparing for duty when a truck lost control, jackknifed, struck

and completely destroyed a toll booth. Toll Collector Barbara Galvin saw the tractor-trailer rig skidding toward her and fled the booth only to be buried under the flying debris. Mr. Gates fought a burning fuel fire with a fire extinguisher while pulling the truck driver to safety through the windshield of his mangled cab. Then searching for the missing toll collector, he heard the woman cry out and spotted her trapped in the middle of the flaming wreckage. After quickly removing debris, he rescued his coworker, sparing her from serious injury in the flames which consumed the crash scene."

Captain Williams said further that Mr. Gates was a real hero, and, on behalf of the Superintendent, he was very pleased to present him with the certificate. He said Mr. Gates' cool response certainly saved the lives of both his fellow worker and the truck driver.

(At this point Mr. Gates received applause from those in attendance.)

The Executive Director said he would move on to the remaining resolutions. He said the next was a resolution authorizing the Executive Director to take immediate action concerning the award of bridge renovation contracts, roadway resurfacing contracts, maintenance building renovation contracts, and a sign structure contract.

The Executive Director said further that the resolution was three pages long and it listed the bridge renovation projects and the other projects that the Commission's staff intended to finish plans on, solicit bids and award contracts for next season's construction activities. He said that as the Members could see it was quite extensive in length. He said the staff would soon be advertising for bids on those projects. He said he was asking for adoption of the resolution so the staff could move swiftly with the preparation of those bids and the award of contracts. He said he would recommend the Commission adopt the resolution without reading.

A resolution authorizing the Executive Director to take immediate action concerning award of bridge renovation contracts, roadway resurfacing contracts, maintenance building renovation contracts, and a sign structure contract was moved for adoption by Mr. Kauble, seconded by Mr. Pinzone as follows:

RESOLUTION NO. 10-1988

"WHEREAS, the Commission has advertised and is preparing to advertise for bids for 31 bridge renovation contracts; three roadway repair and resurfacing contracts, three maintenance building renovation contracts and a contract for the construction of sign structures, such contracts being designated and described as follows:

Bridge Renovation Contracts

CIP 43-89-01 Nettle Creek Road, Milepost 6.2;
FTP 43-89-02 Farmer Center Road, Milepost 9.0;
 S.R. 576, Milepost 10.2, Williams
 County, Ohio;

CIP 43-89-03 St. Joseph Beaver Road, Milepost
 14.1, N & W Railroad, Milepost 14.2,
 Williams County, Ohio;

CIP 43-89-04 Tiffin River, Milepost 24.7, Fulton
 County, Ohio;

FTP 43-89-05 S.R. 66, Milepost 26.3, Fulton
 County, Ohio;

CIP 43-89-06 Pettisville-Morenci Road, Milepost
 30.3, Tedrow-Morenci Road, Milepost
 31.4, Hartman-Inlet Road, Milepost
 32.5, Lena-Morenci Road, Milepost
 33.2, Fulton County, Ohio;

CIP 43-89-07 Heller Lyons Road, Milepost 39.3,
 Liberty-Adrian Road, Milepost 41.1,
 Raker-Barden Road, Milepost 41.9;
 Delta-Santee Road, Milepost 42.4,
 Fulton County, Ohio;

CIP 43-89-08 Wilkins Road, Milepost 50.4, Eber
 Road, Milepost 53.5, Crissey Road,
 Milepost 54.8, Holloway Road, Mile-
 post 57.3, Manley Road, Milepost
 58.6, Lucas County, Ohio;

CIP 43-89-09 Lime City Road, Milepost 65.4,
FTP 43-89-10 Oregon Road, Milepost 67.2, WB S.R.
 795, Milepost 65.1, Wood County,
 Ohio;

CIP 43-89-11 C & O RR, Milepost 70.2, Cummins
 Road, Milepost 70.3, S.R. 420 &
 I-280, Milepost 71.4, Wood County,
 Ohio;

CIP 43-89-12 Portage River, Milepost 80.5, Camper
 Road, Milepost 75.6, Ottawa County,
 Ohio;

FTP 43-89-13 S. R. 590, Milepost 85.5, Fought
CIP 43-89-14 Road, Milepost 86.6, Four Mile House
 Road, Milepost 88.1, Sandusky
 County, Ohio;

CIP 43-89-15	Fangbonner Road, Milepost 91.1, Exit 6 Ramp over Turnpike, Milepost 91.6, Shannon Road, Milepost 93.0, Carley Road, Milepost 94.7, Exit 6 Ramp over S.R. 53, Milepost 92.0, Sandusky County, Ohio;
CIP 43-89-16	Yorktown Road, Milepost 100.2, Mugg Road, Milepost 102.3, Sandusky County, Ohio;
CIP 43-89-17 FTP 43-89-18	Northwest Road, Milepost 106.1, Sandusky County; Deyo Road, Milepost 107.5, Billings Road, Milepost 108.7, S.R. 269, Milepost 106.8, Erie County, Ohio;
CIP 43-89-19 FTP 43-89-20	Patten-Tract Road, Milepost 112.5, Thomas Road, Milepost 115.1, S.R. 13, Milepost 119.3, Erie County, Ohio;
CIP 43-89-21	Gore-Orphanage Road, Milepost 133.1, Vermilion Road, Milepost 135.0, South Amherst Road, Milepost 138.7, Oberlin Road, Milepost 141.3, Lorain, County, Ohio;
CIP 43-89-22	Stearns Road, Milepost 154.6, Cuyahoga County, Ohio;
CIP 43-89-23	Black Road, Milepost 174.1, Summit County, Ohio;
CIP 43-89-24 CIP 43-89-31	Boston Mills Road, Milepost 178.0, Old S.R. 8 over Turnpike, Milepost 179.5, NB S.R. 8 and SB S.R. 8, Milepost 180.0, Exit 12 Ramp, Milepost 180.3, Summit County, Ohio;
CIP 43-89-25	Stow Road, Milepost 184.7, Summit County, Ohio; S.R. 43, Milepost 188.2, Portage County, Ohio;
FTP 43-89-26 CIP 43-89-27	S.R. 88, Milepost 199.5, Stanley Road, Milepost 201.8, Horn Road, Milepost 204.8, Portage County, Ohio;
CIP 43-89-28	Mahoning Avenue, Milepost 219.8, Mahoning County, Ohio;

FTP 43-89-29 U. S. 224, Milepost 227.6, S.R. 170,
CIP 43-89-30 Milepost 240.4, New Springfield
Road, Milepost 235.6, Beard Road,
Milepost 236.7, Mahoning County,
Ohio;

FTP 43-89-32 S.R. 2, Milepost 52.9, Lucas County,
Ohio;

Roadway Repair and Resurfacing Contracts

CIP 59-89-01 Mainline Resurfacing at Milepost
144.0 to Milepost 153.5, Lorain and
Cuyahoga Counties, Ohio;

CIP 59-89-02 Mainline Resurfacing at Milepost
207.4 to Milepost 214.2, Trumbull
County, Ohio;

CIP 59-89-03 Mainline Resurfacing at Milepost
101.5 to Milepost 111.7, Sandusky
and Erie Counties, Ohio;

Maintenance Building Renovation Contracts

CIP 56-89-01 Swanton Maintenance Building,
including Highway Patrol Post;

CIP 56-89-02 Elmore Maintenance Building;

CIP 56-89-03 Hiram Maintenance Building,
including Highway Patrol Post;

Sign Structure Contract

CIP 45-89-01 Contract for construction of over-
head sign structures at various
interchanges;

"WHEREAS, it is imperative that the work to be performed under these contracts be commenced as soon as possible so as to take advantage of the construction season;

"WHEREAS, it is estimated that the cost of each of the aforesaid contracts will exceed the \$250,000 limit of authorization heretofore granted by the Commission to the executive director with respect to the awarding of such contracts;

"WHEREAS, the Commission desires to delegate to the executive director authority to make award of these contracts

for the performance of the work of each of these projects so that such awards may be made immediately as soon as appropriate;

"NOW, THEREFORE, BE IT

"RESOLVED that with respect to the award of the contracts as set forth above, if, in the opinions of the executive director, the deputy executive director-chief engineer and the consulting engineer it is in the best interest of the Commission for an award to be made by the executive director in advance of any meeting of the Commission, the executive director hereby is authorized to award and enter into any contract or contracts and to take whatever other action, on behalf of the Commission, the executive director, with the approval of the deputy executive director-chief engineer and the consulting engineer, shall determine to be in the best interest of the Commission, notwithstanding any limitation imposed upon the authority of the executive director under any resolution heretofore adopted, provided that any award made and contract entered into pursuant to authority granted herein shall be approved by general counsel; and

"FURTHER RESOLVED that the executive director shall inform the Commission of the actions taken hereunder; and

"FURTHER RESOLVED that Resolution No. 4-1988 is hereby rescinded."

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

Ayes: Mr. Kauble, Mr. Pinzone, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 10-1988.

The Executive Director said also that the next resolution was entitled "Resolution Approving Agreement with the Ohio Department of Transportation for Construction of Toll Interchange at I-75, Ohio Turnpike." He said he would explain the resolution without reading it.

The Executive Director said the Commission already agreed to build that interchange by resolution. He said there already were resolutions that went back into the early 1960's that authorized the Commission's involvement with I-75, but the resolution before the Members would authorize the execution of an agreement between the Commission and ODOT setting forth the various responsibilities of the two agencies on the interchange and the other

elements of the project. He said he thought he already had explained that the project involved a significant amount of work on I-75 itself. He said at least one mile of I-75 north of the Turnpike interchange would be included in the project. He said that Mr. Kauble had reported that he thought all the plan reviews on the project had been submitted, but the staff recently had submitted plans involving the Lime City Road bridge over I-75, almost a mile north of the new Turnpike interchange site. He said the staff had been studying whether or not the bridge pier could be salvaged to accommodate some additional lanes, but the recommendation was that an entirely new deck had to be constructed and some of the bridge piers had to be relocated to accommodate the new deck.

The Executive Director said further that the agreement spelled out the various responsibilities and how the project would be accomplished. He said the Commission would be letting all the contracts and it was appropriate that the Commission execute the agreement. He said the agreement also would spell out the various maintenance responsibilities of the agencies involved. He said that he recommended the resolution be adopted without reading.

A resolution approving agreement with Ohio Department of Transportation for construction of toll interchange at I-75, Ohio Turnpike was moved for adoption by Mr. Pinzone, seconded by Mr. Kauble as follows:

RESOLUTION NO. 11-1988

"WHEREAS, Resolution No. 4-1987 adopted by the Commission on June 11, 1987, approved the location, design and construction of a toll interchange with Interstate Route 75 and the Ohio Turnpike in the vicinity of Milepost 64.5 in Wood County, Ohio;

"WHEREAS, the Ohio Department of Transportation ("ODOT") has submitted a proposed agreement to cover the responsibility of ODOT and the Ohio Turnpike Commission ("Commission") in the design and construction of the interchange;

"WHEREAS, the proposed agreement provides that all plans and specifications shall be prepared by the Commission subject to the approval of ODOT and the Federal Highway Administration; that all construction contracts will be awarded by the Commission and that all costs of the project, including needed right-of-way shall be the sole responsibility of the Commission; and

"WHEREAS, a copy of said proposed agreement is attached as Exhibit "A" hereto and incorporated by reference herein;

"WHEREAS, such proposed agreement has been approved by the Commission's executive director, deputy executive director-chief engineer and the consulting engineers and is now before the Commission for approval as to its terms;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission's executive director be, and hereby he is, authorized to enter into an agreement with ODOT, as approved by general counsel, on the terms and conditions substantially as set forth in Exhibit 'A'."

EXHIBIT "A"

AGREEMENT NO. _____

"IN THE MATTER OF AGREEMENT BETWEEN THE OHIO DEPARTMENT OF TRANSPORTATION AND THE OHIO TURNPIKE COMMISSION FOR THE CONSTRUCTION OF THE INTERCHANGE OF INTERSTATE ROUTE 75 AND THE OHIO TURNPIKE IN WOOD COUNTY, OHIO.

AGREEMENT

"THIS AGREEMENT made this _____ day of _____, 19____, between the Ohio Department of Transportation, acting by and through its Director, being hereinafter referred to as ODOT, and the Ohio Turnpike Commission, a body corporate and politic in Ohio having powers conferred upon it by Section 5537.01 to 5537.23, inclusive, of the Revised Code of Ohio, having its principal office at 682 Prospect Street, Berea, Ohio, acting by and through its Executive Director, being hereinafter referred to as the COMMISSION.

"WITNESSETH:

"WHEREAS, ODOT and the COMMISSION entered into agreement, ODOT No. 1388, dated June 18, 1965 for the construction of a pair of bridges and approaches to carry Interstate Route No. 75 over the Ohio Turnpike, east of Perrysburg in Wood County, Ohio, at Ohio Turnpike Milepost 64.55, and

"WHEREAS, ODOT and the COMMISSION now agree that the crossing should be upgraded to an interchange with the addition of a Toll Plaza to better serve the traveling public and will hereinafter be referred to as the PROJECT, and

"WHEREAS, the parties hereto desire to carry out and accomplish this upgrading project by constructing the Interstate Route 75 - Ohio Turnpike Interchange, and to determine and agree upon the manner of doing the work required and agree upon the responsibility for costs and expenses.

"NOW, THEREFORE, for and in consideration of the mutual covenants hereinafter stipulated to be kept and performed, the parties agree as follows:

"SECTION 1 The Plans

The plans and specifications for constructing the PROJECT shall be prepared by the COMMISSION and shall be subject to approval by ODOT and the Federal Highway Administration prior to any commencement of work. The plans shall be made a part of this agreement by reference and be followed except for changes thereafter made as may be acceptable to both parties.

"SECTION 2 Division of Responsibility

The COMMISSION shall award all construction contracts for the PROJECT, and have general charge of the construction work. Nothing herein shall deny the ODOT the right to place inspectors on work being done on its property and facilities.

"SECTION 3 Provision of Safety of Traffic

Safety and continuity of operations of the traffic on Interstate Route No. 75 shall be of utmost importance and shall at all times be protected and safeguarded. Any contracts for work shall provide that the contractor give written notice to the ODOT District 2 Deputy Director, 317 E. Poe Road, Bowling Green, Ohio 43402, at least 24 hours in advance of the time the contractor intends to commence any work that will affect Interstate Route No. 75 traffic.

"SECTION 4 Right-of-way and Utilities

The COMMISSION shall be responsible for acquiring any additional right of way for the PROJECT and making any utility rearrangements caused by the PROJECT.

"SECTION 5 Costs

All costs for the PROJECT shall be borne by the COMMISSION.

"SECTION 6 Waiver of Damages Between Parties

Each party hereto waives, but only as against each other, any and all damages or right to claim damages to any of its property growing out of or any way connected with the improvement herein contemplated, except as otherwise provided for in this agreement.

"SECTION 7 Bond and Insurance Requirements

The COMMISSION shall require its Contractor(s) to carry bonds, in accordance with Ohio Revised Code requirements, and a policy of public liability and property damage insurance, in accordance with current COMMISSION contract regulations, to protect the ODOT and COMMISSION against all loss or damage to property and injury to, or death of persons, and against all claims, deaths, expenses, suits or judgments arising because of, or resulting from the operations of the contractor, or its subcontractors, agents or employees.

"SECTION 8 Maintenance

Upon completion of the work, the ODOT shall, at its own cost and expense, maintain, repair and renew, or by agreement with others provide for the maintenance, repair and renewal of Interstate Route 75 and connecting ramps to the Toll Plaza as shown on the Plans described in Section 1 hereof. The COMMISSION shall at its own costs and expense, maintain, repair and renew the Toll Plaza and related facilities, the connecting ramps and structures for the connection to the turnpike from the Toll Plaza. The same division of responsibility applies to the furnishing of electric power for roadway and sign lighting except as may be otherwise delineated in the approved plans or subsequent agreements.

"SECTION 9 Agreement for Benefit of Parties only

This agreement shall be for the benefit of the parties hereto only and no person, firm or

corporation shall acquire any rights whatsoever by virtue of this agreement, except the ODOT and COMMISSION, its successors and assigns.

"IN WITNESS WHEREOF, the parties hereunto have caused this Agreement to be duly executed in duplicate as of the day and year first above written.

OHIO DEPARTMENT OF TRANSPORTATION

(SEAL)

Attest _____ By _____
Secretary Director

OHIO TURNPIKE COMMISSION

(SEAL)

Attest _____ By _____
General Counsel Executive Director"

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

Ayes: Mr. Pinzone, Mr. Kauble, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 11-1988.

The Executive Director said also that the next resolution authorized establishing a bank account with Citibank, N.A. He said that for almost two years the staff had been in the process of soliciting proposals from various insurance companies to provide medical and life insurance coverage for Commission employees. He said the net result was that Connecticut General Life Insurance Company (or CIGNA), which already provided the Commission's dental and vision coverage, would now cover medical and life insurance. He said CIGNA required that the Commission establish an account with Citibank, N.A. in which the Commission made deposits for periodic withdrawals by CIGNA. He said that with that brief explanation he would recommend the adoption of the resolution. He said he thought that General Counsel, James C. McGrath, or Mr. Disantis could explain the CIGNA requirement in more detail should there be any questions on it.

A resolution authorizing establishment of a bank account with Citibank, N.A. was moved for adoption by Mr. Kauble, seconded by Mr. Pinzone as follows:

RESOLUTION NO. 12-1988

"WHEREAS, effective January 1, 1989, the Ohio Turnpike Commission's group benefit insurance program including employee hospitalization, surgical, major medical, prescription, dental, vision and life insurance will be provided by Connecticut General Life Insurance Company, a CIGNA company, ("Connecticut General"); and

"WHEREAS, the coverage being provided by Connecticut General is on the basis of a minimum premium funding method and as a result of such method of premium payment, it is necessary that the Commission establish a bank account with CitiBank, N.A., Citibank Delaware of New Castle, Delaware, to keep certain funds on deposit in said account, subject to the withdrawal by Connecticut General to reimburse Connecticut General for funds expended on behalf of the Commission;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission's executive director, with the approval of general counsel, is hereby authorized to enter into any and all agreements with Citibank, N.A. to establish said bank account or accounts and to take any and all action necessary to establish said accounts as required to implement the Commission's group benefit insurance program and the minimum premium funding method of payment;

"FURTHER RESOLVED that the executive director or comptroller, or either of them, are hereby authorized to act as signatories, including facsimile signatures, on such accounts on behalf of the Commission."

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

Ayes: Mr. Kauble, Mr. Pinzone, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 12-1988.

The Executive Director said also that before the Members was a resolution rescinding resolution No. 19-1981. He said the resolution in 1981 established an insurance fund which essentially was an account used to administer the Commission's self-insured workers' compensation program. He said that from an accounting standpoint it was more appropriate that the Commission cancel that particular account and handle it in a different way

within other existing accounts. He said the Comptroller, Craig Rudolphy, could offer further explanation, if needed. He said he recommended the resolution be adopted.

A resolution rescinding resolution No. 19-1981 was moved for adoption by Mr. Kauble, seconded by Mr. Pinzone as follows:

RESOLUTION 13-1988

"WHEREAS, the Commission as a self-insured employer for purposes of providing its employees Workers' Compensation coverage under Chapter 4123 of the Revised Code did adopt a plan and special fund for the implementation and administration of the Workers' Compensation Program;

"WHEREAS, the special fund, called the "Insurance Fund," was created by Resolution No. 19-1981 and is not subject to the terms of the trust agreement dated September 1, 1984, between the Commission and Ameritrust Company National Association, as set forth in Section 9 of the trust agreement resolution;

"WHEREAS, the Insurance Fund was originally funded with a refund of excess premiums from the Industrial Commission and all those funds have been disbursed through the Workers' Compensation Self-Insurance Plan;

"WHEREAS, to simplify the accounting procedures for reporting and administering the funds for the Workers' Compensation Self-Insurance Program, it is the recommendation of the comptroller, with the approval by the general counsel and executive director that the Insurance Fund created by Resolution No. 19-1981 be eliminated;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission does hereby rescind Resolution No. 19-1981 and thereby eliminates the Insurance Fund and authorizes the comptroller to proceed with the appropriate accounting procedures for administering and reporting the financial transactions in connection with the Workers' Compensation Self-Insurance Plan."

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

Ayes: Mr. Kauble, Mr. Pinzone, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 13-1988.

The Executive Director said the next resolution was entitled "Resolution Authorizing Acceptance of Proposal for Consulting Engineering Services." He said the Commission's general consulting engineering firm was J.E. Greiner Company-Ohio which had served the Commission throughout its existence. He said the service of the consulting engineers was required under the provisions of the Commission's trust agreement. He said that basically the consulting engineers provided an ongoing inspection of bridges and other facilities each year and all other duties required. He said the current agreement with J. E. Greiner Company-Ohio expired at the end of December. He said he had asked the company to submit a proposal for furnishing its services. He said that in the past the agreements had been for three years, but since the current bonds carried through June 1, 1992, which was three and one-half years, he had asked Greiner to submit a three and one-half year proposal rather than for three years and then wind up six months short.

The Executive Director said further that his written request for a proposal from Greiner was included in the Members' folders as was Greiner's response. He said the resolution authorized the execution of a new agreement for the consulting engineering services and he recommended that it be adopted.

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

RESOLUTION NO. 14-1988

"WHEREAS, the J. E. Greiner Company - Ohio, a partnership comprised of Frank T. Callahan of Irvine, Texas; James E. Sawyer of Tampa, Florida, 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 on December 31, 1988;

"WHEREAS, the J. E. Greiner Company - Ohio has been requested to and has submitted a proposal to the Commission to serve as the Commission's consulting engineer and to perform such services in accordance with the requirements of the Trust Agreement entered into September 1, 1984 between the Commission and AmeriTrust Company National Association, as trustee;

"WHEREAS, the J. E. Greiner Company - Ohio, or its predecessor firms, has ably served the Commission throughout the existence of the Commission as its only general consulting engineer;

"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 by the trust agreement dated September 1, 1984 between the Ohio Turnpike Commission and Ameritrust Company National Association, as trustee, for a period beginning January 1, 1989, until June 1, 1992, the maturity date of the Turnpike's Refunding Revenue Bonds."

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

Ayes: Mr. Kauble, Mr. Pinzone, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 14-1988.

The Executive Director said also that the next resolution was entitled "Resolution Appointing Peat Marwick Main & Co. Auditors." He said the Commission's trust agreement required that it have outside, independent, certified public accountants, which had always been done. He said the trust agreement required an audit to be done every six months, and the Turnpike Act required an audit once a year. He said that as he previously mentioned the State Auditor had conducted an audit of the Commission in 1988 for the year 1987, the first such audit in twenty years.

The Executive Director said further that Peat Marwick Main had been on board since the early days of the Commission and there had been a question about whether the early appointment still remained in existence. He said it was General Counsel's opinion that it did, but to make sure that there were not any questions on it, he was asking the Commission to re-authorize the appointment of Peat Marwick Main to conduct the audit for 1988. He said the Commission had the statutory requirement to submit that audit in its annual report by April 1st. He said the resolution also authorized Peat Marwick Main to do the audit for the first six months of 1989. He said after that time the Commission would take another look at the agreement.

A resolution appointing Peat Marwick Main & Co. auditors was moved for adoption by Mr. Pinzone, seconded by Mr. Kauble as follows:

RESOLUTION NO. 15-1988

"WHEREAS, Section 5537.17 of the Revised Code of Ohio, requires the Ohio Turnpike Commission to cause an audit of its books and accounts to be made at least once each year by certified public accountants; and

"WHEREAS, Section 12(h) of the Trust Agreement between the Ohio Turnpike Commission and AmeriTrust Company National Association, as Trustee, dated September 1, 1984, requires that in the months of January and July of each year the Commission will cause an audit to be made of its books and accounts by an independent certified public accountant of recognized ability and standing; and

"WHEREAS, the certified public accounting firm of Peat, Marwick Main & Co., formerly Peat Marwick Mitchell & Co., has satisfactorily performed accounting services for the Commission since 1952;

"NOW, THEREFORE, BE IT

"RESOLVED that the executive director is hereby authorized to enter into an agreement with the certified public accounting firm of Peat Marwick Main & Co. to conduct such audits and to perform such other accounting and auditing services as required by Section 5537.17 of the Revised Code and as is required by Section 12(h) of the Commission's Trust Agreement of September 1, 1984, for the audit for 1988 and the audit period ending June 30, 1989;

"FURTHER RESOLVED that such agreement shall establish reasonable compensation for Peat Marwick Main & Co. for such services, as well as providing for reimbursement of all reasonable and necessary expenses incurred by said firm in the performance of the contract."

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

Ayes: Mr. Pinzone, Mr. Kauble, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 15-1988.

The Executive Director said also that the last two resolutions involved the two new Turnpike interchange projects at State Route 2 and Interstate Route 75. He said both of those

projects would require interruption and closing of existing county roads.

The Executive Director said further that the S.R. 2 project would require a portion of Whitehouse-Spencer Road be obliterated and part of the process in doing that was to have the Commission apply by resolution to the Lucas County Commissioners to vacate a portion of Whitehouse-Spencer Road for the construction of the toll interchange at S.R. 2 and the Turnpike. He said he recommended that the resolution be adopted.

A resolution requesting Lucas County Commissioners to vacate a portion of Whitehouse-Spencer Road for the construction of the toll interchange at S.R. 2 and the Ohio Turnpike was moved for adoption by Mr. Kauble, seconded by Mr. Pinzone as follows:

RESOLUTION NO. 16-1988

"WHEREAS, the Ohio Turnpike Commission is proceeding with the design and construction of a toll interchange at S. R. 2 and the Turnpike in Lucas County, Ohio;

"WHEREAS, the construction of the interchange, as presently designed, will necessitate the closing and vacation of a portion of Whitehouse-Spencer Road located in Lucas County, Ohio;

"WHEREAS, Section 5553.04 of the Revised Code of Ohio provides that the Board of County Commissioners may vacate a public road if such vacation will be for the public convenience or welfare;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission requests that the Lucas County Board of County Commissioners declare that it is a matter of public convenience and welfare that a portion of WhitehouseSpencer Road be vacated to allow construction of the Ohio Turnpike Commission interchange at S. R. 2; and

"FURTHER RESOLVED that the executive director is authorized and directed to communicate this request to the Lucas County Board of County Commissioners and to take any and all other action necessary to implement the vacation of that portion of Whitehouse-Spencer Road needed for the construction of the S. R. 2 interchange."

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

Ayes: Mr. Kauble, Mr. Pinzone, Mrs. Cooke

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 16-1988.

Mr. Kauble asked if there had been discussion with the Lucas County Commissioners concerning the vacate request.

Mr. McGrath said that discussions of the request had been initiated in a general way by representatives of the Lucas County Port Authority.

Mr. Kauble said the point of the question was to insure the Lucas County Commissioners would not be surprised by the request.

The Executive Director said the Commissioners had advance notice of the request.

The Executive Director said also the final resolution was the same thing for the project with I-75. He said the resolution requested vacating a portion of Bates Road and that was in Wood County. He said it would be presented to the Wood County Commissioners after it was adopted, and it already had been discussed with them. He said the Commissioners had suggested the resolution and he recommended it be adopted.

A resolution requesting Wood County Commissioners to vacate a portion of Bates Road for the construction of the toll interchange at I-75 and the Ohio Turnpike was moved for adoption by Mr. Kauble, seconded by Mr. Pinzone as follows:

RESOLUTION NO. 17-1988

"WHEREAS, the Ohio Turnpike Commission is proceeding with the design and construction of a toll interchange at I-75 and the Turnpike in Wood County, Ohio;

"WHEREAS, the construction of the interchange, as presently designed, will necessitate the closing and vacation of a portion of Bates Road located in Wood County, Ohio;

"WHEREAS, Section 5553.04 of the Revised Code of Ohio provides that the Board of County Commissioners may vacate a public road if such vacation will be for the public convenience or welfare;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission requests that the Wood County Board of County Commissioners declare that it is a matter of public convenience and welfare that a portion of Bates Road be vacated to allow construction of the Ohio Turnpike Commission interchange at I-75; and

"FURTHER RESOLVED that the executive director is authorized and directed to communicate this request to the Wood County Board of County Commissioners and to take any and all other action necessary to implement the vacation of that portion of Bates Road needed for the construction of the I-75 interchange."

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

Ayes: Mr. Kauble, Mr. Pinzone, Mrs. Cooke

Nays: None

The Vice Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 17-1988.

The Executive Director said also that was the extent of the resolutions. He said at the last Commission meeting he recommended to the Commission and the Commission instructed him to conduct a study and report about other new interchanges on the Turnpike.

The Executive Director said further that the Members had in their folders a little booklet with a blue cover. He said he would like the Members to open the booklet and he would read into the record just the portion that was on the inside cover. He said it was entitled "Additional Ohio Turnpike Interchanges." He said the material in the booklet was really excerpts from the Engineering Source Document which resulted from the environmental and engineering studies for operation of the Turnpike as a toll-free interstate highway. He said the studies were conducted in the early 1980s by the Commission in cooperation with ODOT and FHWA to identify improvements and largely to identify additional interchange sites that would be desirable on the Turnpike.

The Executive Director said further that with that explanation he would read as follows:

"The environmental and engineering studies for operation of the Ohio Turnpike as a toll-free interstate highway conducted between 1979 and 1983 identified thirteen additional interchange sites in recognition of current transportation needs and the average frequency of access to the Interstate Highway System. Subsequently, decisions were made to construct toll interchanges at two sites."

The Executive Director said further that the two sites were State Route 2 and Interstate Route 75. He said another new interchange site at Interstate Route 475 contained in the list of 13 potential interchange sites was subsequently dropped from

further consideration. He said that decision was made by the Commission, ODOT and FWHA. He said that in lieu of the I-475/Turnpike interchange a new interchange was under construction between I-475 and Salsbury Road, just south of the Turnpike.

The Executive Director said further that he would continue to read the introduction in the blue-covered document as follows:

"Attached is a collection of excerpts from the Engineering Source Document for the environmental and engineering studies summarizing comparative data developed for the remaining ten additional toll-free interchanges. In the consideration of toll interchanges at these sites, the evaluation criteria will be similar; however, the comparative data will be different. Differences include provision for economical toll collection requiring interchange configurations directing all movements through a toll plaza, changes in land use, traffic patterns, and planning since 1982, and increases in construction costs.

The Executive Director said further that, again, what the Members had before them were copies from pages that were in the Engineering Source Document. He said the ten interchange sites in the report were freeway-to-freeway type interchanges, like diamond interchanges. He said a toll interchange has loop or double-trumpet ramps, where all the traffic can be funneled through a single point to a toll plaza.

The Executive Director said further that work was underway on the ten potential interchange sites and he hoped to have a final report for the Commission at its next meeting in either February or March. He said the staff was taking the ten sites and overlaying them with new aerial photographs to determine whether there was any additional development at those sites. He said the staff also had used overlays with various toll-type interchanges. He said he hoped to have that report available early in 1989 with cost estimates for presentation to the Commission and ODOT, because the staff would be working together with ODOT on those projects. He said the report would recommend a smaller list of potential interchanges because ten new interchanges would not be feasible at that time. He said it would be a narrowed list of interchanges deemed desirable between 1989 and the year 2000.

The Executive Director said further that the staff had traffic forecasts which extended to the year 2005. He said the basic planning procedures for new interchanges called for designing for 20 years or the year 2010, which was being done for the Turnpike/I-75 and Turnpike/S.R.2 interchanges. He said the aforementioned report would be narrowed to what interchanges should be built between 1989 and 2000 with updated traffic forecasts to decide on configurations to 2010 traffic.

The Executive Director said that he had one final item in his report. He said he had a copy of a photo which appeared in The (Cleveland) Plain Dealer the morning of the meeting showing a directional sign which had Ohio spelled "OIHO". He said the sign was on State Route 5 in Newton Falls to direct motorists onto the Turnpike. He said the Turnpike's sign shop workers were very good at their work and usually didn't make mistakes. He said he was told that one of the sign makers was working at the bottom of the sign and the other from the top. He said he thought that might be plausible, but at any rate the sign had been changed to read "OHIO".

The Vice Chairman said the report of the Executive Director was accepted as offered. She ascertained there would be no report from General Counsel or the consulting engineers. She said the report of the trustee would be received.

The Executive Director said representatives of the trustee were unable to attend the meeting. He said he had talked to them, as indicated earlier in the meeting, and they were in absolute agreement with the budget adopted for 1989. He said they had a role in agreeing or disagreeing with the budget, but they were totally satisfied with everything in all the Commission's operations and apologized for not being able to attend the meeting.

The Vice Chairman said the report of the Executive Director on behalf of the trustee was accepted as offered. She ascertained there would be no report from the Director of Information and Research. She said she wished to read a letter to the staff from the Commissioners. She said it would be posted at the end of the meeting for all the staff to read. She read as follows:

"TO: ALL COMMISSION EMPLOYEES

"As the year draws to a close, it is appropriate to reflect on certain events that have occurred in 1988 and also to look ahead to the future.

"No doubt, all of you are aware that serious efforts were made during the year, through bills introduced in both the United States Congress and the Ohio General Assembly, to decide once and for all the future of the Ohio Turnpike and its employees. These efforts were sponsored and supported by the Commission. Unfortunately, despite overwhelming public and editorial approval, the necessary bills were not passed in the hectic closing sessions of the Congress and General Assembly.

"Therefore, we must start over again in the new Congress and General Assembly after they convene in January 1989, which we expect to do. We shall work harder than ever to succeed in this effort but we need your help.

"Keeping the outstanding record and reputation of the Commission and its employees in operating the Turnpike is most important in helping to decide our future. Therefore, we urge all of you to keep your heads up high and to do your jobs to the best of your ability at all times.

"Finally, we wish everyone and your families a Joyous Holiday Season and extend Best Wishes for the New Year.

Sincerely yours,

The Ohio Turnpike Commission
Clarence D. Rogers, Jr.
Chairman"

The Vice Chairman said a time and date for the next meeting would be determined after consultation with the Members.

There being no further business before the Commission, a motion was made by Mr. Pinzone, seconded by Mr. Kauble 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. The vote was as follows:

Ayes: Mr. Pinzone, Mr. Kauble, Mrs. Cooke

Nays: None

The Vice Chairman declared the meeting adjourned, invited all those in attendance to the luncheon, and wished everyone the happiest of holiday seasons. The time of adjournment was 12:24 p.m.

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


Charles R. Pinzone, Secretary-Treasurer