

MINUTES OF THE 380th MEETING OF THE OHIO TURNPIKE COMMISSION  
November 9, 1992

Pursuant to the bylaws, the Ohio Turnpike Commission met in regular session in the Administration Building at 682 Prospect Street, Berea, Ohio, at 11:16 a.m., on November 9, 1992, with key members of the staff; Dean Berry of the fiscal and labor counsel, Squire, Sanders & Dempsey; two members of the media, Pauline Thoma, The (Cleveland) Plain Dealer; and Hank Harvey, The (Toledo) Blade; 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: Joseph J. Vukovich, M. Ben Gaeth, Jerry Wray,  
Charles R. Pinzone, Umberto P. Fedeli,  
Edwin M. Bergsmark, James H. Brennan

Absent: None

The Chairman said he wanted to change the agenda slightly to allow Mr. Al Smith from the United Electrical Workers Union to address the Commission for about five minutes.

Mr. Smith said he was an organizer for the United Electrical, Radio and Machine Workers of America. He said he recently began organizing the part-time toll collectors on the Ohio Turnpike. He said that during the organizing campaign it came to his attention that a few of the part-time toll collectors were being forced to resign or were terminated because they had become pregnant. He said he had put together a committee to thoroughly investigate the charges.

Mr. Smith said further that the charges were initially brought by co-workers of the affected employees and was second-hand information. He said upon an investigation they found that the charges were true and had been occurring over a period of years. He said the union had then filed complaints with the Ohio Civil Rights Commission and the Equal Employment Opportunity Commission.

Mr. Smith said further that one of the Commission's employees in question was attending the meeting and her name was Theresa Seedorf. He said that on October 5th two employees from Local 791 of the Electrical Workers union met with the Executive Director, Allan V. Johnson, and the Director of Administrative Services, Louis J. Disantis, to inform them that those violations had taken place. He said that since that time another Commission employee had been given until November 20th to resign due to pregnancy. He said the employee had the ultimatum in writing. He said the union thought it would then be in its own best interest to file complaints.

Mr. Smith said further that many outside groups were interested and the union told them to step back and wait until the union tried to work out the situation the right way before they got involved. He said that, unfortunately, the union was unable to control the other groups. He said those organizations were the National Organization for Women, 9 to 5, Women for Racial and Economic Equality, and Hard Hatted Women.

Mr. Smith said further that he had some press releases at the meeting if anyone was interested in one. He asked if there were any questions.

The Chairman asked the Members if they had any questions for Mr. Smith.

The Chairman said there were no questions and he thanked Mr. Smith.

Mr. Smith thanked the Chairman.

The Chairman said the meeting was the 380th of the Ohio Turnpike Commission and the meeting was being held at the Commission's headquarters as provided for in the Commission's Code of Bylaws.

A motion was made by Mr. Bergsmark, seconded by Mr. Pinzone that the minutes of the meeting on August 31, 1992, 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. Bergsmark, Mr. Pinzone, Mr. Wray,  
Mr. Fedeli, Mr. Brennan

Nays: None

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

The Chairman said there were a number of guests at the meeting and he would ask the Executive Director if he would introduce them.

The Executive Director said he had a long list of names. He said he had to admit that he didn't know all of the people in attendance. He said that as the names were read he would ask the individuals to raise their hands.

The Executive Director said that in attendance were: Jim Conroy, with Porter, Wright; Dennis Davis, Evensen Dodge Inc.; Steven Wood, Paine-Webber; Dan Ritzler and Mike Corcoran, both with the I-73/74 Mid-Atlantic Corridor Committee; Aida Chinloy,

Merrill Lynch; Marty Igel, Bank One Capital; Ray Kljajk, Smith Barney; Frank Chin, Smith Barney; Joe Giglio, Smith Barney; John Lavelle, Society Corporation; Dan Enovitch, Huntington Bank; Diane Schmidt, Huntington Bank; Ed Presley, Society Bank; John Barrett, Star Bank; Jim Segers, Star Bank; Chris Riemenschneider, Kemper Securities; John Lee, Kemper Securities; Richard Ciccarone, Kemper Securities; Eric Carmichael, Pryor, McClendon; Dennis Golem, Mc Donald & Company; Sherri Nelson, a Commission employee; Dean Berry, Squire, Sanders & Dempsey; Christy Costello, U.E.; Al Smith, (who had already spoken to the Commission), U.E.; Darlene Rairigh, U.E.; Theresa Seedorf; Elizabeth Smith, U.E.; Alice Bevan, U.E.; Eileen Ginley, U.E.; and Clair Rairigh, an observer.

The Executive Director said further that he had read all the names on the list. He said that, in addition, there was Jim Cooper of Donaldson, Lufkin and Jenrette.

The Executive Director said further that also at the meeting were Pauline Thoma of The (Cleveland) Plain Dealer and Hank Harvey, The (Toledo) Blade. He said also present were: Leah Fox, ODOT; Diane Pring, Legal Department; Barbara Lesko, his secretary; Don Sharp, Director of Operations; Craig Rudolph, Comptroller; Heidi Jedel, Department Head Secretary, Information and Research Department; Pat Patton, Government Liaison Officer; Lou Disantis, Director of Administrative Services; Les Gaines, Minority Business Enterprise Coordinator; Sharon Isaac, Staff Counsel, Legal Department; and Paul Ash, Lieutenant, District 10, Ohio State Highway Patrol.

The Executive Director said further that at the conference table were: Alan Plain, Deputy Executive Director/Chief Engineer; James McGrath, General Counsel; and Robert Barnett, Director of Information and Research.

The Chairman said the primary reason for the meeting was to act on a resolution declaring the necessity of appropriating property for the construction of the new Lordstown Interchange. He said the draft copy of the resolution had been previously sent to the Members and copies were in the Members' folders. He said the resolution would be explained and introduced during the appropriate staff report. He said that, if there were no questions, the report of the Secretary-Treasurer would be received.

The Secretary-Treasurer, Mr. Bergsmark, said that since the last regular meeting of the Commission on August 31, 1992, the following listed items had been sent to the Members:

- (1) Weekly traffic statistics
- (2) Investment transactions which occurred during August, September and October 1992
- (3) Draft of the Commission Meeting Minutes of August 31, 1992
- (4) Traffic Accident Analysis for August and September 1992

- (5) Traffic and Revenue Report for August and September 1992
- (6) Financial Statement for August and September 1992
- (7) Budget and Expense Report for the first nine months of 1992
- (8) Litigation Report - Third Quarter 1992
- (9) Greiner Engineering, Inc. - Ohio, 1992 Annual Report
- (10) Ohio Turnpike Commission Chart of Accounts, October 1, 1992
- (11) Independent Auditor's Report for the first six months of 1992

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.

The Chairman of the Committee on Budget and Finance, Mr. Bergsmark, said that since the bonds of the Commission were retired on June 1, 1992, thereby eliminating the Trust Agreement and its specific covenants, it was not currently necessary for the Commission to adopt a preliminary budget as had been required in the past. He said that, nevertheless, it was appropriate and prudent for a budget to be developed and adopted and the staff and Committee on Budget and Finance were preparing such a budget, which would be presented to the Commission for adoption at the next meeting of the Commission.

Mr. Bergsmark said further that, as for the first nine months of the current year, the committee was pleased to note that the actual revenues were \$69,815,175 against a budget of \$66,277,649 or plus in the revenue side of \$3.5 million. He said that, in addition, the administration had maintained the cost and expenditure level within budget. He said the reason for that was an increase in passenger car traffic of about two million vehicles in the 10 months of 1992 versus the same period in 1991, and the resulting increase in toll revenue. He said he was pleased with the administration for being able to monitor and maintain its actual plan against budget. He said it was projected that the Commission would end up in 1992 within the amount budgeted for the entire year.

Mr. Bergsmark said further that the committee would be meeting soon to review the proposals for a financial advisor and begin to make a move toward the second step of that analysis.

The Chairman said the report of Committee on Budget and Finance was accepted as offered. He said the increase in Turnpike traffic reflected an upturn in the economy, which was good for all. He said the report of the Committee on Audit/Legal would be received.

The chairman of the Committee on Audit/Legal, Mr. Vukovich, said that since the last meeting of the Commission on August 31,

the audit of the Commission for the first six months had been completed and the audit report was distributed to the Members and other appropriate parties. He said that, once again, there were no problems whatsoever in the Commission's financial transactions or its compliance with applicable statutes.

The Chairman said the report of the Committee on Audit/Legal 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, Senator Gaeth, said that, by personal observation as recent as the morning of the meeting, he found that the service plazas were in excellent condition and he hoped they remained that way.

The Chairman said that if the Senator kept popping in on them, unannounced like he did the morning of the meeting, they might.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He ascertained there would be no report from the Committee on Employee Relations. He said there were some employee situations continuing and they would be reported on as they progressed. He also ascertained there would be no reports from the Committee on Safety and Director of Transportation. He said the report of the Executive Director would be received.

The Executive Director, Mr. Johnson, said that on October 15, without ceremony since it didn't add an access point, the new Westgate Toll Plaza was opened. He said the Members had visited the new Westgate after the Commission meeting in Bryan on August 31. He said the opening of the new Westgate was the preliminary step to completing and opening the new interchange with State Route 49, which was just west of the new Westgate. He said Mr. Plain would report on the status of the work on the State Route 49 interchange following his report.

The Chairman said the original target date for opening the new Westgate was sometime in December. He said he thought that opening the toll plaza on October 15 was significant. He said that, of course, the construction was facilitated by the good weather and several other factors.

The Executive Director said the staff wanted to have the new Westgate completed before the winter weather started and it worked out. He said the new Westgate had to be completed before the old interchange could be demolished and also to enable the completion of the connecting ramps at the State Route 49 interchange.

The Executive Director said also that the Commission had awarded a contract to install a new computer at the adminis-

tration building to handle all the administrative and toll audit functions. He said the computer was on line with all the toll plazas and all the terminals in the toll plazas. He said the computer had been installed within the last month without a miss in communications. He said it was done without losing any data or information in the around-the-clock communications with the toll plazas. He said he knew Mr. Rudolphy had been very busy with the installation of the new computer.

The Executive Director said also that, as the Members were aware, the Commission cooperated with the Ohio Department of Transportation on developing the information on the Commission's capital expenditures for 1991 with which ODOT applied to the Federal Highway Administration to obtain what was called a "soft match." He said that was something that was provided for in the transportation bill (ISTEA) which was passed by Congress just a little less than a year ago.

The Executive Director said further that he thought the amount of the Commission's 1991 capital expenditures presented to ODOT was something over \$52 million. He said ODOT could use those expenditures in lieu of having to provide that amount out of their own funds to match Federal-funded projects. He said he thought that it was a bonus for the state. He said he had heard that Ohio was one of the first three states that had been approved for the fund matching process under the ISTEA Legislation.

Mr. Wray said that all that the Executive Director had said was correct. He said he thought ODOT's application would be approved. He said there were quite a lot of questions about how the resulting Federal funds would be applied because it was new federal legislation. He said the situation had tremendous potential for the state to leverage Federal dollars.

The Chairman asked if any of the Federal funds would then come back to the Turnpike or would they all stay with ODOT.

Mr. Wray said that remained to be discussed and negotiated, but he thought some Federal funds could come back to the Turnpike.

The Executive Director said that the new ISTEA legislation calls for 80 percent Federal funding for specific projects with a 20 percent match from the state or local authorities. He said the state could use the Commission's capital expenditures of over \$52 million as the 20 percent match for certain projects. He said that, as Mr. Wray had said, the 20 percent match could be leveraged into four times that amount without having to use state funds.

The Executive Director said further that the Federal Highway Administration was continuing to issue regulations on how the

provisions of the ISTEA legislation would be administered. He said he had a role in that as a representative of the International Bridge, Tunnel and Turnpike Association. He said the IBTTA was working closely with the FHWA and the AASHTO to develop the regulations on all those ISTEA features which pertained to toll facilities.

Mr. Wray said he would caution the Members that it would mean a lot more to ODOT if and when the bill was fully funded. He said ODOT was able to match all the Federal dollars available at the present time. He said that, however, there were no more Federal dollars to be acquired by the state through the matching funds process.

The Executive Director said that, at least, funds were in the bank.

Mr. Wray said the funds were in the bank, potentially. He said ODOT had been anticipating an increase in Federal funds for the next fiscal year, but ended up with \$67 million, which was the same amount for the current fiscal year. He said ISTEA funds had yet to come through. He said there were a lot of people lobbying to see that the bill was fully funded and, when that occurred, it would be good for Ohio. He said ODOT had been asking the FHWA a lot of questions and they had gotten a lot of stares.

The Chairman said FWHA was probably waiting for after January 20, 1993, when the new Presidential administration took over, before any decisions were made. He said that, of course, there was going to be a new group that would have input into the process.

The Chairman said also that Mr. Bryan West and another guest had entered the meeting room a short time ago. He asked Mr. West to stand up and introduce himself and the gentleman who came with him.

Mr. West said he was Bryan West, President of West, Carroll and Bergman Associates. He said that with him was John Bergman who was the Bergman part of that firm and also chief executive officer of another firm called Bergman Associates.

The Executive Director said Mr. Plain would inform the Members in on the status of all the Commission's construction projects.

Mr. Plain said that, as the Executive Director stated, the new Westgate terminal had been opened on October 15. He said work on the State Route 49 interchange was proceeding well ahead of schedule. He said two of the four ramps were completely paved and he hoped to begin paving the other two ramps the week of the meeting. He said signing and lighting of the interchange would

then be done. He said it would be spring of 1993 before the seeding of the slopes would be done.

The Chairman asked Mr. Plain if he thought that the State Route 49 interchange might be opened in 1992.

Mr. Plain said there was a possibility that the interchange might be operational in 1992, but it depended on the weather.

Mr. Plain said further that the work on the Lordstown interchange was moving along very well and probably slightly ahead of schedule. He said he hoped to be in a position to set some of the steel on the ramp bridges over the Turnpike at that site. He said the new interchange was scheduled to be completed in June 1993 and everything was moving along, dependent on the weather. He said as much work as could be done would be completed before the end of 1992, so there would not be a lot to finish in the spring of 1993.

Mr. Plain said further that the remodeling of the Kunkle, Amherst and Canfield maintenance buildings was ahead of schedule and should be completed sometime in early 1993. He said two of them would probably be done in January. He said all the remodeling was scheduled to be completed in April, so the work was moving along well.

Mr. Plain said further that all the 1992 mainline re-surfacing projects had been completed. He said there were still a few bridge projects underway. He said one was slightly behind schedule and it was at the Streetsboro (#13) Interchange. He said all the other bridge projects should be done within a week of the meeting.

Mr. Bergsmark asked about the progress of the connection of Interstate Route 75 and State Route 795.

Mr. Plain said he could not speak on that project as it is an ODOT project.

Mr. Wray said he did not have a progress report on that project, but he would have information on it at the next Commission meeting.

The Chairman said the project was important to the golden triangle area of Toledo.

The Chairman said he thought it might not be a bad idea to alter the meeting's agenda and ask the gentlemen on the I-73/I-74 Committee if they would like to say anything.

Mr. Corcoran said the committee had been in contact with their counterparts in North Carolina and South Carolina, as well as those in West Virginia. He said the chairman of the



individual state committees had spoken to businesses and unions which would be affected by the new I-73/I-74 routes to acquire their support. He said the Ohio committee would have its next meeting on November 18.

The Chairman said it was his understanding that the committee met once a month in Columbus.

Mr. Corcoran said the Chairman was correct. He said the meetings were held at the Ohio Contractors Association building.

The Chairman said Mr. Patton attended the committee meetings on behalf of the Commission. He asked Mr. Patton if he had any comments to add regarding the project.

Mr. Patton said he understood that ODOT now included the I-73/I-74 plan in Access Ohio.

Mr. Wray said ODOT expected some sort of north-south corridor to be identified. He said ODOT would introduce Access Ohio after the first of 1993.

The Chairman said the important point was that the project was moving along.

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. McGrath, said the resolution before the Members affected the Conrail property in the Lordstown Interchange area. He said the resolution was an expansion of Resolution 12-1992.

General Counsel said further that this particular resolution corrected the description of one of the parcels and added a limited access line to the North on Ellsworth-Bailey Road. He said that, in effect, the Commission already adopted the resolution as far as Conrail was concerned. He said the resolution just added some limited access and corrected the legal description. He said he expected to reach a resolution with Conrail without the necessity of taking any legal action. He said the Commission needed to adopt the resolution in order to keep the process moving.

A resolution amending Resolution No. 12-1992 and declaring the necessity of appropriating property was moved for adoption by Mr. Bergsmark, seconded by Mr. Pinzone as follows:

RESOLUTION NO. 37-1992

"WHEREAS, by Resolution No. 12-1992, certain property owned by Consolidated Rail Corporation ("Conrail") was

declared necessary for the construction of a toll interchange with Ellsworth-Bailey and Hallock-Young Roads and the Ohio Turnpike in the vicinity of Milepost 215.4 in Trumbull County, Ohio, said interchange commonly referred to as the "Lordstown" interchange;

"WHEREAS, the legal description for Parcel 14A-2-WL, as set forth in Resolution No. 12-1992, contained an error in the description and the corrected description of Parcel 14A-2-WL is attached as Exhibit "A". In addition, it is necessary to extend the limited-access line north on Ellsworth-Bailey Road in order to comply with the requirements of the Ohio Department of Transportation and the additional real estate for such limitedaccess line is designated Parcel 14A-2-LA and is included within Exhibit "A";

"WHEREAS, the Commission has negotiated with Conrail for an extended period of time and has reached an agreement with Conrail for the consideration to be paid and has endeavored to negotiate an agreement for said sale which is mutually satisfactory to both the Commission and Conrail, however, the Commission has not been successful in reaching said agreement;

"NOW, THEREFORE, BE IT

"RESOLVED that on the basis of the lengthy negotiations concerning the formal contract which have gone on between the Commission and Conrail, the Commission has complied with the provisions of section 163.04 of the Revised Code; and the property which is described in Exhibit "A" hereto is necessary for the construction of a toll interchange with Ellsworth-Bailey and Hallock-Young Roads and the Ohio Turnpike in the vicinity of Milepost 215.4 in Trumbull County, Ohio;

"BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the fee title and necessary easements on the following described property from the owners and persons having an interest therein, to-wit:

<u>Owners</u>	<u>Place of Business</u>
Consolidated Rail Corporation c/o Mark W. Warwick Property Manager	100 Fleet Street Pittsburgh, Pennsylvania 15220
Edward Bush Auditor, Trumbull County	160 High Street Administration Building Warren, OH 44481
David Hines Treasurer, Trumbull County	160 High Street Administration Building Warren, OH 44481

"The aforementioned property to be appropriated is described as follows:

Parcel No. 14A-2-WL - Fee Simple  
Parcel No. 14A-2-LA - Fee Simple

"Legal descriptions are attached as Exhibit 'A';

"Together with all rights or easements of access to or from the Ohio Turnpike (limited access highway) from or to the land of said person or persons abutting upon that portion of the Ohio Turnpike (limited access highway) as shown by the plans for the construction of the toll interchange with Ellsworth-Bailey and Hallock-Young Roads in Trumbull County, Ohio;

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced, and Resolution No. 12-1992 is hereby ratified and amended in accordance with this resolution."

Parcel No. 14A-2-WL

Situated in the Village of Lordstown, County of Trumbull, and State of Ohio, and being part of the lands of the Grantor located in Lot 62, and Lot 73, who claim title by instrument of Record of Deed Book 1073 at Page 159 of the Deed Records of Trumbull County, and being more fully described as follows:

Commencing at the intersection of the centerline of the Ohio Turnpike with the centerline of Ellsworth Bailey Road; thence North  $00^{\circ} 47' 06''$  West along the centerline of Ellsworth Bailey Road for a distance of 152.56 feet to a point in the existing limited access right of way line of the Ohio Turnpike; thence, along said existing limited access right of way line, North  $52^{\circ} 38' 15''$  West for a distance of 165.53 feet to the true place of beginning for the tract of land described herein; thence, North  $52^{\circ} 38' 15''$  West along the existing limited access right of way line for a distance of 34.18 feet to a point; thence continuing along the existing limited access right of way line by the arc of a curve to the right having a radius of 17,068.73 feet, a chord bearing of North  $46^{\circ} 35' 25''$  West, and a chord distance of 3596.37 feet, for an arc distance of 3603.05 feet to a point; thence, continuing along the existing limited access right of way line, North  $40^{\circ} 32' 34''$  West for a distance of 224.73 feet to a point in the line between Lot 61 and Lot 62; thence North  $01^{\circ} 56' 26''$  West along the Lot line for a distance of 24.04 feet to a point; thence South  $40^{\circ} 51' 51''$  East along the proposed limited access right of way line for a distance of 242.17 feet to a point; thence South  $43^{\circ} 14' 38''$  East, and continuing along the proposed limited access right of way line for a distance of 665.00 feet to a point; thence South  $46^{\circ} 17' 13''$  East along said proposed limited access right of way for a distance of 665.00 feet to a point; thence South  $67^{\circ} 43' 26''$  East along the proposed limited access right of way line for a distance of 1225.85 feet to a point; thence South  $22^{\circ} 16' 34''$  West and continuing along said proposed limited access right of way line for a distance of 38.00 feet to a point; thence South  $67^{\circ} 43' 26''$  East along said proposed limited access right of way line for a distance of 150.00 feet to a point; thence North  $22^{\circ} 16' 34''$  East along the proposed limited access right of way line for a distance of 38.00 feet to a point; thence, continuing along said proposed limited access right of way line, South  $67^{\circ} 43' 26''$  East for a distance of 263.09 feet to a point; thence North  $89^{\circ} 13' 36''$  East along the proposed limited access right of way line for a distance of 148.30 feet to a point on the existing right of way line of Ellsworth Bailey Road; thence South  $03^{\circ} 58' 43''$  West along the existing right of way line of Ellsworth Bailey Road for a distance of 163.70 feet to a point; thence South  $00^{\circ} 47' 06''$  East and continuing along the existing right of way line of Ellsworth Bailey Road for a distance of 765.92 feet to the true place of beginning, and containing 19.362 acres of land, more or less, and being 0.903 ac. in Lot 62, and 18.459 ac. in Lot 73.

The above description was prepared by Richard John Swan, Registered Professional Surveyor, No. 6574, in November, 1991, and is based on a survey made by ms consultants, inc. in November, 1991.

Parcel No. 14A-2-LA

Beginning at a point 100 feet left of centerline Station 39 plus 57.38, West Collector Rd., and 116.91 feet left of centerline Station 57 plus 63.22, Ellsworth Bailey Rd., said point being on the westerly right of way line of Ellsworth Bailey Rd. and the easterly property line of Consolidated Rail Corp.; thence along the proposed limitation of access line North 3 degrees 58 minutes 43 seconds East, 137.34 feet to a point; thence continuing along proposed limitation of access line North 0 degrees 38 minutes 50 seconds East, 200.06 feet to a point; thence continuing along proposed limitation of access line North 0 degree 46 minutes 46 seconds West, 250.00 feet to a point 686.80 feet left of centerline Station 39 plus 73.95, West Collector Rd., and 100.22 feet left of centerline Station 63 plus 50, Ellsworth Bailey Rd. and there terminate.

Exhibit "A"

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

Ayes: Mr. Bergsmark, Mr. Pinzone, Mr. Wray,  
Mr. Fedeli, Mr. Brennan

Nays: None

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 37-1992.

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

The Executive Director said he would report on behalf of Mr. Fleischman, who could not attend the meeting because he had to go to a funeral. He said the consulting engineers' annual report had been completed, forwarded and distributed to the Members. He said the detailed logs of those inspection reports were furnished to the Commission's staff.

There being no further business to come before the Commission, a motion was made by Mr. Pinzone, seconded by Mr. Bergsmark, that the meeting adjourn until the next meeting on December 14 in Berea.

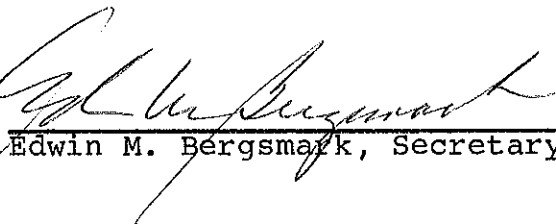
A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Mr. Pinzone, Mr. Bergsmark, Mr. Wray,  
Mr. Fedeli, Mr. Brennan

Nays: None

The Chairman declared the meeting adjourned. Time of adjournment was 11:55 a.m.

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



Edwin M. Bergsmark, Secretary-Treasurer