

MINUTES OF THE 384th MEETING OF THE OHIO TURNPIKE COMMISSION

March 8, 1993

Pursuant to the bylaws, the Ohio Turnpike Commission met in regular session in the Administration Building at 682 Prospect Street, Berea, Ohio, at 11:10 a.m., on March 8, 1993, with key members of the staff; a representative, W. Robson Fleischman, of the consulting engineers, Greiner Engineering, Inc.-Ohio; three members of the media, Bill Sammons, The (Cleveland) Plain Dealer, Hank Harvey, The (Toledo) Blade, and Steve Fogarty, The Elyria Chronicle-Telegram; 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: Robert F. Hagan, M. Ben Gaeth, Charles R. Pinzone, Ruth Ann Leever, Edwin M. Bergsmark, Umberto P. Fedeli

Absent: Jerry Wray

A motion was made by Mr. Pinzone, seconded by Mr. Bergsmark, that the minutes of the meeting of February 8, 1993, which had been examined by the Members, be approved without reading.

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

Ayes: Mr. Bergsmark, Mr. Pinzone, Mrs. Leever, Mr. Fedeli

Nays: None

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

The Chairman said the meeting was the 384th 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. He said Mr. Wray was unable to attend the meeting.

The Chairman reported further that the main purpose of the meeting was to act on a number of resolutions, draft copies of which had been previously sent to the Members, and were also in the Members' folders. He said the resolutions would be explained and introduced during the various committee and staff reports.

The Chairman said there being no questions, the report of the Secretary-Treasurer, Mr. Bergsmark, would be received.

The Secretary-Treasurer, Mr. Bergsmark, said that the following listed items had been sent to the Members since the last regular meeting of the Commission, February 8, 1993.

- (1) Weekly traffic statistics
- (2) Investment Transactions which occurred during February 1993
- (3) Draft of the Commission Meeting minutes of February 8, 1993
- (4) Traffic and Revenue Report for January 1993
- (5) Financial Statement for January 1993 and February 1993
- (6) News Releases #3, #4, and #5 - Regarding new Interchanges at State Route 4 and State Route 44

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 the only thing he had to report was that the Commission sent out RFPs for a consultant on the Commission's cash management services. He said several had been received back and they were under analysis. He said he thought an appointment on that matter would be forthcoming.

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

Craig Rudolphy, the Commission's Comptroller, said the audit for the year ending December 31, 1992, had been completed and the staff was waiting for the audit reports to be released. He said that, as had been the Commission's past experience, there were no audit adjustments, either actual or proposed, for the audit period.

The Chairman said the report of the Committee on Audit and 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 at the last meeting of the Commission he had suggested that a detailed inspection be made of all the rest room facilities in the Commission's service plaza buildings to determine whether any renovation or expansion of the facilities was warranted. He said he could report that a detailed inspection of all facilities had been made and a preliminary report of the conditions that were noticed had been prepared and furnished to the staff of the Commission. He said the report would be used to make any necessary immediate replacements of defective fixtures before the beginning of the busy travel period and also would serve as the basis for determining whether more extensive renovations should be made.

Senator Gaeth said that concluded his report. He said he and Mr. Bergsmark had stopped at a service plaza on the way to the meeting. He said he and Mr. Bergsmark thought that an update of the facilities was in order.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He ascertained there would be no reports from either the Committee on Employee Relations or the Director of Transportation.

The Chairman said that before the meeting continued he wanted to ask those attending the meeting to identify themselves as follows: Jim Conroy, Porter, Wright, Morris and Arthur; John Lavelle, Society Bank; Dick Fetzter, Society Bank; Hank Harvey, The (Toledo) Blade; Steve Fogarty, The (Elyria) Chronicle-Telegram; Heidi Jedel, Department Head Secretary, Information and Research Department; Leslie Gaines, Minority Business Enterprise Coordinator; Captain Hank Williams, Ohio State Highway Patrol; Lou Disantis, Director of Administrative Services; Bill Sammons, The (Cleveland) Plain Dealer; Lee Mairose, Seasingood and Mayer; Andrea Plassard, Assistant Comptroller; Craig Rudolph, Comptroller; Chris Riemenschneider, Kemper Securities; Kym Arnone, Bear Stearns; Bobby Everhart, URS Consultants; Houston Cockrell, National City Bank; Allan Waddell, National City Group; John Peca, Climaco, Seminatore, Lefkowitz and Garofoli Co., L.P.A.; Sharon Isaac, Staff Counsel; Don Sharp, Director of Operations; Barbara Lesko, the Executive Director's secretary; Diane Pring, General Counsel's secretary; and Leah Fox, ODOT.

The Chairman said he would especially like to welcome the new reporter for The (Cleveland) Plain Dealer, Bill Sammons. He said that Pauline Thoma, who had covered the Commission for the Plain Dealer for many years, had been moved to a different department.

The Chairman said that before proceeding on to the report of the Executive Director, he wanted to make a couple of comments. He said that one of the highest priorities in the state at that time was the Mid-Atlantic Corridor, which was basically connecting Toledo to Columbus, down to Portsmouth and on to South Carolina. He said the Commission had been working very closely with ODOT on that project. He said a number of meetings had been held with ODOT to coordinate the project.

The Chairman said that The (Toledo) Blade had noted in a recent editorial about Toledo being the only city that did not have a direct route to Columbus. He said Toledo deserved such a route and the Commission was going to aid in that project. He said the Commission also agreed with the Blade that a direct route to Columbus would aid economic development tremendously. He said the route was one of the George V. Voinovich's top priorities.

The Chairman said the report of the Executive Director would be received.

The Executive Director, Allan V. Johnson, said that, in anticipation of the large attendance at the meeting and the limited space availability, a television camera had been placed in the room to broadcast the meeting to an adjacent conference room where others could observe the proceedings. He said he expected that he and some others would talk to those individuals in the other room after the meeting.

The Executive Director said he would ask Jim Brennan, the Commission's Development Coordinator, to give his report at that time. He said he would follow up after Mr. Brennan made his presentation.

Mr. Brennan said that, as the Chairman mentioned, the Mid-Atlantic Corridor, linking Toledo to Columbus and then on south, was a major priority. He said he had met with the I-73/I-74 or Great Lakes/Mid-Atlantic Corridor committee about a link that would go from Detroit, Michigan, down to Myrtle Beach, South Carolina, which would include the Toledo to Columbus segment.

Mr. Brennan said also that another project which had a very high priority was the Maumee River crossing. He said he had been attending meetings of the task force working on that project. He said there would be a two-day session beginning the day after the Commission meeting in Bowling Green for the purpose of having the consultant hear reports as part of the Environmental Impact Study. He said that on March 30 there would be two public meetings held in Toledo for the same purpose. He said it was anticipated that the Environmental Impact Study would take approximately another eighteen months. He said that the word at that meeting was that there was really not a grand lot the Commission could do until such time as that impact study had been prepared and presented.

Mr. Brennan said also that he wanted to report on the possibility of a Turnpike interchange in the Elmore area of Ottawa County. He said he had met with several groups of people in the area several times in the last six weeks. He said the groups had been reviewing information and investigating additional possibilities for an interchange. He said he could not suggest an interchange location at that time and he would rather not establish a time schedule in which to do so. He said he was optimistic that the matter of location could be resolved to the satisfaction of all reasonable interests. He said he would continue to work to that end.

Mr. Brennan said also that he would next report on the Turnpike interchange with County Road 24 in Fulton County. He said he was pleased to report that the Fulton County Commissioners, the Franklin Township Trustees, Fulton County

Development officials, other elected officials, citizens and business interests supported the Commission's plans for an interchange at County Road 24, which would become State Route 66.

Mr. Brennan said further that ODOT had approved the location, as had the Board of Directors of the Northwest Ohio Mayors and Managers Association. It said it was understood by all that interested parties would be given a chance to review and have input into the specific plans for the interchange. He said it should be noted that there was a special concern regarding proper management of flooding in the area. He said he would like to recommend that the Commission proceed to issue an RFP for engineering for the interchange at that point.

The Executive Director said that before that could be done it was necessary for the Commission to designate the interchange as a point of ingress and egress from the Turnpike by resolution. A resolution for that purpose entitled a "Resolution Approving Location, Design and Acquisition of Right-of-Way for an Interchange with present County Road 24 and the Ohio Turnpike in the vicinity of Milepost 25.3 in Fulton County, Ohio" was in the Members' folders. He said he would dispense with the reading of the resolution. He said he recommended that the resolution be adopted and that the Commission proceed with the selection of the engineering firms to begin the design and, ultimately, the construction of the interchange at County Road 24.

The Chairman said that, before acting on the resolution, he wanted the people in the other room to know that the Executive Director and Mr. Brennan would meet with them after the meeting to listen and get their input relative to some of the ideas that they had about the County Road 24 interchange area. He said that, again, it wasn't possible to please everyone. He said that the Commission had to carry on the Governor's mission of economic development and accessibility and try to have as many of the residents as possible in favor of the new interchange. He said that, ultimately, there might be a couple of people or several people who would not be very happy about the location of the interchange.

Mr. Bergsmark asked if there was a notable objection from the community to locating the interchange at County Road 24.

The Chairman said there were some people in the other room who objected to the interchange.

Mr. Brennan said there was not a sizable objection to the interchange, although there were some people who were not particularly pleased by it. He said there was one individual who suggested the Commission place the interchange in eastern Ohio.

Mr. Brennan said further that it would be difficult to place the interchange in eastern Ohio and service Fulton County. He

said he thought it was safe to say that the amount of negativism toward the County Road 24 site was considerably less than had been for the previous location at State Route 66. He said State Route 66 was one mile to the east of County Road 24 and an interchange there would have affected two small villages, Elmira and Burlington. He said the County Road 24 interchange would only affect one or two property owners. He said the County Road 24 interchange had the support of County Commissioners, the County Engineer, Township Trustees. He said about everybody who had a formal position approved it.

Mr. Bergsmark asked if the objections to a State Route 66 interchange were because of taking farm land or was it the expected increase in traffic.

Mr. Brennan said there were several objections. He said perhaps the strongest was the fact that State Route 66 was more highly inhabited than County Road 24. He said that existing State Route 66 went through the villages of Burlington and Elmira. He said an interchange there offered the potential of disrupting the people in those villages. He said that State Route 66 had two, very sharp 90 degree turns north of the Turnpike. He said there also was a 90 degree turn including a stop sign on S.R. 66 to the west and then one mile further there should be a stop sign, but there wasn't one. He said there was another 90 degree turn to the north. He said that by using County Road 24 for the interchange site the route would run due south and eliminate the sharp turns and avoid disruption in Elmira and Burlington. He said that County Road 24 would become State Route 66 in that area due to a swap to be made between ODOT and Fulton County.

Mr. Bergsmark asked if the County Road 24 area was lowland.

Mr. Brennan said it was lowland but there was only one area subject to flooding, whereas there were two areas of lowlands along existing S.R. 66. He said he thought the flooding problem could be solved to the satisfaction of all concerned.

Mr. Bergsmark asked what would be the economic development benefit to the area with the new interchange.

Mr. Brennan said the most significant development was the fact that one of the major manufacturers in the Archbold area was planning to build a new facility which would increase their business by about fifty percent and result in the hiring of another five hundred to twelve hundred people. He said that business officials had indicated that if something was not done to alleviate traffic congestion, particularly congestion involving trucks servicing their plant, they might consider moving elsewhere. He said the officials did not want to move.

Mr. Brennan said further that Fulton County officials were expanding County Road 22 to serve the east side of Archbold. He said traffic leaving the Turnpike at the new interchange with County Road 24 would go south onto U.S. Alternate Route 20 and then to County Road 22, thus bypassing Archbold. He said that route would take the tremendous truck traffic off Archbold streets. He said there were several industrial parks and other businesses which would benefit from the new interchange, including the world's biggest manufacturer of frozen pizzas.

Mr. Bergsmark said he thought it was safe to say that there was enough traffic to justify the cost of the interchange, which also would serve as an economic catalyst for the area.

Mr. Brennan said no one knew what additional development might occur due to the Turnpike interchange. He said there would be a straight route north to Fayette, which was a growing area. He said there also was talk of a new road to link Lansing, Michigan, to Lima, Ohio. He said that road would probably use the County Road 24 interchange. He said if that happened the area could explode in development.

The Chairman said to Mr. Bergsmark the bottom line was that by building the interchange the Commission would be helping the customers get closer to the business people and the business people could provide their services and products to their customers in an easier fashion, which was very, very important.

Mr. Bergsmark asked General Counsel if the costs of building the interchange could be included in bonds issued by the Commission.

General Counsel said that when funds were expended a specific declaration of intent would be enacted by the Commission.

Senator Gaeth said he presumed ODOT would be coordinated with the work of the Commission so that rural roads would be improved to ODOT specifications at the same time the Turnpike interchange was constructed. Senator Gaeth said a major change has been made there.

The Executive Director said that those improvements would be made.

Mr. Brennan said to Senator Gaeth that he had met with ODOT and township officials and everybody was willing to work together on the project.

The Executive Director said the Commission had known for a long time that an interchange site in that vicinity was warranted. He said it had been known for at least twenty years and it was overdue. He said it was another step to make the Turnpike more accessible to the people in the area through which

it passes. He said the distance between the Bryan-Montpelier (No. 2) and Wauseon (No. 3) Interchanges was twenty-one and one-half miles. He said he thought that was too long a stretch of the Turnpike without access to the people in the area. He said that over the past year there had been strong support from the local community to build the interchange.

The Chairman said the Governor was very much in support of that interchange and the others.

Mr. Brennan said the County Road 24 interchange would be halfway between exits 2 and 3 and, thus, reduce the distance between interchanges.

A resolution approving the location, design and acquisition of right-of-way for an interchange with present County Road 24 and the Ohio Turnpike in the vicinity of milepost 25.3 in Fulton County, Ohio was moved for adoption by Mr. Bergsmark, seconded by Mrs. Leever as follows:

RESOLUTION NO. 10-1993

"WHEREAS, Revised Code of Ohio, Section 5537.04 (A)(9) provides that this Commission may designate the locations, and establish, limit, and control such points of ingress to and egress from the Ohio Turnpike as are necessary or desirable in the judgment of the Commission and of the Director of Transportation to insure the proper operation and maintenance of the Ohio Turnpike;

"WHEREAS, there has been a long-standing interest expressed by local officials, agencies and the general public for the construction of another Turnpike interchange in Fulton County, and present County Road 24 has been proposed as the appropriate site;

"WHEREAS, the Commission recognizes the need and desirability to connect these roadways so as to facilitate vehicular traffic in the area and to promote the agricultural, commercial, recreational, tourism and industrial development in accordance with Section 5537.03 of the Revised Code;

"WHEREAS, the Director of Transportation has concurred in the designation of present County Road 24 as a point of ingress to and egress from the Turnpike;

"WHEREAS, the Commission will perform and fund the design, right-of-way acquisition and construction of the interchange between the Turnpike and present County Road 24 with its own financial resources;

"NOW, THEREFORE, BE IT



"RESOLVED that, pursuant to Section 5537.04 (A)(9) of the Ohio Revised Code, this Commission does hereby formally designate a connection of present County Road 24 as a point of ingress to and egress from the Ohio Turnpike in Fulton County, Ohio;

"FURTHER RESOLVED that the Chairman and Executive Director are authorized and directed to engage the services of such consulting firm or firms as they deem capable and appropriate to accomplish the expeditious study and design of a toll interchange between present County Road 24 and the Ohio Turnpike and to confer with the Ohio Department of Transportation so as to coordinate such design with any other projects contemplated for this area that would affect the proposed interchange; and

"FURTHER RESOLVED that the Commission determines hereby that the costs and expenses for the study, design, right-of-way acquisition and construction of the toll-interchange project shall be paid by the Commission;

"FURTHER RESOLVED that the Executive Director be, and hereby he is, directed to develop, along with the Commission's Committee on Budget and Finance and the Commission's Financial Advisor, and present to the Commission a funding proposal for the project at such time as the design and related cost estimates have progressed sufficiently."

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

Ayes: Mr. Bergsmark, Mrs. Leever, Mr. Pinzone,  
Mr. Fedeli

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 10-1993.

Mr. Brennan said the last item in his report was that the Lorain County Commissioners, Lorain County development officials, other elected officials, the rural Lorain County Water Authority Board of Trustees, local citizens and business interests, supported the Commission's plans for a Turnpike interchange at State Route 58. He said ODOT also had approved the location.

Mr. Brennan said also that recommending approval of the interchange at State Route 58 did not preclude the Commission's consideration of sites at State Route 60 and/or Baumhart Road. He said all three sites had been reviewed for potential interchanges.

Mr. Brennan said further that Turnpike interchange with S.R. 58 would be about five and one-half miles west of the Lorain-Elyria (No. 8) Interchange with State Route 57 and twenty-one miles east of the Sandusky-Norwalk (No. 7) Interchange with State Route 250. He said the distance between exits 7 and 8 was quite sizable and it was a highly commercialized area. He said the new interchange would do a tremendous job of servicing western Lorain County.

The Chairman said the Commission's staff had met with some of the people in the area and there had been little opposition to that particular interchange. He asked Mr. Brennan to explain some of the economic benefits that the interchange would bring to the surrounding communities such as Oberlin and Amherst.

Mr. Brennan said that, as he mentioned, S.R. 58 is five and one-half miles east of exit 8, with the Lorain County West (No. 8A) partial interchange in between. He said exit 8A, a direct connection only to Interstate Route 90 east, did not service the local area. He said the traffic congestion was very high, particularly during the rush-hour periods.

Mr. Brennan said further that there was an excellent road just south of the Turnpike, State Route 113, which had been improved between S.R. 57 and S.R. 58. He said S.R. 113 was a dual, divided highway for four miles going west from S.R. 57 and then it turned into a two-lane road. He said he had heard that ODOT had considered extending the four lanes on S.R. 113 even further than already existed.

Mr. Brennan said further that the largest Ford dealer in Ohio and perhaps the United States had his business right on S.R. 58 at the Turnpike. He said the sales and service areas were on one side of S.R. 58 and the inventory on the other side of S.R. 58. He said one of the largest flea markets in the country was on S.R. 113, some two and one-half miles west of S.R. 58. He said that in the summertime the flea market attracted people from all over the U.S. He said the flea market owner checked license plates one time last summer and found plates from twenty-two states in the Union. He said the owner got about forty thousand people there on Wednesdays and Saturdays. He said there was a manufacturing plant just the other side of the Turnpike on S.R. 58, which employed about one thousand people and, supposedly, the owner had plans for expansion. He said there had been a very high response on that particular interchange and the favorable response was running about four to one.

The Chairman asked if Oberlin College officials were in favor of the interchange.

Mr. Brennan said Oberlin College had sent the Commission a very strong letter of support for the interchange.

Mr. Brennan said that there was a possibility the proposed Lorain Corridor might come through the area and might well take advantage of the Turnpike interchange. He said the corridor was like the Lansing-Lima highway, something in the future.

Mr. Bergsmark asked if the design of the S.R. 58 interchange would necessitate taking the automobile dealership.

Mr. Brennan said that action would not be necessary because the design left it intact.

(At this point, a discussion ensued among Mr. Brennan, Mr. Bergsmark and Senator Gaeth regarding the S.R. 58 interchange and design configurations were examined.)

The Chairman asked if there was a motion to adopt the resolution.

The Executive Director said the Commission had to adopt a resolution which would specify S.R. 58 as a point of ingress and egress from the Turnpike. He said the resolution was in the Members' folders and was entitled "Resolution Approving the Location, Design and Acquisition of Right-of-Way for an Interchange with State Route 58 and the Ohio Turnpike in the Vicinity of Milepost 140.2 in Lorain County." He said he would dispense with reading of the resolution, but he recommended that the resolution be adopted and that the Commission proceed with the selection of consulting engineering firms to perform the necessary detailed design and then move into construction.

A resolution approving the location, design and acquisition of right-of-way for an interchange with State Route 58 and the Ohio Turnpike in Lorain County was moved for adoption by Mr. Pinzone, seconded by Mr. Bergsmark as follows:

RESOLUTION NO. 11-1993

"WHEREAS, Revised Code of Ohio, Section 5537.04 (A)(9) provides that this Commission may designate the locations, and establish, limit, and control such points of ingress to and egress from the Ohio Turnpike as are necessary or desirable in the judgment of the Commission and of the Director of Transportation to insure the proper operation and maintenance of the Ohio Turnpike;

"WHEREAS, there has been a long-standing interest expressed by local officials, agencies and the general public for the construction of an interchange between the Turnpike and S.R. 58;

"WHEREAS, the Commission recognizes the need and desirability to connect these roadways so as to facilitate vehicular traffic in the area and to promote the agricultural,

commercial, recreational, tourism and industrial development in accordance with Section 5537.03 of the Revised Code;

"WHEREAS, the Director of Transportation has concurred in the designation of S.R. 58 as a point of ingress to and egress from the Turnpike;

"WHEREAS, the Commission will perform and fund the design, right-of-way acquisition and construction of the interchange between the Turnpike and S.R. 58 with its own financial resources;

"NOW, THEREFORE, BE IT

"RESOLVED that, pursuant to Section 5537.04 (A)(9) of the Ohio Revised Code, this Commission does hereby formally designate a connection of S.R. 58 as a point of ingress to and egress from the Ohio Turnpike in Lorain County, Ohio;

"FURTHER RESOLVED that the Chairman and Executive Director are authorized and directed to engage the services of such consulting firm or firms as they deem capable and appropriate to accomplish the expeditious study and design of a toll interchange between S.R. 58 and the Ohio Turnpike and to confer with the Ohio Department of Transportation so as to coordinate such design with any other projects contemplated for this area that would affect the proposed interchange; and

"FURTHER RESOLVED that the Commission determines hereby that the costs and expenses for the study, design, right-of-way acquisition and construction of the toll-interchange project shall be paid by the Commission;

"FURTHER RESOLVED that the Executive Director be, and hereby he is, directed to develop, along with the Commission's Committee on Budget and Finance and the Commission's Financial Advisor, and present to the Commission a funding proposal for the project at such time as the design and related cost estimates have progressed sufficiently."

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. Bergsmark, Mrs. Leever,  
Mr. Fedeli

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 11-1993.

The Chairman said the report of the Development Coordinator was accepted as offered.

The Chairman said that, as everyone could see, the Commission had a lot of activity. He said the Commission had approved two, new interchange sites in February and two at that day's meeting. He said the Lordstown interchange should be opening up toward the end of June. He said General Motors had been seeking an interchange with the Turnpike for fifteen years. He said that interchange would open approximately a year after the Commission announced it would build it.

Senator Gaeth said he could see that the Commission was going to be much more active now and in the future. He said he couldn't help but think of the changes that were going to be made and the progress that was going to be made through the Commission. He said he thought the Commission deserved his vote of approval for getting Mr. Brennan to serve as Development Coordinator.

The Chairman said he thanked Senator Gaeth for his comments. He said some people thought he was a little bit crazy when he came up with the title of Development Coordinator. He said that the Commission was involved in many new projects and an individual was needed to be an expeditor of such work. He said the Development Coordinator assisted the Members, who serve on a part-time basis, as well as Allan Johnson and Alan Plain and the other staff members, who all did a great job, in keeping track of the Commission's many new activities. He said many times there was talk about doing things and then they came back to a meeting the next month or even a year and one-half later in one case and nothing had happened. He said the Commission was not going to let that happen. He said the Commission was moving along and it was just the beginning of those activities.

The Chairman said also that the week before the meeting ODOT had completed a high speed video of the Mid-Atlantic Corridor. He said he expected to have that video on his desk later in the week. He said there was a good chance that by the next Commission meeting, or the meeting after that, the details of the Mid- Atlantic Corridor might be completely done. He said the Commission might even have some ideas relative to costs and how the work would be financed. He said the Commission would use a combination of construction managers and project engineers to speed up the construction. He said Alan Plain had a tough reputation regarding contractors who worked on the Turnpike. He said Mr. Plain made sure the contractors did the job right and fast.

The Executive Director said the rest of his report would consist of explaining and introducing the remaining three resolutions that were in the Members' folders. He said they were basically to award construction contracts on which bids had been received since the last meeting of the Commission.

The Executive Director said further that the first resolution was entitled "Resolution Awarding Contract CIP 59-93-01". He said it was a contract for repairs and resurfacing on the mainline roadway of the Turnpike between the Indiana line and milepost 5.1 in Williams County. He said he wouldn't read all of the resolution, but the summary bid tabs on that project were attached to the resolution. He said there were three bidders and the low bid was submitted by Miller Bros. Construction, Inc. of Archbold, Ohio in the amount of \$2,558,699.35. He said he recommended that the resolution be adopted.

The Chairman said Mr. Miller was one of the gentlemen the Commission happened to visit when they were out in Archbold. He said Mr. Miller was from the Archbold area and was a major employer there.

A resolution awarding contract CIP 59-93-01 was moved for adoption by Mr. Pinzone, seconded by Mrs. Leever as follows:

RESOLUTION NO. 12-1993

"WHEREAS, the Commission has duly advertised according to law for bids upon a contract for mainline repairs and resurfacing of original contract sections C-61 and C-62, between Milepost 00.0 and Milepost 5.1 in Williams County;

"WHEREAS, the Commission received bids from three bidders and each bidder submitted alternate bids for the performance of said contract;

"WHEREAS, said bids have been reviewed and analyzed by the Commission's deputy executive director-chief engineer and the Commission's consulting engineer, and they have submitted reports concerning such analyses and those reports are before the Commission and the Commission's executive director has made his recommendation to the Commission predicated upon such analyses;

"WHEREAS, the Commission's minority business enterprise coordinator has reviewed the documents submitted by the bidders and has determined that there is satisfactory evidence of compliance with the Commission's Minority Business Enterprise Program;

"WHEREAS, all bids for said contract were solicited on the basis of the same terms and conditions and the same specifications, and the bid of Miller Brothers Construction, Inc. of Archbold, Ohio, in the amount of \$2,558,699.35, using crushed slag, for the performance of Contract CIP 59-93-01 has been determined by the Commission to be the lowest responsive and responsible bid received;

"WHEREAS, the Commission has been advised by its general counsel that said bid conforms to the requirements of Section 5537.07 (B), Section 9.312 and Section 153.54, all of the Revised Code of Ohio, and that a performance bond with good and sufficient surety has been submitted by Miller Brothers Construction, Inc.

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of Miller Brothers Construction, Inc. of Archbold, Ohio, in the amount of \$2,558,699.35, using crushed slag, for the performance of Contract CIP 59-93-01, is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said contract, and is accepted, and that the chairman and executive director, or either of them, hereby is authorized (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid; (2) to direct the return to the other bidders of their bid security, when appropriate, and (3) to take any and all action necessary or proper to carry out the terms of said bid and of said 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, Mrs. Leever, Mr. Bergsmark,  
Mr. Fedeli

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 12-1993.

The Executive Director said the next resolution was entitled "Resolution Awarding Contract CIP 59-93-03." He said it was a contract for repairs and resurfacing on the mainline of the Turnpike. He said the work would be done between the Strongsville-Cleveland (No. 10) and Cleveland (No. 11) Interchanges. He said the contract also included sealing the decks on the twin Cuyahoga River bridges.

The Executive Director said further that there were two bids received on the contract. He said the low bid was that of the S.E. Johnson Company, Inc. of Maumee in the amount of \$4,473,470.30. He said the bid had been reviewed by the Commission's consulting engineers, staff and General Counsel and he recommended that the resolution be adopted.

A resolution awarding contract CIP 59-93-03. was moved for adoption by Mr. Bergsmark, seconded by Mrs. Leever as follows:

RESOLUTION NO. 13-1993

"WHEREAS, the Commission has duly advertised according to law for bids upon a contract for repairs and resurfacing and Cuyahoga River Bridge deck repairs and sealing from Milepost 161.6 to 172.95 in Cuyahoga and Summit Counties;

"WHEREAS, the Commission received bids from two bidders and each bidder submitted alternate bids for the performance of said contract;

"WHEREAS, said bids have been reviewed and analyzed by the Commission's deputy executive director-chief engineer and the Commission's consulting engineer, and they have submitted reports concerning such analyses and those reports are before the Commission and the Commission's executive director has made his recommendation to the Commission predicated upon such analyses;

"WHEREAS, the Commission's minority business enterprise coordinator has reviewed the documents submitted by the bidders and has determined that there is satisfactory evidence of compliance with the Commission's Minority Business Enterprise Program;

"WHEREAS, all bids for said contract were solicited on the basis of the same terms and conditions and the same specifications, and the bid of the S. E. Johnson Companies, Inc. of Maumee, Ohio, in the amount of \$4,473,470.30, using crushed slag, for the performance of Contract CIP 59-93-03 has been determined by the Commission to be the lowest responsive and responsible bid received;

"WHEREAS, the Commission has been advised by its general counsel that said bid conforms to the requirements of Section 5537.07 (B), Section 9.312 and Section 153.54, all of the Revised Code of Ohio, and that a performance bond with good and sufficient surety has been submitted by the S. E. Johnson Companies, Inc.;

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of the S. E. Johnson Companies, Inc. of Maumee, Ohio, in the amount of \$4,473,470.30, using crushed slag, for the performance of Contract CIP 59-93-03, is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said contract, and is accepted, and that the chairman and executive director, or either of them, hereby is authorized (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid; (2) to direct the return to the other bidders of their bid security, when appropriate, and (3) to take any



and all action necessary or proper to carry out the terms of said bid and of said contract."

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

Ayes: Mr. Bergsmark, Mrs. Leever, Mr. Pinzone,  
Mr. Fedeli

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 13-1993.

The Executive Director said the last resolution was entitled "Resolution Awarding Contract CIP 56-93-01." He said it was a contract for additions to and renovation of the Commission's Castalia maintenance building in Erie County. He said there were nine bids received on that project. He said the low bid was that of Rudolph/Libbe, Inc. of Walbridge in the amount of \$1,894,400.00. He said the low bid had been reviewed by the Commission's consultants and staff. He said he recommended that the resolution be adopted.

Mr. Bergsmark said he would abstain from voting on the resolution.

A resolution awarding contract CIP 56-93-01 was moved for adoption by Mr. Pinzone, seconded by Mrs. Leever as follows:

RESOLUTION NO. 14-1993

"WHEREAS, the Commission has duly advertised according to law for bids upon a contract for the addition and renovation of the Castalia Maintenance Building, Milepost 106.7 in Erie County, Ohio;

"WHEREAS, nine bids for the performance of said contract were received;

"WHEREAS, said bids have been reviewed and analyzed by the Commission's deputy executive director-chief engineer and the Commission's consulting engineer, and they have submitted reports concerning such analyses and those reports are before the Commission and the Commission's executive director has made his recommendation to the Commission predicated upon such analyses;

"WHEREAS, the Commission's minority business enterprise coordinator has reviewed the documents submitted by the bidders and has determined that there is satisfactory evidence

of compliance with the Commission's Minority Business Enterprise Program;

"WHEREAS, all bids for said contract were solicited on the basis of the same terms and conditions and the same specifications, and the bid of Rudolph/Libbe, Inc. of Walbridge, Ohio, in the amount of \$1,894,400.00, for the performance of Contract CIP 56-93-01 has been determined by the Commission to be the lowest responsive and responsible bid received;

"WHEREAS, the Commission has been advised by its general counsel that said bid conforms to the requirements of Section 5537.07 (B), Section 9.312 and Section 153.54, all of the Revised Code of Ohio, and that a performance bond with good and sufficient surety has been submitted by Rudolph/Libbe, Inc.;

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of Rudolph/Libbe, Inc. of Walbridge, Ohio, in the amount of \$1,894,400.00, for the performance of Contract CIP 56-93-01, is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said contract, and is accepted, and that the chairman and executive director, or either of them, hereby is authorized (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid; (2) to direct the return to the other bidders of their bid security, when appropriate, and (3) to take any and all action necessary or proper to carry out the terms of said bid and of said 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, Mrs. Leever, Mr. Fedeli

Nays: None

Abstain: Mr. Bergsmark

The Chairman declared the resolution stood adopted with all Members present, except Mr. Bergsmark, voting in the affirmative. The resolution was identified as No. 14-1993.

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

Mr. Fleischman said the consulting engineers had performed an inspection and submitted a report to the Executive Director on the condition of the service plaza rest rooms. He said the report basically concurred with Senator Gaeth's observations that those areas were due for refurbishing. He said the rest rooms got a lot of wear and, even though the Commission put first-class fixtures in the rest rooms when they were refurbished, that usage did show over time. He said he also would like to mention that, as weather permitted, the consulting engineers would be performing their annual inspections of Turnpike culverts and bridges.

The Chairman said the report of the consulting engineers was accepted as offered.

The Chairman said the Commission had been getting a number of calls from investment bankers regarding its new bond issuance. He said the Commission was getting ready to do that, but he thought the most important aspect of it was the engineering and the strategic plan. He said that without a strategic plan and without the engineering in place the money was secondary. He said that for the last several months the Commission had spent more time with the planning and the engineering, and he thought they would have something going pretty soon on it.

Representative Hagan asked the Executive Director if any thought had been given to renumbering the interchanges to milepost designations.

The Executive Director said the staff had received that suggestion many times in recent years. He said that while the Commission had been under the cloud of whether or not it would remain in existence and whether the road was still going to be a toll facility there didn't seem to be much point in renumbering the interchanges.

The Executive Director said further that the method of designating interchanges on the Interstate Highway System was by milepost. He said that since the Commission had been authorizing new interchanges it was probably time to take a serious look at the numbering system. He said that changing the designations was not a simple thing to do because, as a toll facility, all kinds of things depended on the numbering system. He said he did think it was time that a decision be made before the four new interchanges were opened. He said the Lordstown interchange was a split facility and it was being numbered 14A and 14B. He said he thought those should be the last ones so numbered.

The Chairman said also that the Commission Members had been talking about taking a little field trip. He said the Members and executive staff would take two days to visit every Turnpike site, every plaza and meet with the employees. He said he thought the trip would give everyone first-hand knowledge of

every location. He said plans were being made at that time. He said he would inform the Members when the trip was put together.

The Deputy Executive Director-Chief Engineer, G. Alan Plain, said the federal government was pushing the metric system again so there was a chance the Commission might be renumbering Turnpike interchanges metrically. He said the public had successfully opposed the change the last time it was proposed, but the government had returned with the idea.

The Executive Director said that if the metric system went into effect the Commission would be redoing a lot more numbers than just the interchange numbers.

Senator Gaeth said that when he visited one of the service plazas the morning of the Commission meeting the question arose as to how the automatic vending machines were handled at the plazas. He said he had been in the vending machine business on a small scale and it was done on a commission basis.

The Executive Director said the vending machines were administered by the concession contractors. He said Marriott Corporation operated twelve service plaza restaurants and Hardee's operated the other four. He said the Commission received a portion of the vending machine proceeds under the contracts with those companies.

The Chairman said that the Commission's financial statement showed that almost \$5.6 million a year was received from the concessionaires. He said those funds made up a nice piece of the Commission's revenues and he hoped to increase those funds in the future.

The Executive Director said he had one final item to report. He said that the staff had been working on a proposal from Hughes Aircraft, a subsidiary of General Motors Corporation, to provide an automatic toll collection system for the new Lordstown interchange. He said the final proposal had been received the Friday before the Commission meeting. He said he had accepted the proposal and copies would be given to the Members. He said there were automatic toll collection systems on other toll roads and bridges, but they were on barrier-type systems. He said the Ohio Turnpike was a closed-ticket system and was more complicated because vehicles were classified by weight. He said the automated collection system would mean that traffic could move through the plazas without stopping.

The Chairman said that Governor George Voinovich would be attending the opening ceremonies at the Lordstown interchange and will see the high tech equipment we will have there.

There being no further business to come before the Commission, a motion was made by Mr. Pinzone, seconded by

Mrs. Leever that the meeting adjourn until the next meeting on April 12.

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

Ayes: Mr. Pinzone, Mrs. Leever, Mr. Bergsmark,  
Mr. Fedeli

Nays: None

The Chairman declared the meeting adjourned. Time of adjournment was 11:51 a.m.

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



Edwin M. Bergsmark Secretary-Treasurer