

# MINUTES OF THE 401st MEETING OF THE OHIO TURNPIKE COMMISSION

September 12, 1994

Pursuant to the bylaws, the Ohio Turnpike met in regular session in the Administration Building at 682 Prospect Street, Berea, Ohio at 10:13 a.m., on September 12, 1994, with members of the staff, Allan V. Johnson, Executive Director; G. Alan Plain, Deputy Executive Director; James C. McGrath, General Counsel; Robert P. Barnett, Director of Information and Research; Louis J. Disantis, Director of Administrative Services; Craig Rudolphy, Comptroller; Donald M. Sharp, Director of Operations; James H. Brennan, Development Coordinator; and others in attendance.

Present: Jerry Wray, Ronald V. Gerberry, Earl W. Williams, Ruth Ann Leever, Umberto P. Fedeli

Absent: M. Ben Gaeth

A motion was made by Mr. Bergsmark, seconded by Mrs. Leever, that the minutes of the meeting of August 8, 1994, 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, Mrs. Leever, Mr. Wray, Mr. Williams, Mr. Fedeli

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 them to identify themselves as follows: Jim Conroy, Porter, Wright, Morris & Arthur; Bob Arlow, Construction Coordinator; Dan Rohr, Bank One Capital; Dan Becker, OCDC; Gillett Cobb, OCDC; Rob Fleischman, Greiner Engineering; Nancy Kelly, Star Bank; Ohio State Highway Patrol Trooper Jeff Fisher and his wife, Michelle; Lou Disantis, Director of Administrative Services; Patrick Patton, Government Liaison Officer; Fred Newman, Society Bank; Craig Rudolphy, Comptroller; Steve Wood, Paine Webber; Carol Muller, Paine Webber; Alice Linn, Superintendent of Patron Services; Gary Cawley, Superintendent of Toll Collection; Mary Shirley, Assistant Superintendent of Toll Collections; Terry Stone, Star Bank; Lois Scott, D.L.J.; Mike Ludwig, D.L.J.; Jim

Graff, Star Bank; Cleve Brooks, SBK Securities; Sharon Isaac, Staff Counsel; Don Sharp, Director of Operations; Gordon Reis, Seasongood and Mayer; Leah Fox, ODOT; Diane Pring, Legal Department; Frank Lamb, Huntington Trust; Heidi Jedel, Information and Research; and Lt. Tom Derr, O.S.H.P.

The Chairman said the meeting was the 401st of the Commission and it was being held at the Commission's headquarters as provided for in the Commission's code of bylaws. He said Senator Gaeth was unable to attend the meeting.

The Chairman said that, before proceeding with other business, he wanted to welcome Trooper Jeffrey Fisher and his wife, Michelle, to the meeting. He said Trooper Fisher was seriously injured in an incident in which his action prevented similar injury to a Commission maintenance employee. He said the Commission commended his action and had prepared a resolution expressing its gratitude, which he would read as follows:

"Resolution Extending Expression of Gratitude  
to Officer Jeffrey G. Fisher, Ohio State Highway Patrol

"WHEREAS, Ohio State Highway Patrol Officer, Jeffrey G. Fisher, is assigned to the Turnpike District and at approximately at 1:00 a.m. on June 9, 1994, was assisting the Ohio Turnpike Commission maintenance forces in the vicinity of Milepost 227 in Mahoning County;

"WHEREAS, while Officer Fisher was in the westbound driving lane of the Turnpike directing traffic a westbound vehicle disregarded his directions and drove towards Officer Fisher and Turnpike maintenance man, Peter J. Bettura;

"WHEREAS, without regard for his own personal safety, Officer Fisher pushed Commission employee, Peter J. Bettura, to safety and in doing so was struck by the vehicle suffering serious, multiple injuries including compound fractures of both legs, injuries to his left hand and five fractures of his jaw;

"WHEREAS, Officer Fisher's heroic action, without concern for his own personal safety, saved Turnpike employee, Peter J. Bettura, from serious and perhaps life-threatening injuries;

"NOW, THEREFORE, BE IT

"RESOLVED that the Ohio Turnpike Commission hereby recognizes the heroic acts of Officer Fisher and extends its sincere appreciation and gratitude to him for the magnificent manner in which he carried out his duties as a member of the Ohio State Highway Patrol."

The Chairman said that he would give the resolution to Trooper Fisher and tell him that the Commission genuinely thanked him.

A resolution extending expression of gratitude to Officer Jeffrey G. Fisher, Ohio State Highway Patrol, was moved for adoption by Mr. Bergsmark, seconded by Mr. Williams as follows:

RESOLUTION NO. 45-1994

"WHEREAS, Ohio State Highway Patrol Officer, Jeffrey G. Fisher, is assigned to the Turnpike District and at approximately at 1:00 a.m. on June 9, 1994, was assisting the Ohio Turnpike Commission maintenance forces in the vicinity of Milepost 227 in Mahoning County;

"WHEREAS, while Officer Fisher was in the westbound driving lane of the Turnpike directing traffic a westbound vehicle disregarded his directions and drove towards Officer Fisher and Turnpike maintenanceman, Peter J. Bettura;

"WHEREAS, without regard for his own personal safety, Officer Fisher pushed Commission employee, Peter J. Bettura, to safety and in so doing was struck by the vehicle suffering serious, multiple injuries including compound fractures of both legs, injuries to his left hand and five fractures of his jaw;

"WHEREAS, Officer Fisher's heroic action, without concern for his own personal safety, saved Turnpike employee, Peter J. Bettura, from serious and perhaps life-threatening injuries;

"NOW, THEREFORE, BE IT

"RESOLVED that the Ohio Turnpike Commission hereby recognizes the heroic acts of Officer Fisher and extends its sincere appreciation and gratitude to him for the magnificent manner in which he carried out his duties as a member of the Ohio State Highway Patrol."

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

Ayes: Mr. Bergsmark, Mr. Williams, Mr. Wray, Mrs. Leever,  
Mr. Fedeli

Nays: None

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 45-1994.

The Chairman said the various reports would then be received and action would be taken on one other resolution, a draft copy of which had been previously sent to the Members and an updated draft also was in the Members' folders. He said the resolution would be explained during the appropriate report. He said that, if there were no further questions, the report of the Secretary-Treasurer 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, August 8, 1994.

1. Weekly Traffic Statistics.
2. Investment Transactions which occurred during August 1994.
3. Draft of the Commission Meeting Minutes of August 1994.
4. Financial Statement for August 1994.
5. Traffic Accident Summary Report for July 1994.
6. Traffic and Revenue Report for August 1994.
7. Service Station Audit Report -- October 1 1993, to June 1, 1994.
8. News Release #18 -- Construction to begin at Exit 15.

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

Mr. Bergsmark said that he intended to bring back from the back burner a review of the Commission's different banking services. He said that within the next 30 days an RFP was going to be put together to examine the Commission's banking services.

Mr. Johnson said he wanted to add that the department heads were working on the preliminary budget for 1995 and it would be ready for presentation at the November meeting.

The Chairman said the report on Budget and Finance was accepted as offered. He ascertained there would be no report on Audit/Legal. He asked Lt. Derr to give a little more background on Trooper Fisher's situation.

Lt. Derr said Trooper Fisher had been at the Hiram post of the Turnpike for 10 years. He said Trooper Fisher had been an excellent officer for those last 10 years. He said he had a lot of dedication from his family and himself. He said Trooper Fisher had been going through some physical therapy and last week he had to have the pin removed from his leg because it broke on him. He said that Trooper Fisher had a little

bit of a setback, but his spirits have been extremely high. He said the Patrol was very proud of him.

The Chairman said Lt. Derr's report was accepted as offered. He said Mr. Johnson would give the report on Service Plazas.

The Chairman said that two Commission Members and several staff members had taken a field trip a couple of weeks back to see refurbished or rebuilt service plazas and similar facilities at the Garden State Parkway in New Jersey, the New York Thruway, the Pennsylvania Turnpike and the Pittsburgh Airport. He said the group left the Cleveland area around 7:00 a.m. and returned about 10:30 p.m. He said the group consisted of Mrs. Leever, Mrs. Linn, Mr. Johnson, Mr. Plain, Mr. Arlow, Mr. Brennan and himself. He said a similar trip might be planned for the future and some other people would be asked to go. He said it was kind of a long day.

The Chairman said the group saw what it liked and also what it didn't like. He said they also saw what probably should be done and also what shouldn't be done. He said he was proud of the Commission's staff which belonged to the International Bridge Tunnel and Turnpike Association. He said that the Commission's staff was able to call fellow members of the association at other toll facilities to set up meetings to discuss their service plazas.

The Chairman said further that the Commission's group was able to meet with those individuals to review reports and share the problems they had in service plaza renovations. He said that just being able to pull into a network of other Turnpike facilities across the country and share their experiences was outstanding. He said Mr. Johnson was a former president of the association. He said the people couldn't have been nicer, warmer and more pleasant. He said he was a big fan of the association and the Commission was going to continue to support it. He said the Commission would continue to send its staff to the I.B.T.T.A. meetings in the future.

The Chairman said that Mr. Johnson would give his report on the trip and then Mr. Brennan could add to it. He said that both of them had completed a report on the trip.

Mr. Johnson said that he had submitted to the Members a report on the tour. He said that, immediately after the tour he had asked the other staff members who were on the tour to give him their comments, which they did. He said he then prepared his report. He said the report gave in detail the sites that were visited.

Mr. Johnson said further that the tour started on the Garden State Parkway in New Jersey. He said the facilities picked to visit were essentially brand-new units that replaced older units similar in age to the ones that were now on the Ohio Turnpike.

Mr. Johnson said further that the first unit visited was at Montvale on the Garden State Parkway, which was on the north end of the parkway near New York City. He said it was a unique plaza in that it was in the median and it served traffic in both directions. He said it was replaced because the original building there had burned down several years ago, so it was replaced.

Mr. Johnson said it was a fine facility which was designed and built for the Parkway by the Marriott Corporation. He said Marriott had a contract to operate it. He said it had a number of restaurant concepts in it. He said it was well laid out and he thought it impressed the Commission's group. He said it was something that the Commission could use as its restaurant contracts expired next year and had to be rebid.

Mr. Johnson said further that from the Garden State Parkway the group went north on the interconnecting New York Thruway to a plaza that was named Sloatsbury. He said it was a brand-new facility that opened just a little more than a year. He said it was probably the biggest service plaza building in the United States. He said it was attractive, but very expensive. He said it cost over \$15 million. He said Thruway representatives were very candid in telling them that they probably wouldn't build such a plaza again

The Chairman said the Sloatsbury plaza was about three times as expensive to build than the Montvale plaza they visited on the Garden State Parkway and the revenues were actually less than the facility in New Jersey.

Mr. Johnson said the Thruway people were very candid in telling them what they considered to be problems with that unit. He said it was probably too big and too expensive. He said it had too many concepts that competed with each other inside the same building. He said there were parking problems because it was hemmed in by a mountain on one side so they couldn't really enlarge the parking lot. He said they had to build a parking garage, which was causing them some operational problems.

Mr. Johnson said further that the group next went to the Pennsylvania Turnpike to see two units. He said one of them was the King of Prussia Plaza in the Philadelphia area. He said it was a renovated building and it had been reopened in February. He said the building contained a McDonald's, an Oscar Meyer Hotdog factory and a Breyer's Ice Cream Shop. He said it was an attractive facility, but it was still in the old shell of the original building. He said a number of problems were encountered while renovating the building, which were not foreseen. He said Pennsylvania Turnpike officials said they probably wouldn't renovate something like that again. He said that, actually, the cost of the renovation was almost the same as a replacement unit, which they went to next. He said it was the Brandywine Plaza. He said it also was in the

Philadelphia area and about 20 miles from the King of Prussia Plaza. He said both plazas were westbound.

Mr. Johnson said further that the Brandywine Plaza was a Marriott operation. He said it was a total rebuild. He said the concepts it had were similar to the ones that Marriott had at Sloatsbury and at Montvale.

Mr. Johnson said further that the group's final visit was to the Pittsburgh International Airport. He said that, although it was certainly not a toll road, it was a brand-new facility, opened a little more than a year ago. He said the group went there to look at the concession operations and the service operations inside the terminal.

Mr. Johnson said further that there was a very interesting arrangement at the terminal concerning the retail stores located in it. He said the stores were independently operated, but managed and administrated by a corporation called BAA, which is British Airport Authority. He said it is a company from the United Kingdom that operated facilities at airports such as at Heathrow and Gatwick. He said the Pittsburgh Airport was their first contract in the United States. He said BAA negotiated for those retail stores and administered them in a very competitive way. He said the stores were totally independent of one another, which was a little different than the toll road operations. He said that at the toll roads there was a master contract and then the master contractor brought in the various franchises and their concepts.

Mr. Johnson said that, unfortunately, BAA was not interested in doing a similar thing on toll roads in this country. He said the group did receive some very interesting information as a possible way the commission might proceed on replacing the Turnpike's 16 service plaza buildings, or at least getting new contracts to operate them next year.

The Chairman said that in New York and New Jersey the Marriott Corporation was the master franchiser. He said they operated every concept in the plazas. He said they had a Sbarro's Pizza, a Burger King and Mrs. Field's Cookies. He said that, on the other hand, BAA went into airports and got the best retailer of each kind. He said the retailers were not allowed to charge any more for the merchandise than similar stores in the same vicinity. He said their whole concept actually increased their sales per customer six fold. He said BAA guaranteed the airport authority 40 cents per airline passenger as a minimum and the percentages went up as the sales went up.

The Chairman said further that what happened was that people could stop to buy a Coke and do some shopping. He said it was actually a mall within the airport terminal. He said that when people knew that they were not going to pay anything more than the going rate at their local department store they tended to shop when they had flight layovers.

The Chairman said that, obviously, that was totally different than what occurred on the Turnpike service plazas. He said that people were not sitting around for layovers for an hour and a half to two hours like they did at the airport. He said that, at least conceptually, it was a completely different concept. He said that BAA thought by having different operations they created more competition and actually got the best within each concept.

The Chairman said further that it was something to see. He said it was kind of state of the art. He said that Cincinnati had done it in one wing in their airport, which he saw Friday night. He said Orlando Airport was doing the same thing.

Mr. Bergsmark said it seemed like the service plazas the group looked at outside Pittsburgh were Marriott controlled. He said he had to assume that there were some other Turnpike service plaza restaurants not operated by Marriott that the Commission might want to review.

The Chairman said that McDonald's also was a competitor in that marketplace. He said that he thought in New York they built mini-food courts in the busy facilities and operated a McDonald's and a little gift shop or general store in those with less traffic.

The Chairman said further that in New York the Thruway Authority commissioned an architect to take some of the nice things there were in New York State and had each Thruway facility kind of blend into the local architectural surroundings. He said it was aesthetically nice, but a little expensive. He said that on the way home he got some people mad because he said the Commission was not going to let engineers, architects, or attorneys make business decisions. He said they were going to have business people make business decisions.

The Chairman said that the tour group saw something in New York that conceptually started off to be nice, but all of a sudden \$15 million was spent to make it look like some lodge in the Adirondacks. He said he figured that if someone wanted to go to a lodge, go to a lodge. He said it was good to make the facilities nice, but don't get carried away.

The Chairman said that another trip would be scheduled and he would ask some of the other people to go. He said that perhaps Mr. Bergsmark, Mr. Williams, Mr. Wray or Mr. McGrath would like to go on a similar tour. He said that perhaps before it was all done another trip to the Garden State Parkway would be taken because he thought everyone agreed that the Montvale Plaza made sense.

The Chairman said further that it also had modular walls so that, if the food concept changed, interior modifications could be made with little effort. He said the



new service plaza buildings would be constructed for use in the next 30 to 40 years. He said no one knew what the newest hot food concept was going to be even five years from now.

Mr. Bergsmark said he didn't think the Commission should get locked in to a long-term contract with any one individual vendor. He said that if it did it would not be able to change when change was required. He said the Commission should do whatever was necessary to assume future flexibility.

The Chairman said that the Marriott Corporation had made a significant investment in some of the facilities they visited so they wanted long-term contracts. He said the Commission would evaluate all concepts available before making any decisions.

Mr. Bergsmark said he thought the Commission should have the flexibility to change concepts on a five-year basis rather than wait ten years. He said he knew that if someone wanted to put a capital investment in such a venture they wanted to lock it up for a long time.

The Chairman said Mr. McGrath was looking at the situation of obtaining more land because it made sense, if the Commission had the room, to build new facilities as the old ones were still operating. He said that some of the facilities they visited actually closed down or operated temporary trailers while the new or renovated structures were under construction. He said they ended up losing repeat business during those periods.

The Chairman said further that a number of people who remodeled facilities said that it would have been better to tear down the old buildings and start from scratch. He said that, although the outside of the renovated buildings looked nice, there was only so much that could be done to the interiors because of existing walls. He said there was one facility in the Philadelphia area where you couldn't see everything when you walked in. He said that, by contrast, the new facilities had mini-food courts which were very open, very airy and all the concepts could be seen.

The Chairman said further that they actually doubled their sales in New Jersey with the new facility.

Mr. Wray asked if the tour group had to pay tolls when they visited the other roads.

Mr. Plain said the group was picked up by a van at each location and tolls didn't need to be paid.

Mr. Johnson said the group was met by their counterparts at those other toll roads.

The Chairman said the people couldn't have been nicer. He said they were willing to open up to their mistakes. He said it just made a lot of sense to belong to the I.B.T.T.A. to meet those people at meetings and talk about their problems. He said you typically found out that they were not new or unique.

Mr. Johnson said that in his report to the Commission his recommendation was to replace all the existing service plaza buildings. He said it was important to acquire additional land at the plazas if the Commission planned to build new buildings while keeping the old ones operating. He said that, although the current contracts didn't run out until December 1995, it was not that far away and a plan for the plazas should be decided upon very soon.

Mr. Johnson said further that at the New Jersey facility, which everyone seemed pleased with, representatives said their probable mistake was making it too small for long-range purposes.

The Chairman asked Mr. Brennan if he had any comments on the tour.

Mr. Brennan said that at the New Jersey plaza he was amazed that the price of gasoline in New Jersey was 20 cents less a gallon than in New York. He said that, since the people in New York could get on the Garden State Parkway without paying a toll, it was not uncommon for them to fill up their gas tanks and stop for something to eat. He said he didn't think it could happen on the Ohio Turnpike. He said the plazas also had become a destination for local people who could get on and off the Parkway for free.

Mr. Brennan said further that he thought the idea of necessarily deciding to knock down all the existing service plaza buildings on the Ohio Turnpike and build new ones was too severe a step. He said he was more inclined to think the busiest ones, roughly those from Toledo and east, would be the ones to be rebuilt. He said the first four or six plazas on the western end of the Turnpike were adequate to accommodate modifications without rebuilding at that particular point in time.

Mr. Johnson said that he suggested rebuilding because the buildings were 40 years old and operational problems were being encountered at all of them.

Mrs. Linn said the service plaza buildings looked good on the outside, but there were lots of mechanical problems at all of them.

Mr. Plain said that the buildings were 40 years old and new roofs were needed on all of them. He said the electrical, mechanical and drainage systems were all old. He said that, if new restaurant concepts were introduced, he would rather see them in new buildings.

Mr. Williams asked if the staff maintained regular reporting systems regarding the condition of those facilities.

Mr. Plain said that was done on a regular basis.

Mr. Williams said that at some point an evaluation of the buildings could then be made to determine whether to demolish them completely or to add or to renovate.

Mr. Johnson said the buildings were being inspected at that time or may have already been inspected by the Commission's consulting engineer. He said he had asked Mr. Fleischman to take a special look at the conditions of the buildings during that year's inspection because proposals to modify or rebuild them. He said he would ask Mr. Fleischman to comment on the inspection.

Mr. Fleischman said the inspection of the interiors of the buildings would not be done until after the summer rush.

The Chairman said that Mrs. Leever said she liked the idea of having the men's and women's restroom at each end of the service area, which actually forced individuals to go through the food court.

The Chairman said that the authority that operated the Garden State Parkway also ran an entertainment facility known as the Art's Center. He said he didn't think the Commission would be going into that business, but it was interesting to see.

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

Mr. Disantis said that the Chairman was continuing his meetings with the various employee groups. He said they were informal meetings and attendance was voluntary. He said the whole feeling on them had been very positive. He said they hadn't turned into gripe sessions. He said they had been informative. He said the employees appreciated very much the time that the Chairman had been devoting to them.

Mr. Disantis said further that, at the Chairman's request, the other Members would each have a short compilation of the suggestions and recommendations that were most often heard from the various groups. He said that one suggestion came from the Chairman and that was for a suggestion box. He said that sign shop

employees were nice enough to build that box. He said the box would be hung in the administration building that week.

Mr. Disantis said further that the Chairman's next meeting with employees would be held at 4:30 p.m. the day after the Commission meeting. He said that additional meetings would be scheduled to accommodate those employees who didn't work the regular daytime hours. He said that, of course, any of the other Members could attend the meetings and they were welcome to do so.

Mr. Williams asked if the submissions to the suggestion box were anonymous.

The Chairman said they could be either way. He said the Commission also was trying to work out a reward system for the suggestions. He said that the newsletter, which used to be done, would be brought back. He said it was hard to keep the Commission's 1100 employees informed of what was going on at the Turnpike because they were so spread out at various locations along the road. He said it was nice to communicate and tell them what was happening.

The Chairman said further that he would go through some of the things that were brought up most often in the meetings. He said some Turnpike travelers kept missing the exit for Cedar Point. He said some drove past it and ended up in Michigan still looking for it. He said someone suggested there should be a sign saying travelers just missed Cedar Point.

The Chairman said further that there was a suggestion to add a third land in each direction on the Turnpike due to the high traffic volume. He said the Engineering Department was studying that proposal. He said there were some problems with garbage along the roadway.

The Chairman said further that there was some talk about the service plazas and whether or not the Commission would consider putting hotels at some locations. He said there was a suggestion to put pretty wildflowers along the Turnpike. He said others talked about the new computer system and the need for better instructions on it.

The Chairman said further that other items discussed were the posting of news articles, additional storage rooms and the problem with people trying to use the restrooms when they got off the Turnpike to pay the toll and saying they were emergencies. He said he didn't have a ready solution to that problem.

The Chairman said further that there was some discussion about cash machines. He said people wanted that service on the Turnpike. He said additional topics were permanent changeable message signs, bringing new maintenance employees to the

administration building for a tour and better traffic contact for Cedar Point and Sea World.

The Chairman said further that there were calls for upgrading the sewer and water plants, and positive pressure to clean the air in the toll booths, which Alan Plain was looking into when they were remodeled or rebuilt. He said some asked that meetings with the executive staff be scheduled so that they met with employees and visit the maintenance buildings and the toll facilities.

The Chairman said that he talked for about ten minutes at the beginning of the meetings and then asked those in attendance for their recommendations, comments, suggestions, complaints or problems. He said that he asked them about what they heard from those driving the Turnpike regarding what they wanted. He said those from toll collection wanted more information to pass on to the patrons on what was happening with the road conditions.

The Chairman said further that they also talked about certain locations where the signs were confusing. He said they spoke of drivers continually making mistakes due to not reading information signs. He said these were requests for gates to employees' parking lots and, as a safety measure, more checks of toll plazas by the Patrol during late evening or early morning hours.

The Chairman said further that there was some talk about the 12-hour shifts worked by the maintenance crews during periods of snow and ice removal. He said that, eventually, a note would be sent to all employees concerning the suggestions and comments. He said that some of them were being acted on by the appropriate departments. He said that if any of the other Members wanted to attend further meetings he would advise them of the dates and times.

Mr. Williams asked if there was a sign on the Turnpike informing patrons of the administration building's location.

Mr. Johnson said that there was not such a sign because the Commission didn't want the general public using the facility.

The Chairman said another suggestion that came up was placement of small rest areas beside the road like they had on the Pennsylvania Turnpike. He said they would not be put on the Ohio Turnpike because they were dangerous.

The Chairman said further that it was amazing that the same things kept coming up at the various meetings. He said that, again, the best ideas were coming from customers and from your employees.

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

The Executive Director said the Members had before them a resolution entitled "Resolution Rejecting Proposals for Weather/Road Condition Monitoring and Forecasting System under Contract No. 38-94-07." He said some units of the system were in place and working very well. He said it helped in monitoring weather conditions, especially in the wintertime. He said the system enabled the maintenance crews to be called out at the right time and right place for snow and ice removal.

The Executive Director said further that, unfortunately, the proposals to complete the system from the two firms that submitted them did have some problems with them. He said his recommendation was that the Commission reject the two proposals and issue a new request for bids as soon as possible so that the system could be completed sometime for the winter season. He said he would not read the Whereases but would read the Resolveds as follows:

"RESOLVED that the bids received in response to the RFP to furnish a Weather/Road Condition Monitoring and Forecasting System be and hereby are rejected, and the executive director and general counsel are authorized and directed to notify the bidders of such rejection;

"FURTHER RESOLVED that the chief engineer is directed to continue to study this RFP and to adjust the RFP, where necessary, preparatory to readvertisement."

The Chairman asked if a resolution to award the contract for the system would be ready by the next Commission meeting.

The Executive Director said he hoped such a resolution would be ready for the next meeting.

The Chairman asked Mr. Plain to explain the basic problems found in the bids.

Mr. Plain said one of the responses was late and the other was a lot more expensive than expected. He said the staff wanted to go out again in a bidding fashion. He said that requests for proposals were solicited the first time, but now the staff would be seeking actual bids.

Mr. Wray asked if there were technical problems with the bidding process.

Mr. Plain said there were technical problems and he thought Mr. McGrath had some problems on a legal basis.

Mr. McGrath said the Commission only had two submissions and the second one was late. He said that, therefore, the Commission couldn't give it consideration. He said there was a great disparity in price and great confusion in analyzing them as to exactly what they wanted to do. He said he wasn't sure that they had even complied with the proposal.

Mr. Wray asked if the staff could write the specifications for the hardware, software and monitors.

Mr. Plain said they could in a general manner. He said there already was a test installation of a system on the Turnpike, which gave one of the bidders a slight advantage.

Mr. Wray asked if the equipment was in place at bridges or on the roadway.

Mr. Plain said that it was in place on both. He said the staff wanted the equipment on the Turnpike's major bridges since the bridges froze sooner than the regular pavement because they were noninsulated.

Mr. Wray asked if the system provided pavement temperature.

Mr. Plain said the system provided pavement temperature and ambient temperature. He said that a lot of time all that was received from the weather service was the ambient temperature. He said that if the ambient temperature was very low one might think salt application was necessary. He said that, many times, the pavement temperature was much higher so that salt was not necessary. He said that if the individual did not see that situation then applied salt would be wasted.

Mr. Wray asked if the system also provided information about pavement moisture.

Mr. Plain said the system gave the moisture content. He said it also gave a factor of how much solution was already on the pavement. He said that could be correlated to determine if additional salt was needed.

Mr. Wray asked if the system was monitored in the administration building.

Mr. Plain said it was monitored in the radio room.

Mr. Wray said he was asking questions about the system because ODOT was beginning to become involved in it. He asked where the test installations were located on the Turnpike.

Mr. Plain said there was one at the Cuyahoga River bridge area and one in the Amherst area. He said they had been in operation for probably two years. He said the staff had been evaluating them to see what kind of information could be obtained. He said the staff was happy with the system.

Mr. Wray asked if the two locations were both bridges.

Mr. Plain said one sensor was on a bridge and one sensor was in the pavement. He said there also was a wind velocity tower and transmitter at each location. He said that the sensor on the bridge let the staff know of cases when the ambient temperature was high, but the bridge deck was freezing. He said the sensor provides information to determine when to put salt down since the bridge deck freezes sooner than the pavement. He said it also provided information on when to stop applying salt. He said he read a magazine article about a similar system used in Chicago during a major snow storm that resulted in a savings in salt costs that probably paid for the system.

Mr. Wray asked if, after the contract was awarded, the system would be installed for the upcoming winter.

Mr. Plain said it was the staff's intention to get the system installed very quickly. He said that the delivery date would be moved back so that it would be ready to use in the winter.

Mr. Wray asked if the system would be in place at 16 locations.

Mr. Plain said it would be at 16 locations depending on what company got the contract because the systems weren't compatible. He said that if Vaisala, Inc., which provided the equipment for the two test installations, got the contract they would put updated equipment at those sites and 14 others. He said that if another company was awarded the contract they would have to replace the test equipment and give the Commission new equipment for 16 locations.

Mr. Wray asked if the equipment at the 16 locations would give the staff a weather reading on a percentage of the total turnpike.

Mr. Plain said the 16 locations would provide weather information from the Indiana line to the Pennsylvania line. He said the equipment would tell the staff where a storm is moving from section to section. He said the information would come into the administration building and, eventually, with the computer system, it would be sent out to the maintenance sections.



A resolution rejecting proposals for weather/road condition monitoring and forecasting system under contract No. 38-94-07 was moved for adoption by Mr. Wray, seconded by Mrs. Leever as follows:

RESOLUTION NO. 46-1994

"WHEREAS, on August 8, 1994, the Commission issued a Request for Proposal (RFP) to furnish a Weather/Road Condition Monitoring and Forecasting System at fourteen locations along the Ohio Turnpike, which project has been designated Contract No. 38-94-07;

"WHEREAS, proposals were received on September 2, 1994, from two firms to perform this contract and such proposals were reviewed by the Commission's chief engineer and other members of the Commission's staff;

"WHEREAS, under the terms and conditions of the bidding documents for Contract No. 38-94-07, the Commission has reserved the right to reject any and all proposals; and

"WHEREAS, it is the recommendation of the executive director, chief engineer and general counsel that the proposals received pursuant to the RFP to furnish a Weather/Road Condition Monitoring and Forecasting System be rejected and that additional studies be made of this project;

"NOW, THEREFORE, BE IT

"RESOLVED that the bids received in response to the RFP to furnish a Weather/Road Condition Monitoring and Forecasting System be and hereby are rejected, and the executive director and general counsel are authorized and directed to notify the bidders of such rejection;

"FURTHER RESOLVED that the chief engineer is directed to continue to study this RFP and to adjust the RFP, where necessary, preparatory to re-advertisement."

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

Ayes: Mr. Wray, Mrs. Leever, Mr. Williams, Mr. Bergsmark,  
Mr. Fedeli

Nays: None

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 46-1994.

The Executive Director said he would close by mentioning that there was a paving project under way at the Niles-Youngstown (No. 15) Interchange. He said it was the second part of what was the mainline project, which was finished before the end of June. He said the paving project had required the closing of some of the ramps at certain phases. He said there were three phases of the project, but detours had been set up that included interchanges 14A and 14B at Lordstown. He said that everything had been working fairly smoothly.

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

Mr. Brennan said that starting at the west and moving east the Commission's work to satisfy the requirements of Army Corps of Engineers continued. He said the Corps' wetlands biologist was scheduled to meet with the Commission's design engineers and others at the site on October 5 and 6. He said the Fulton County Commissioner and other interested parties have been informed and would be kept up to date on the situation. He said a positive letter writing collection would be started relatively soon.

Mr. Brennan said further that the engineering was proceeding on the State Route 51 (5A) interchange in Ottawa/Sandusky Counties. He said that one change that had been dictated by the design had been the placement of the toll booths on the south side of the Turnpike, as opposed to the north side, or in Sandusky County as opposed to Ottawa County.

Mr. Brennan said further that construction was proceeding on the State Route 4 (6A) Interchange in Erie County. He said it was possible that project would be completed by November 30th as originally planned. He said that would be in spite of the delay in delivery of the bridge steel. He said that it was too early to make that determination, but it was progressing nicely.

Mr. Brennan said further that the design engineering continued at the Baumhart Road (7A) Interchange in Lorain County. He said it would be necessary for the Commission to coordinate its design plans with the Army Corps of Engineers at the State Route 58 Interchange in Lorain County. He said the project would involve 4.8 acres of wetlands. He said the wetlands procedure would probably delay the project. He said that the Commission's Chief Engineer and Staff Design Engineer were in Buffalo, New York that day to meet with the Corps of Engineers representatives to discuss the situation.

Mr. Brennan said further that the access point study for the Interstate Route 77 Interchange in Summit/Cuyahoga Counties had been submitted to ODOT. He said ODOT was in the process of accepting comments. He said ODOT would then forward the study to the Federal Highway Administration for approval.

Mr. Brennan said further that construction continued on the State Route 44 (13A) Interchange in Portage County. He said that it was difficult at that time to determine exactly when the interchange would be completed. He said that, obviously, the weather was involved.

Mr. Brennan said that Bob Arlow was the Commission's Construction Coordinator and he monitored the construction projects closely. He said that it would seem to him that it would make good sense in the future for him to report on those interchanges that were under construction. He said he was getting his information from Mr. Arlow anyway and Mr. Arlow was perfectly capable of presenting it.

Mr. Brennan said further that the Commission had submitted its access modification report to ODOT District 4 for approval of the proposed interchange with County 18 in Mahoning County. He said the modification would require only ODOT approval so he expected a prompt, favorable response. He said Representative Gerberry did some lobbying on Director Wray before the meeting and, as a result of that lobbying, Mr. Wray put in the word "very". He said it now read, "We expect a very prompt, favorable response." He said he would like the record to clearly show that the "very" was Mr. Wray's comment and not his.

Mr. Brennan said further that the Commission was preparing an RFP for an access point study for the proposed interchange with State Route 11 in Mahoning County. He said that study also would be submitted to ODOT for approval and it should receive a prompt response.

Mr. Brennan said further that the task force for the Maumee River crossing at Toledo met on September 8th, the first such meeting since April 7. He said the environmental impact study continued to be developed and the preliminary final draft was expected in March. He said the final statement should be ready for submission to ODOT by October 31, 1995.

Mr. Brennan said further that work on a major investment study had begun and it was to be submitted to ODOT by December 31, 1994. He said the access point study was scheduled to be submitted to the FHWA in February 1995.

Mr. Brennan said further that public hearings to receive citizen input regarding the fate of the existing draw bridge, the Craig Bridge, and the issue of a high-level

bridge versus a terminal would be held in Toledo on November 16 and 17. He said there probably would be considerable public controversy over those two issues.

Mr. Brennan said that, assuming all the previously mentioned schedules were kept, design engineering would begin about May 1, 1996. He said the probability that all those schedules would be met, so that design work could start, was not great.

Mr. Brennan said further that on August 31 and September 1 the Ohio Turnpike Commission, ODOT, Federal Highway Administration and OCDC held a partnering workshop at Salt Fork State Park close to Cambridge for the Great Lakes/Mid-Atlantic Corridor. He said that about forty people participated, including eight from the Commission. He said they were the Executive Director, Deputy Executive Director, Chief Engineer, Staff Design Engineer, Construction Engineer, Construction Coordinator, Right-of-Way Coordinator and himself.

Mr. Brennan said further that, in his opinion, the results of the workshop would have long term beneficial results. He said he thought it was a very good meeting. He said that it was entered into objectively by all concerned and he thought it was good.

Mr. Brennan said further that OCDC had been active in the past month, especially in the area of collecting information and contacting various local agencies. He said he thought it was probably safe to say that they had contacted about everyone who had any input into that proposed project at least once.

Mr. Brennan said further that the status of the four tasks was as follows:

1. The consultant selection was about 35 percent complete.
2. Preliminary corridor selection was about 40 percent complete.
3. Preparation of study manuals approximately 10 percent complete.
4. Traffic and economic data, which was only started about two weeks ago, was about 2 percent complete.

Mr. Brennan said further that, to date, the Commission had a financial commitment to the project of approximately \$1.5 million.

Mr. Wray said that he wanted to point out that the Turnpike was classified as an interstate highway. He said that all those studies that had to be submitted to ODOT were not because of ODOT policy, but because of federal-interstate policy.

Mr. Brennan said that it had been his experience that ODOT had been most cooperative. He said they had gone through hoops on several occasions for him. He said he thought that attitude was outstanding. He said he was especially impressed by Gordon Proctor and Chris Runyan at Salt Fork.

The Chairman said everyone needed to realize that if ODOT was a company it would be a Fortune 500 company. He said he had 7,000 to 8,000 employees and a budget of about \$1.5 billion. He said that if ODOT was a company it would probably be one of the largest in Ohio. He said they were doing all the right things with Total Quality Management.

The Executive Director said that, before leaving the subject of the Great Lakes/Mid-Atlantic Corridor, he wanted to say that OCDC did prepare their monthly report for August. He said it was sent to the Members along with the agenda for that meeting. He said it detailed what Mr. Brennan had just covered. He said Mr. Becker and Mr. Cobb were at the meeting in case there were any specific questions about the status of the project.

The Chairman said the Commission had asked for a monthly report to keep track of what was going on.

The Executive Director said that he could verify that OCDC had been very active and very busy. He said it was a wonder that they squeezed out enough time to be at the Commission meeting because they had been covering the entire state and along the corridor. He said Mr. Cobb had been a lot of places in the last two months.

The Chairman said he wanted to read a part of Mr. Brennan's tour report which he thought was kind of funny.

"Pittsburgh, Pennsylvania Airport. Magnificent facility. Other than the grand scale food court, no application to our operations. I am glad we stopped. The management concept is worth looking into, in my opinion."

The Chairman said the report of the Development Coordinator was accepted as offered. He said the report of the consulting engineer would be received.

Mr. Fleischman said Greiner had completed their annual inspection of the facilities with the exception of the service plaza buildings. He said that in a meeting with Mrs. Linn and Mr. Johnson it was decided to wait until after Labor Day to start inspection on those facilities, just because of the traffic. He said the annual report was due by October 1st.

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

Mr. Lamb said that August 15 was the first scheduled interest payment on the Turnpike revenue bonds and everything went fine. He said the monthly process whereby the Commission remitted its monthly installment to the trustee and the trustee

immediately invested those funds was working very smoothly, thanks to Mr. Rudolphy and his staff. He said he had found them very cooperative and enjoyable to work with.

Mr. Lamb said further that investment income earned during the first six months on the debt service reserve fund and the interest fund enabled the Commission to take a credit against its September interest installment of about \$293,000. He said that most of that investment income was earned on the debt service reserve fund which was invested at the recommendation of Mr. Reis when the deal was closed in March.

The Chairman said the report of the trustee was accepted as offered. He ascertained there would be no report from the Financial Advisor. He said the report of General Counsel would be received.

Mr. McGrath said that, as he indicated at the last meeting, the Commission had been successful in Common Pleas Court with the Wyse case. He said that case, which could impact the County Road 24/State Route 66 interchange, had been moved to the Court of Appeals. He said that, even though he expected to be successful, the matter was still open.

The Chairman said the report of General Counsel was accepted as offered.

The Chairman said he had a couple of things to add. He said a report was being prepared that would be sent to all of the legislators to let them know what the Commission was doing. He said he thought it was a good idea from time to time, in addition to the reports prepared for the oversight committee meetings.

The Chairman said that the report would reflect back on the Commission's first eight months of the year. He said he expected 1994 to be a better year than 1993, which had been a great year for the Commission. He said a report from the Comptroller showed that the Commission's revenues for eight months were \$73.8 million or \$7 million over the same period in 1993. He said there were 27.2 million vehicles on the road, up 1.6 million over 1993. He said the revenue total in 1993 was \$99.7 million and it looked like the total for 1994 would be about \$104 million. He said the vehicle total would be 38 million.

The Chairman said further that new interchanges at State Route 4 and 44 were going to be opened in late fall of 1994. He said the Mid-Atlantic Corridor was going quite well.

The Chairman said further that looking back just a few months, it looked like it was a good decision for the Commission to sell its bonds when it did and how it did. He said the Commission got good interest rates ranging from 3.75 to 5.75.

The Chairman said further that the Commission's new contract with Sun Oil Company was generating an additional \$1.5 million a year in profits. He said the Commission was looking at its restaurant concession contracts, which expired in 1995. He said he had a number of meetings with the employees. He said he thought there were a lot of good things going to happen to the Turnpike. He said he predicted that 1995 would be better than 1994.

There being no further business to come before the Commission, a motion was made by Mr. Bergsmark, seconded by Mrs. Leever, that the meeting adjourn until the next meeting on October 11 at 10:00 a.m.

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. Wray, Mr. Williams, Mr. Fedeli
Nays:	None

The Chairman declared the meeting adjourned. The time of adjournment was 11:23 a.m.

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



---

Allan V. Johnson  
Assistant Secretary-Treasurer