

# MINUTES OF THE 403rd MEETING OF THE OHIO TURNPIKE COMMISSION

November 14, 1994

Pursuant to the bylaws, the Ohio Turnpike met in regular session in the Administration Building at 682 Prospect Street, Berea, Ohio, at 10:23 a.m., on November 14, 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; one member of the media, David Patch, The (Toledo) Blade; and others in attendance.

The Executive Director said that Mr. Fedeli had been delayed and was en route to the meeting. He said that Mr. Bergsmark, as Secretary-Treasurer would open the meeting. He said that any official action of the Commission would be held off until a quorum was present.

Mr. Bergsmark said he welcomed those in attendance to a preview of the 403rd meeting of the Ohio Turnpike Commission. He said that some reports would be given after everyone had identified themselves. He said that, after the Chairman arrived, the meeting would come to order and action would be taken on the various resolutions.

Mr. Bergsmark asked those in attendance to identify themselves as follows: David Patch, The (Toledo) Blade; John Lavelle, Key Corp.; Jim Conroy, Porter, Wright, Morris and Arthur; Rob Fleischman, Greiner Engineering; Bob Arlow, Construction Coordinator; Gillett Cobb, OCDC; Tom Tarantino, Climaco; Joe Rice, Rice Associates; Lou Disantis, Director of Administrative Services; Paul Sciria, Sciria and Associates; Pat Patton, Government Liaison Officer; Paul Ash, O.S.H.P.; Heidi Jedel, Information and Research; Gordon Reis, Seasongood & Mayer; Steve Wood, Paine Webber; Lois Scott, Donaldson, Lufkin and Jenrette; Anthony Palombo, Legal Department; Joe Disantis, Legal Department; Sharon Isaac, Staff Counsel; Don Sharp, Director of Operations; Barbara Lesko, Executive Director's Secretary; Leah Fox, ODOT; Diane Pring, Legal Department; and Frank Lamb, Huntington Trust.

Mr. Bergsmark said he would give his report as Secretary-Treasurer.

Mr. Bergsmark said the following listed items had been sent to the Members since the last regular meeting of the Commission, October 11, 1994:

1. Weekly Traffic Statistics.
2. Draft of the Commission Meeting Minutes of October 11, 1994.
3. Investment Transactions which occurred during October 1994.
4. Financial Statement for October 1994.
5. Traffic Accident Summary Report for September 1994.

6. Traffic and Revenue Report for October 1994.
7. Budget and Expense Report - First 9 months of 1994.
8. Copy of Commission's Policy on Sexual Harassment.

Mr. Bergsmark said also that he wanted to announce that the Commission was finalizing the RFP for its banking services. He said the RFP's should be going out to the different financial institutions within the next 30 to 45 days. He said that if anyone wished to be on the RFP list they could contact Craig Rudolphy.

Mr. Bergsmark ascertained there would be no report for Audit/Legal. He said Senator Gaeth was not present, but Mr. Johnson would report on Service Plazas.

Mr. Johnson said that, as the Commission knew, the contracts for the operation of the service plaza restaurants expired a little more than a year from that time. He said that, although that sounded like a long time, it was not because the Commission would have a major renovation or total replacement of those units.

Mr. Johnson said further that the Commission Members and some of the staff had been visiting service plaza restaurants on other toll roads around the country. He said the staff also had been meeting with potential operators from the restaurant industry. He said he expected that a bidding package would be available early in 1995. He said that, once bids were received, they would be analyzed.

Mr. Johnson said further that there was a great deal of interest in the project. He said the Commission was looking at an opportunity to replace and change the restaurants to bring them up-to-date in the food service industry. He said he expected that the Commission would wind up with long-term contracts in order to amortize the significant investment in replacing the 16 units.

Mr. Johnson said further that he, Mr. McGrath, Mr. Plain, Alice Linn, and Sharon Isaac had been the key staff members who were working on the project. He said he would ask Mr. McGrath if he wanted to add anything at that point.

Mr. McGrath said the current draft was dated November 2nd. He said the staff continued to meet with restaurant operators and there was also a survey of Turnpike patrons going on at that time. He said representatives of Sun Oil were coming to the administration building that week. He said that once everything was brought together the staff would be ready to make a firm recommendation to the Commission as to the course to take.

Mr. Johnson said that Sun Oil was not actually a restaurant operator, but they were the Turnpike's current service station operator. He said they had expressed an interest in a combination or joint operations arrangement involving them and a restaurant operator.

Mr. Bergsmark said the report on Service Plazas was accepted as offered.

Mr. Bergsmark said that under Budget and Finance there was a resolution adopting the Commission's preliminary budget of revenues, expenditures and deposits for 1995 which would be addressed when the meeting was officially opened.

Mr. Bergsmark said that the Commission's trust agreement required that a preliminary budget had to be submitted to the Commission in November and a final budget had to be adopted in December or January. He said the preliminary budget for 1995 was very conservative. He said pledged revenues were projected at \$98,728,657, which was up about 3.6 percent over last year's budget. He said the total operations, maintenance and administration expenses would be about \$68,174,093, up 3.4 percent over 1994.

Mr. Bergsmark said further that he and Mr. Brennan had been looking at the figures and projected that total revenues for 1995 would be about \$110 million.

Mr. Bergsmark said that Mr. Johnson had projected that revenues would even be as high as \$113 million. He said the preliminary budget showed the amount allocated for bond interest funding and bond principal funding was about \$8.6 million. He said the renewal and replacement fund requirement was \$6 million and the transfer to system projects fund was another \$15 to \$16 million. He said the Commission would be receiving the detailed budget breakdown for comments and then there would be discussions before adoption of the new budget. He said that when the meeting was opened a vote would be taken on the resolution.

Mr. Bergsmark said the report on Employee Relations would be received.

Mr. Disantis said that there wasn't a formal report, but he wanted to comment that the Chairman continued to have meetings with the employees. He said that, although the meetings could not be held during working hours there had been a good response from employees who were coming in on their own time and at their own expenses. He said a meeting had been held at the administration building last Wednesday and there was one scheduled that Wednesday at 10:30 a.m. He said it was the last of those series of meetings.

Mr. Disantis said there would be some meetings planned for the future and he believed they would be held at facilities on the Turnpike, rather than at the administration building. He said the whole tenor of the meetings was very positive.

Mr. Bergsmark said the report on Employee Relations was accepted as offered. He said the report of the Executive Director would be received.

Mr. Johnson said that he would hold off on introducing some of the resolutions until later, but there were a couple of other items he wanted to cover. He said last week

he and Mr. Plain visited the headquarters of the Pennsylvania Turnpike in Harrisburg. He said the purpose of the visit was to explore the possibility of combining some of the operations and functions of the Ohio Turnpike's Eastgate Toll Plaza and the Pennsylvania Turnpike's West Point Toll Plaza.

Mr. Johnson said further that they both were barrier-type plazas where traffic had to stop on the road, pay the toll, travel into the other state and get an entrance ticket. He said the Commission was in a major program of renovating or replacing the older toll plaza buildings, including Eastgate. He said that at the end of November it would have been opened for 40 years. He said he thought it would be extremely advantageous to explore at that time whether there might be a way to combine facilities and functions in such a way that traffic only had to stop once.

Mr. Johnson said further that, in other words, traffic exiting one of the roads might be issued the entrance ticket for the other road. He said the Ohio and Pennsylvania Turnpike had similar classification systems in that both were the only ones in the U.S. that classified vehicles by weight. He said there were slightly different weight classifications on the two roads, but staff members from both Commissions were sure the classifications could be combined so that there would be only one stop required.

Mr. Johnson said further that, by doing what he had described, long traffic delays to pay tolls or to be issued a ticket at both borders could be eliminated.

(At this point, Mr. Fedeli entered the meeting room.)

Mr. Johnson said further that some determination would be made by early in 1995. He said it would not be in operation at that time, but it would be done in combination with the automating of all the Turnpike's entry lanes.

Mr. Williams asked if other states had done similar consolidations on their toll roads.

Mr. Johnson said that had not quite been done, but there was an effort at other toll road systems to do that. He said it would be done through the new state-of-the-art electronic toll collection systems where traffic didn't stop at all.

Mr. Bergsmark said he wished to inform the Chairman that he had given a preview of the 403rd Commission meeting. He said reports had been received from the Secretary-Treasurer, Budget and Finance, Audit/Legal, Service Plazas, Employee Relations and a partial report from the Executive Director.

The Executive Director said he suggested the Chairman start the meeting from the beginning since the roll had yet to be taken.

Present: Ronald V. Gerberry, Earl W. Williams, Edwin M. Bergsmark,  
Umberto P. Fedeli

Absent: M. Ben Gaeth, Jerry Wray, Ruth Ann Leever

A motion was made by Mr. Williams, seconded by Mr. Bergsmark, that the minutes of the meeting of October 11, 1994, 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. Williams, Mr. Bergsmark, Mr. Fedeli

Nays: None

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

Mr. Johnson said that Mr. Bergsmark had already covered the background on the two budget resolutions that were before the Commission. He said the first was a resolution to adopt the preliminary budget for the year 1995 to comply with a provision of the trust agreement. He said it was a preliminary budget and he was sure there would be further refinements in it before a final budget was up for adoption at the next Commission meeting. He said it was entitled a resolution adopting preliminary budget for the year 1995 and providing for deposits required under the 1994 trust agreement during said year.

Mr. Johnson said he recommended that the resolution be adopted.

A resolution adopting the preliminary budget for the year 1995 and providing for deposits required under the 1994 trust agreement during said year was moved for adoption by Mr. Bergsmark, seconded by Mr. Williams as follows:

**RESOLUTION NO. 48-1994**

"WHEREAS, Section 5.01, Article V of the Commission's 1994 Master Trust Agreement dated February 15, 1994, provides for the preparation of a preliminary budget for the ensuing fiscal year on or before November 15 in each year; and

"WHEREAS, the Commission's executive director and comptroller have prepared the preliminary budget for the year 1995 and have submitted same to the Commission for its review and consideration and have recommended the adoption thereof;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby adopts the following as its preliminary budget for the year 1995;

**1995**  
**Preliminary Budget of Revenues, Expenditures**  
**and Deposits for Projects**

	<b><u>Pledged</u></b>	<b><u>Non- Pledged</u></b>	<b><u>Total</u></b>
<b>REVENUES</b>	\$98,728,657	\$14,766,343	\$113,495,000
<b>EXPENDITURES</b>			
Administration	\$ 5,866,639		
Insurance & Retirement	<u>\$13,381,000</u>		
Total Administration & Insurance	\$19,247,639		
Maintenance of Roadway & Structures	\$19,137,250		
Services & Toll Collections	\$20,776,255		
Traffic Control, Safety & Patrol	<u>\$ 9,012,950</u>		
TOTAL OPERATIONS	\$48,926,455		
TOTAL OPERATIONS, MAIN- TENANCE & ADMINISTRATION (OM&A)	\$68,174,093		
<b>BOND INTEREST FUNDING</b>	\$ 6,666,274		
<b>BOND PRINCIPAL FUNDING</b>	\$ 1,968,333		
<b>RENEWAL &amp; REPLACEMENT FUND REQUIREMENT</b>	\$ 6,000,000		
<b>TRANSFER TO SYSTEM PROJECTS FUND</b>	\$15,919,957"		

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. Williams, 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. 48-1994.

The Chairman said that, as he mentioned to Mr. Johnson, he would be getting together with the staff to go over the budget line by line to make sure it was as tight as possible. He said that had been done every year for the last three years. He said he was a big believer that budgets had to be looked at real close when things were going well so that the Commission didn't have to worry about it if things got tough.

Mr. Johnson said that there was a second resolution concerning budget and that was a resolution to supplement the current budget for 1994. He said Mr. Rudolphy could elaborate on that resolution.

Mr. Rudolphy said that, as the Members were aware, 1994 was the first year in estimating fund requirements under the trust agreement. He said the renewal and replacement fund was a fund that was used primarily for replacing capital equipment. He said that since it was the first year, the staff did not have a real good feel for the quantity, dollars and type of items that were going to be purchased from that fund. He said that now that the year was nearly over, the staff found that it committed some funds in excess of those that were available. He said he suggested that the Commission supplement the fund by the amount of \$3 million. He said the Commission's revenues were in excess of the budgeted estimate, so the Commission was in a position to be able to do that. He said the addition of \$3 million to the fund would provide the necessary monies to pay for equipment when it was delivered later in 1994 or early 1995.

Mr. Johnson said the resolution was entitled a resolution adopting supplement to annual budget for the year 1994. He said he would read the resolved as follows:

"RESOLVED that the 1994 annual budget is hereby supplemented by the addition of \$3,000,000 to the Renewal & Replacement Fund, and the Commission directs that a copy of such budget, as supplemented, be filed with the Commission's trustee pursuant to Section 5.01 (c) of the Commission's 1994 Master Trust Agreement dated February 15, 1994."

Mr. Johnson said he recommended that the resolution be adopted.

A resolution adopting supplement to annual budget for the year 1994 was moved for adoption by Mr. Bergsmark, seconded by Mr. Williams as follows:

**RESOLUTION NO. 49-1994**

"WHEREAS, the Commission by Resolution No. 36-1993 adopted its proposed annual budget for the year 1994 and amended said budget by Resolution No. 26-1994;

"WHEREAS, revenues have increased over the budgeted amount;

"WHEREAS, due to the increase in the requirements of the Renewal & Replacement Fund, the executive director and comptroller have recommended to the Commission that the 1994 budget be supplemented to provide additional funding for the Renewal & Replacement Fund, and the Commission has concurred in such recommendation;

"NOW, THEREFORE, BE IT

"RESOLVED that the 1994 annual budget is hereby supplemented by the addition of \$3,000,000 to the Renewal & Replacement Fund, and the Commission directs that a copy of such budget, as supplemented, be filed with the Commission's trustee pursuant to Section 5.01(c) of the Commission's 1994 Master Trust Agreement dated February 15, 1994."

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. Williams, 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. 49-1994.

Mr. Johnson said that, to review for the Chairman what had been covered prior to his arrival at the meeting, there had been no report on Audit/Legal. He said he gave a report on the staff's efforts to prepare bidding documents for the new restaurant contracts for 1995. He said Mr. Disantis covered the meetings that the Chairman had been holding with the employees. He said that in his report he had mentioned that he and Mr. Plain were in Pennsylvania the week before the meeting to explore combining some of the toll collection functions on the Ohio Turnpike's east end and on the west end of the Pennsylvania Turnpike.



Mr. Johnson said also that there were a couple of other items that he hadn't covered in his report as Executive Director. He said he thought it interesting to note that The (Cleveland) Plain Dealer published the results of a poll on Friday, October 31st which sought public opinion on a number of issues such as casino gambling in Ohio and high speed rail. He said that one of the questions said that the state was considering building a number of new highways and one option for funding their construction was to charge a toll to users of the new highways. He said the question was whether or not the individual was in favor or opposed the use of tolls to help pay for new highways.

Mr. Johnson said further that the results of that question were 62 percent of the responders favored tolls, compared to 35 percent opposed. He said he thought it was a very significant percentage in favor of tolls. He said he thought it was interesting to note since the Commission was in the toll road business.

Mr. Johnson said also that one other thing he wanted to mention was that signs were being installed along the Turnpike instructing patrons that they could use their car phones to report emergency situations which might occur on the roadway. He said those with car phones could dial \*990 and be connected with the radio room of the Ohio State Highway Patrol, which was in the administration building. He said he knew there were a few snags in the system that morning. He said Mr. Brennan had tried dialing the number when driving into the meeting that morning and got a recorded message. He said the staff was checking on the system.

Mr. Johnson said further that the calls were free to the patrons. He said the Commission also didn't have to pay for the calls. He said an agreement had been worked out between the Commission and the cellular phone companies that covered the Turnpike. He said he thought the service would be a useful tool for reporting accidents or any other kind of emergencies on the road. He said perhaps Captain Ash might be able to tell the Commission about how many calls were placed over the weekend.

Captain Ash said he didn't know how many calls were received over the weekend, but he did know the system worked in the east. He said he hadn't tried it out west.

Mr. Johnson said there were some snags in the system that morning, but the staff was working to get those cleared up so that it would be fully functional.

Mr. Bergsmark asked if there was a little gap in service because a different company operated in the Toledo area versus areas east of there.

Mr. Johnson said that Cellular One was one service and Sprint was the other. He said there could be some coordinating problems that were still being worked out.

Mr. Johnson said also that, as the Members knew, two new Turnpike interchanges had been under construction since the spring of 1994. He said one was at State Route 4 and the other at State Route 44. He said the construction of those interchanges were coming to a conclusion. He said he would ask Mr. Arlow to give his construction report at that time.

Mr. Arlow said there were three other construction projects currently under way. He said the first involved two complete bridge deck replacements in Sandusky County, which would be completed November 21. He said the project was ahead of schedule.

Mr. Arlow said further that the two interchanges, 6A at State Route 4 and 13A at State Route 44, were due to be completed on November 30, which was the contract completion date. He said both projects would be complete on that date.

Mr. Johnson said that, although Mr. Arlow was correct in stating that the construction portions of those projects would be completed on November 30th, there were other elements of those projects that had to be finished in order for them to be operational. He said that, specifically, the communications network with the toll plazas had to be completed. He said that at State Route 4 a communications tower had to be installed. He said that was under a separate contract from the construction. He said there was a snag on that contract that was holding it up slightly. He said the opening date and completion of that interchange was December 15.

Mr. Johnson said further that the opening date for the interchange at State Route 44 was December 1st.

The Chairman said Governor Voinovich would be attending the opening of the State Route 4 interchange on December 15.

Mr. Johnson said the Members had before them resolutions with numerical designations and naming the new interchanges.

Mr. Johnson said further that the Commission had always named its interchanges by resolution. He said that what had been done on previous interchanges was to pick a name of a city or a populated area that showed up prominently on maps that were prepared for the areas. He said the names of the interchanges also served to direct users of the Turnpike to the surrounding areas.

Mr. Johnson said that for State Route 4, which was between existing exits 6 and 7, the most prominent city in that area was Sandusky to the north. He said that, of course, Sandusky was the location of a lot of attractions in the resort area of Lake Erie. He said that, on the south, the City of Bellevue was the most prominent spot. He said he was recommending that the Commission designate the State Route 4 interchange as the Sandusky-Bellevue Interchange. He said a resolution had been prepared to do that and he recommended that the resolution be adopted.

A resolution adopting the numerical designation and name for interchange with State Route 4 was moved for adoption by Mr. Bergsmark, seconded by Mr. Williams as follows:

**RESOLUTION NO. 50-1994**

"WHEREAS, the Commission and Director of the Ohio Department of Transportation heretofore, in accordance with law, have designated State Route 4 as a point of ingress to and egress from the Ohio Turnpike;

"WHEREAS, said new interchange has been designed and is under construction at approximately Milepost 110.7 of the Ohio Turnpike in Erie County near the cities of Sandusky and Bellevue, Ohio, and is scheduled for completion in November 1994;

"WHEREAS, the Commission has previously named all other existing interchanges on the Ohio Turnpike; and

"WHEREAS, the executive director has recommended that said interchange be numbered Interchange 6A and named "Sandusky-Bellevue" and the Commission concurs in said recommendation;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby designates the new interchange between the Ohio Turnpike and State Route 4 as Interchange 6A and adopts "**Sandusky-Bellevue**" as the name for said interchange."

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. Williams, 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. 50-1994.

Mr. Johnson said further that, of course, the other new interchange was State Route 44. He said the most prominent populated area near that interchange was Ravenna. He said it was south of the Turnpike on State Route 44. He said there had been a groundswell of sentiment expressed to have the Commission also add the township of Shalersville to the name of the interchange. He said that, although the interchange itself was located in Shalersville, the area had a very small population. He

said that Shalersville could be added to the name of the interchange at a later date, if the area increased in size.

Mr. Johnson said he recommended that the Commission designate the interchange as the Ravenna Interchange and a resolution to do that was before the Members.

The Chairman said that he had a request to name the interchange the Morgan-Freeport Interchange. He said Morgan-Freeport was a proposed airport project that was purely proposed. He said he didn't think it appropriate to call an interchange for something that had yet to be developed.

A resolution adopting the numerical designation and name for interchange with State Route 44 was moved for adoption by Mr. Williams, seconded by Mr. Bergmark as follows:

**RESOLUTION NO. 51-1994**

"WHEREAS, the Commission and Director of the Ohio Department of Transportation heretofore, in accordance with law, have designated State Route 44 as a point of ingress to and egress from the Ohio Turnpike;

"WHEREAS, said new interchange has been designed and is under construction at approximately Milepost 194.2 of the Ohio Turnpike in Portage County near the city of Ravenna, Ohio, and is scheduled for completion in November 1994;

"WHEREAS, the Commission has previously named all other existing interchanges on the Ohio Turnpike; and

"WHEREAS, the executive director has recommended that said interchange be numbered Interchange 13A and named "Ravenna" and the Commission concurs in said recommendation;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby designates the new interchange between the Ohio Turnpike and State Route 44 as Interchange 13A and adopts "Ravenna" as the name for said interchange."

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

Ayes: Mr. Williams, 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. 51-1994.

Mr. Johnson said the last matter relating to the new interchanges was the establishment of the toll rates that will be put in the system for those interchanges. He said the toll rate schedules were based on the rates that were currently applied. He said the schedules were attached to the resolution. He said the resolution was entitled resolution establishing toll rates for interchanges 6A and 13A.

Mr. Bergsmark asked if the rates were consistent with the other toll rates.

Mr. Johnson said they were absolutely consistent with the other rates.

Mr. Bergsmark asked why the Commission had to approve the toll rates.

Mr. Johnson said the Commission had the authority to establish toll rates. He said that it was proper for the Commission to exercise that authority to preclude any future challenges to the manner in which they were established.

Mr. Bergsmark asked if the Commission approved the toll rates of each new interchange.

Mr. Johnson said the Commission did just that.

A resolution establishing toll rates for interchanges 6A and 13A was moved for adoption by Mr. Bergsmark seconded by Mr. Williams as follows:

**RESOLUTION NO. 52-1994**

"WHEREAS, the Commission has scheduled the opening of Interchange 6A and Interchange 13A, and it is necessary to establish toll schedules to accommodate those interchanges;

"WHEREAS, the Commission's executive director and comptroller, in conjunction with the toll collection department, have developed toll rates for Interchanges 6A and 13A;

"WHEREAS, the Schedule of Tolls for Interchanges 6A and 13A have been prepared and have been submitted to the Commission and are identified as follows: **Ohio Turnpike Commission Toll Rates, Interchanges 6A and 13A**, and are incorporated into this resolution by reference, as if fully reproduced herein;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission adopts the toll rates for new Interchanges 6A and 13A and directs that certified copies thereof be filed with the trustee pursuant to Section 4.04(f) of the Commission's Master Trust Agreement dated February 15, 1994."

OHIO TURNPIKE COMMISSION  
 CLASS 1  
 1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	8A	8	9A	9	10	11	12	13	13A	14	14A	14S	15	15S	16A	17
1									2.25										4.05							
2									1.95										3.80							
3									1.55										3.35							
3A									1.15										2.95							
4									1.00										2.80							
4A									.90										2.70							
5									.80										2.60							
6									.35										2.15							
6A										.35									1.80							
7									.35	.75									1.60							
8									.75										1.05							
8A									.75										N/A							
9									.90										N/A							
9A									.90										.90							
10									.90										.70							
11									1.40										.50							
12									1.55										.40							
13									1.65										.35							
13A																			1.80							
14									2.15										.35							
14A									2.10										.35							
14S									2.20										.50							
15									N/A										N/A							
15S									2.30										.55							
16A									2.60										.80							
17									N/A										N/A							
17A									2.80										1.00							

OHIO TURNPIKE COMMISSION  
CLASS 2  
1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	7A	8	9A	9	10	11	12	13	13A	14	14A	14C	15	16	16A	17	
1									2.85										5.95								
2									2.45										5.55								
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14A									3.85										.90								
14B									N/A										N/A								
15									4.00										.90								
16									4.40										1.25								
16A									N/A										N/A								
17									4.70										1.55								



OHIO TURNPIKE COMMISSION  
 CLASS 3  
 1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	8A	8	9A	9	10	11	12	13	13A	14	14A	14B	15	15	16	16A	17		
1									3.95										3.95										
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6A	3.95	3.50	2.75	2.20	2.00	1.75	1.45	.70	.45	1.40	1.40	1.80	1.80	2.25	2.75	3.15	3.50	3.85	3.85	4.55	4.55	5.00	5.00	5.65	5.65	N/A	5.85		
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12									3.50										3.50										
13									.45										.45										
13A	7.80	7.30	6.60	6.05	5.85	5.60	5.30	4.55	3.85	3.50	N/A	2.45	N/A	2.10	1.65	1.40	.75	.45	7.80	7.30	6.60	6.05	5.85	5.60	5.30	4.55	3.85	3.50	2.00
14									4.55										4.55										
14A									1.05										1.05										
14B									1.15										1.15										
15									1.70										1.70										
15A									N/A										N/A										
16A									2.00										2.00										
17									5.85										5.85										

OHIO TURNPIKE COMMISSION  
CLASS 4  
1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	8A	8	9A	9	10	11	12	13	13A	14	14A	14B	15	16	16A	17	
1									5.20										3.55								
2									4.55										8.95								
3									3.55										8.05								
3A									2.80										7.25								
4									2.50										6.95								
4A									2.15										6.80								
5									1.75										6.20								
6									1.00										5.75								
6A									.50										4.75								
7									1.95										4.30								
8A									1.95										N/A								
8									1.95										2.90								
9A									2.25										N/A								
9									2.25										2.55								
10									2.85										1.90								
11									3.50										1.20								
12									4.00										.90								
13									4.35										.50								
13A									4.35										.95								
14									4.75										1.33								
14A									5.70										1.33								
14B									6.05										N/A								
15									6.30										1.55								
16									7.05										2.30								
16A									N/A										N/A								
17									7.50										2.75								

OHIO TURNPIKE COMMISSION  
CLASS 5  
1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	8A	8	9A	9	10	11	12	13	13A	14	14A	14B	15	16	16A	17
1									6.00										11.20							
2									5.35										10.50							
3									4.30										9.45							
3A									3.45										8.60							
4									3.10										8.25							
4A									2.75										7.90							
5									2.30										7.45							
6									2.30										7.45							
6A									1.10										6.25							
7									.55										6.25							
8									2.10										5.15							
8A									2.10										5.15							
9									2.50										4.70							
9A									2.50										4.70							
10									3.15										4.00							
11									4.00										4.35							
12									4.35										4.70							
13									4.70										5.15							
13A									5.15										5.15							
14									6.20										6.20							
14A									6.20										6.20							
14B									6.65										6.65							
15									6.90										6.90							
16									7.70										7.70							
16A									7.70										7.70							
17									8.25										8.25							

REPRODUCTION OF ORIGINAL RECORD

OHIO TURNPIKE COMMISSION  
CLASS 6  
1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	5A	7	8A	8	5A	9	10	11	12	13	13A	14	14A	14B	15	16	16A	17	
1									5.75										12.50								
2									6.00										11.75								
3									4.88										10.55								
3A									3.95										9.60								
4									3.45										9.20								
4A									3.05										8.85								
5									2.55										8.35								
5A									1.20										7.00								
6									.80										5.25								
6A									2.30										5.80								
7									2.30										5.80								
8A									2.30										5.25								
8									2.75										N/A								
5A									2.75										N/A								
9									3.55										3.05								
10									4.40										2.35								
11									4.85										1.40								
12									5.30										1.05								
13									.60										.60								
13A									5.80										1.15								
14									6.95										1.15								
14A									7.40										1.55								
14B									N/A										N/A								
15									7.70										1.90								
16									8.55										2.80								
16A									N/A										N/A								
17									9.20										3.40								

OHIO TURNPIKE COMMISSION  
CLASS 7  
1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	8A	8	8A	9	9A	9	10	11	11	12	12	13	13A	14	14A	14B	15	16	16A	17
1									8.15														15.05							
2									7.25														14.10							
3									5.80														12.70							
3A									4.85														11.55							
4									4.15														11.10							
4A									3.70														10.60							
5									3.10														10.00							
6									1.45														8.35							
6A									.65													6.30								
7									2.75													6.25								
8A									2.75													N/A								
8									2.75													4.10								
9A									3.30													N/A								
9									3.30													3.60								
10									4.20													2.75								
11									5.25													1.65								
12									5.75													1.20								
13									6.30													.65								
13A									6.30													1.40								
14									8.30													1.40								
14A									8.99													2.05								
14B									N/A													N/A								
15									9.30													2.35								
16									10.25													3.40								
16A									N/A													N/A								
17									11.05													4.10								

OHIO TURNPIKE COMMISSION  
 CLASS 8  
 1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	8A	8	9A	9	10	11	12	13	13A	14	14A	14B	15	16	16A	17	
1									9.85										18.50								
2									8.70										17.35								
3									7.10										15.70								
3A									5.70										14.30								
4									5.15										13.70								
4A									4.55										13.15								
5									3.75										12.45								
6									1.70										10.45								
6A									.80										8.70								
7									.80										7.85								
7A									3.35										N/A								
8									3.35										5.30								
8A									3.35										N/A								
9									4.00										4.70								
9A									4.00										N/A								
10									5.10										2.30								
10A									6.35										2.30								
11									7.25										1.45								
11A									7.25										1.45								
12									8.00										.70								
12A									8.00										.70								
13									8.00										1.55								
13A									8.70										1.55								
14									10.25										2.20								
14A									10.90										2.20								
14B									N/A										N/A								
15									11.30										2.60								
15A									12.60										2.60								
16									12.60										3.95								
16A									N/A										N/A								
17									13.45										4.80								

OHIO TURNPIKE COMMISSION  
CLASS 9  
1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	8A	8	9A	9	10	11	12	13	13A	14	14A	14B	15	15	15A	17		
1									16.85																			
2									14.90																			
3									11.90																			
3A									9.50																			
4									8.55																			
4A									7.55																			
5									6.30																			
6									2.90																			
6A	16.85	14.90	11.50	9.50	8.55	7.55	6.30	2.90																				
7									1.40																			
8									5.65																			
8A									5.65																			
9									6.80																			
9A									6.80																			
10									8.85																			
11									10.85																			
12									12.05																			
13									13.15																			
13A	31.25	29.30	26.30	23.95	23.00	22.00	20.75	17.30	13.15	13.05	N/A	8.80	N/A	7.55	5.80	3.55	2.40	1.30	1.30									
14									14.45																			
14A									17.30																			
14B									18.45																			
15									N/A																			
15A									19.15																			
16									21.40																			
16A									N/A																			
17									23.00																			

OHIO TURNPIKE COMMISSION  
CLASS 10  
1994

INTERCHANGE	1	2	3	3A	4	4A	5	5	5A	7	6A	8	9A	9	10	11	12	13	13A	14	14A	14B	15	15	16	16A	17
1									20.80										39.05								
2									18.40										36.60								
3									14.85										32.90								
3A									11.70										30.00								
4									10.55										28.85								
4A									9.30										27.60								
5									7.75										26.05								
5A									3.60										21.85								
6A	20.80	18.40	14.85	11.70	10.55	9.30	7.75	3.60	1.85	1.85	7.05	7.05	8.60	8.60	10.90	13.60	15.20	16.85	18.30	21.85	23.30	N/A	24.15	26.95	N/A	33.85	
7									7.05										16.35								
8									7.05										N/A								
9									8.60										9.75								
10									8.60										7.45								
11									4.65										4.65								
12									3.15										3.15								
13									1.75										1.75								
13A	39.05	36.60	32.90	30.00	28.85	27.60	26.05	21.85	15.65	16.55	N/A	11.25	N/A	9.75	7.45	4.65	3.15	1.75	3.55	3.55	5.10	N/A	5.90	8.70	N/A	10.60	
14									23.30										5.10								
14A									5.10										N/A								
14B									N/A										5.90								
15									5.90										8.70								
16									8.70										N/A								
16A									N/A										10.60								



OHIO TURNPIKE COMMISSION  
 CLASS 11  
 1994

INTERCHANGE	1	2	3	3A	4	4A	5	6	6A	7	8A	8	9A	9	10	11	12	13	13A	14	14A	14B	15	15	16A	17	
1									22.85										42.45								
2									20.25										39.80								
3									16.20										35.75								
3A									12.95										32.55								
4									11.65										31.25								
4A									10.30										29.90								
5									8.60										28.20								
5A									4.00										23.55								
6A	22.85	20.25	16.20	12.95	11.65	10.30	8.60	4.00											19.60	23.50	26.10	N/A	26.05	29.10	N/A	31.25	
7									1.95	1.95	7.75	7.75	9.30	9.30	11.80	14.85	16.40	17.85	17.70								
8A									7.75										19.60								
8									7.75										17.70								
9A									9.30										11.90								
9									9.30										10.35								
10									11.80										7.85								
11									14.85										4.85								
12									16.40										3.35								
13									17.85										1.85								
13A	42.45	39.80	35.75	32.55	31.25	29.90	28.20	23.55		17.85	N/A	11.90	N/A	10.35	7.85	4.85	3.35	1.85	3.90	5.55	N/A	6.50	9.55	N/A	11.85		
14									23.50										3.90								
14A									26.10										5.55								
14B									N/A										6.50								
15									26.05										9.55								
15A									29.10										N/A								
16A									N/A										11.85								
17									31.25																		

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. Williams, 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. 52-1994.

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, first of all, he had some prints of photographs he had taken on the recent tour of service plazas on other toll roads which he would pass around the conference table. He said three were of the exterior and one of the interior of the Montvale service plazas on the New Jersey Turnpike. He said he had three other photos of the Sloatsburg service plaza on the New York Thruway.

Mr. Brennan said further that, starting off at the west, he would begin with the State Route 66/County Road 24 interchange in Fulton County. He said that, as he reported on October 11, the Corps of Engineers had given the Commission some letters they had received during the public comment period that raised some objections and questioned the Commission's plans for response.

Mr. Brennan said further that the staff responded on October 28. He said he thought the Chief Engineer, Dave Ransbury, his staff, and the consultant did a fine job of articulating the Commission's position. He said he would hope that the Corps of Engineers would respond favorably.

Mr. Brennan said that, as a sidelight to that, one of the Commission's important boosters, the President of the County Board of Commissioners in Fulton County, decided to retire and not stand for re-election. He said that another individual was elected to that position and he was not quite as enthusiastic about the Commission's plans as the previous Commissioner was. He said he didn't know if that might impact the Commission's situation.

Mr. Brennan said further that he and Charles McClure, District Planning and Design Engineer of ODOT District 2, attended a meeting on the State Route 51 interchange on October 24th. He said it was a joint meeting of the Elmore Village Council and also in attendance were representatives of other local public agencies, along with the Elmore Board of Public Affairs.

Mr. Brennan said further that the meeting went well. He said he and Mr. McClure were able to answer most of the questions in a general fashion and pointed out that specific questions would be addressed after the design engineering had been completed. He said engineering continued and ODOT was working with the Commission's staff.

Mr. Brennan said further that he received a letter that morning from one of the most severe critics of the State Route 51 interchange plans and that individual was quite pleased with the meeting. He said the letter made him feel rather good about the meeting and the interchange situation, in general. He said it seemed as though those interchange plans were moving along rather well.

Mr. Brennan said further that Mr. Johnson met with township officials on October 19th regarding the Baumhart Road interchange. He said design engineering continued on the interchange. He said the Commission's engineers had requested sign off from the Corps of Engineers, which he anticipated would be received promptly. He said there were no wetlands problems at that location.

Mr. Brennan said further that the Corps of Engineers wetlands biologist visited the site of the State Route 58 interchange in Lorain County last month. He said the Commission's Chief Engineer was arranging a planning meeting for all affected agencies that would probably occur rather shortly.

Mr. Brennan said further that a meeting had been scheduled for November 21st on the I-77 interchange in Summit/Cuyahoga Counties. He said the meeting would be held at ODOT District 12 to review the access point study. He said he anticipated the meeting would go well.

Mr. Brennan said further that the Commission had yet to receive ODOT's formal approval for the proposed interchange at County Road 18 in Mahoning County. He said the Commission had been told that ODOT and the FHWA had approved the interchange, which necessitated a modification to the existing Niles-Youngstown (No. 15) Interchange. He said the Commission was awaiting their confirmation. He said an RFP for design engineering would be issued that month for that particular interchange.

Mr. Brennan said further that a contract for an access point study for the proposed interchange at State Route 11 would be awarded in the next several days.

Mr. Brennan said further that, as previously reported, meetings on the Maumee River Crossing were being held that day and the next two days in Toledo. He said input would be received regarding three points. He said they were:

1. Will the new crossing be immediately upstream or downstream from the existing I-280?
2. Will the new crossing be a high-level bridge or an immersed tunnel?
3. Once the new crossing is built, will the existing I-280 bridge remain in service or be taken out of service?

Mr. Brennan said further that it was now anticipated that the environmental impact study for the project would be completed in about one year, which was about six months behind schedule. He said the approval review process would take about six months and the design at least two years. He said that, therefore, spring of 1998 was probably the most optimistic estimate to begin construction of the facility, which was probably the time the Commission might get involved in the project. He said that was if, in fact, the Commission did get involved from a financial standpoint.

Mr. Brennan said further that the origin and destination traffic survey for the Great Lakes/Mid-Atlantic Corridor, I-73/74, was completed by Wilbur Smith Associates on November 4th. He said the data collected would be analyzed by February. He said that some forty to fifty thousand responses had been expected. He said the large number of responses would increase the value of the study.

Mr. Brennan said further that OCDC continued to work on tasks 2, 3 and 4. He said that on October 21st a fifth task was assigned, namely communication plan assistance.

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

1. Consultant selection - 35 percent complete.
2. Preliminary corridor selection - 95 percent complete.
3. Preparation of study manual - 15 percent complete.
4. Traffic and economic data - 40 percent.

Mr. Brennan said further that, the fifth task force, communication plan assistance, had just been started.

Mr. Brennan said further that the Commission's financial commitment increased by about \$60,000 in October due to the additional task 5 making the total approximately \$1.55 million.

Mr. Brennan said further that on October 13 and 14, the six-state association for the Great Lakes/Mid-Atlantic Corridor met in Winston-Salem, North Carolina. He said he and Pat Patton represented OTC and Gillett Cobb represented OCDC. Each state received their plans and gave a status report. He said that perhaps the most significant development was that Michigan was represented by two people from MDOT. He said they stated that Michigan wanted to be a part of the association and they would create an organization similar to the other five states.

Mr. Brennan said further that there were approximately 140 attendees at the October 13th dinner. He said North Carolina's Secretary of Transportation, Mr. Sam Hunt, was the keynote speaker.

Mr. Brennan said also that the annual IBTTA meeting was held in Orlando, Florida on October 29 to November 2, 1994. He said there were about 600 people registered. He said the Commission was represented by Mr. Williams, Mr. Johnson, Mr. Plain, Mr. Disantis, Mr. Arlow, Dan Fiktus and himself. He said OCDC was represented by Dan Becker, Keith Rosbury and Gillett Cobb. He said the information presented at the meeting was interesting, informative and timely. He said that he had a packet of newspaper clippings which he thought the Members might find interesting for the purpose and need study phase of the OCDC report. He said they had been collected at his request by The (Toledo) Blade. He said packets were available to all those interested.

Mr. Brennan said further that there were many very interesting articles, but there was one of particular interest which showed how much things change. He said there was an article dated May 17, 1958, which happened to be the date of his 32nd birthday. He said that Jim Shocknessy, who was Chairman of the Commission at that time, was quoted in the article about a north-south turnpike, which would be somewhat parallel to the I-73/74 corridor being proposed. He said Mr. Shocknessy said, "It would seem, therefore, that the Ohio Turnpike Commission was under a mandate to seek to provide this urgently needed facility in its entirety."

Mr. Brennan said also that, when the Commission opened the no-toll interchange at State Route 49 in December of 1991 in the extreme western part of the state, nobody really thought anything would happen there. He said that, according to recent newspaper articles, the area was being developed.

Mr. Brennan said also that Lorain County Commissioner Betty Blair, a strong supporter of the Baumhart Road interchange, was re-elected to the Commission and won by 58 percent of the vote. He said that, apparently, her support of the Baumhart Road interchange didn't affect that election.

Mr. Brennan said also that the Plain Dealer survey Mr. Johnson mentioned was a statewide survey and not just a Cleveland survey.

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

Mr. McGrath said that, as the Members were aware, in line with proposals to replace the service plaza restaurants it was necessary to acquire or attempt to acquire additional right-of-way. He said Joe Disantis, the Commission's Right of Way Coordinator, had negotiated and had been extremely successful in that area. He said that it appeared that two parcels, one each at the Middle Ridge and Towpath Service

Plazas, would have been acquired through the imminent domain procedure. He said two resolutions had been prepared for the Commission requesting authority to appropriate parcels.

Mr. McGrath said the Middle Ridge expansion affected property owned by Richard H. and Kathleen S. Graham. He said he would read the resolved of that resolution as follows:

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the expansion of the Middle Ridge Service Plaza in the vicinity of Milepost 139.5 of the Ohio Turnpike in Lorain County, Ohio."

Mr. McGrath said that he recommended the resolution be adopted.

A resolution declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted was moved by Mr. Bergsmark, seconded by Mr. Williams as follows:

#### **RESOLUTION NO. 53-1994**

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the expansion of the Middle Ridge Service Plaza in the vicinity of Milepost 139.5 of the Ohio Turnpike in Lorain County, Ohio;

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

<u>Owners</u>	<u>Place of Residence</u>
Richard H. Graham and Kathleen S. Graham	500 Middle Ridge Road Amherst, OH 44001
Julian Pijor Auditor, Lorain County	226 Middle Avenue Elyria, OH 44036
Daniel Talerek Treasurer, Lorain County	226 Middle Avenue Elyria, OH 44036

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

**Parcel No. SP5A-2WL - Fee Simple**

A legal description is attached as Exhibit "A";

FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced."

Parcel No. SP5A-2WL

Situated in the City of Amherst, County of Lorain and State of Ohio, and known as being part of original Amherst Township Lot No. 26 and bounded and described as follows:

Beginning at a point in the centerline of Middle Ridge Road at the Northwestern corner of land conveyed to the State of Ohio by Deed dated August 6, 1954, and recorded in Volume 606, Page 306 of Lorain County Deed Records;

Thence S. 02° - 33' W, a distance of 624.39 feet along the Westerly line of land so conveyed to the State of Ohio as aforesaid, said point is the principal place of beginning;

Thence continuing South 02° - 33' W, a distance of 300.00 feet along the Westerly line of land so conveyed to the State of Ohio as aforesaid, to an iron pipe found at the Northeastly corner of Parcel No. 2 of lands conveyed to the State of Ohio by Deed dated May 15, 1954, and recorded in Volume 603, Page 132 of Lorain County Deeds (said point being 710 feet Northerly as measured at right angle to the centerline of the Ohio Turnpike);

Thence South 79° - 15' West, a distance of 411.30 feet along the Northerly line of said Parcel No. 2 of land conveyed to the State of Ohio as aforesaid (and being a line parallel to and 710 feet Northerly by rectangular measurement from the centerline of the Ohio Turnpike) to an iron pipe found at the Southeastly corner of lands conveyed to Ronald L. & Dorthea J. Nabakowski as recorded in Volume 1247, Page 90 of Lorain County Deed Records;

Thence North 03° - 04' East along the Easterly lines of land conveyed to Ronald L. & Dorthea J. Nabakowski as aforesaid and to Anita Harlan & Beverly Chasteen by Deed recorded in Volume 1420, Page 798 of Lorain County Deed Records, a distance of 300 feet to a point;

Thence North 79° - 15' East, a distance of about 407.64 feet in an Easterly direction to principal place of beginning and containing about 2.73 acres of land.

Exhibit "A"



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. Williams, 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. 53-1994.

Mr. McGrath said that the Towpath property in question was owned by Donald and Diane Chuppa. He said he would read the resolved of the resolution pertaining to that property as follows:

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the expansion of the Towpath Service Plaza in the vicinity of Milepost 170.1 of the Ohio Turnpike in Cuyahoga County, Ohio."

A resolution declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted was moved for adoption by Mr. Williams, seconded by Mr. Bergsmark as follows:

**RESOLUTION NO. 54-1994**

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the expansion of the Towpath Service Plaza in the vicinity of Milepost 170.1 of the Ohio Turnpike in Cuyahoga County, Ohio;

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

<u>Owners</u>	<u>Place of Residence</u>
Donald Chuppa and Diane Chuppa	4474 Royalwood North Royalton, OH 44133
J. Timothy McCormack Auditor, Cuyahoga County	1219 Ontario Street Cleveland, OH 44113-1697

Francis E. Gaul  
Treasurer, Cuyahoga County

1219 Ontario Street  
Cleveland, OH 44113-1697

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

**Parcel No. SP6B-1WL - Fee Simple**

A legal description is attached as Exhibit "A";

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced."

Parcel No. SP6B-1WL

Situated in the City of Broadview Heights, County of Cuyahoga and State of Ohio and known as being part of Original Brecksville Township Lot No. 52 and more fully described as follows:

Beginning at a point on the Southeasterly corner of said Original Brecksville Township Lot No. 52, said point being also the Southeasterly corner of Sarah M. Gilbert by deed recorded in Volume 4825, Page 16 of Cuyahoga County Deed Records;

Thence North 1°00' 16" East along said Easterly line of said Original Lot No. 52, a distance of 402.82 feet to a point on the Southerly line of the Ohio Turnpike;

Thence North 69° 35' 30" West along the Southerly line of the Ohio Turnpike a distance of 485.78 feet to a point;

Thence North 78° 07' 20" West 202.23 feet to a point;

Thence South 20° 24' 30" West a distance of 165.36 feet to a point on the Northeasterly corner of land conveyed to the Cleveland Electric Illuminating Company by deed recorded in Volume 12977 Pages 1 & 2 of Cuyahoga County Deed Records;

Thence South 0° 37' 06" West along said Easterly line of the Cleveland Electric Illuminating Company 465.29 feet to a point on the Southerly line of said Original Lot No. 52;

Thence North 89° 28' 40" East along said Southerly line of Original Lot No. 52, 708.84 feet to the Southeasterly corner of said Lot and the place of beginning, containing 8.54 Acres of land, be the same more or less but subject to all legal highways.

Exhibit "A"

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

Ayes: Mr. Williams, 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. 54-1994

The Chairman said that the report of General Counsel was accepted as offered. He ascertained there were no reports from the consulting engineers, the trustee or the financial consultant. He said the report of Captain Ash would be received.

Captain Ash said he didn't have a formal report, but did want to mention that Trooper Fisher, who was struck by an automobile on the Turnpike earlier in 1994 was doing real well. He said he expected Trooper Fisher to be back to work in January.

The Chairman said the report of Captain Ash was accepted as offered.

Mr. Johnson said he suggested and recommended that instead of holding the December meeting on the 12th, which would be the normal date, that it be postponed one week. He said it would allow a little more time to compare the Commission's budget for 1995 with the actual experience for 1994 and it also would put it a little closer to the holidays. He said a Christmas luncheon was traditionally held after the December meeting.

Mr. Bergsmark, Mr. Williams and Mr. Fedeli said they agreed with moving the meeting to December 19.

There being no further business to come before the Commission a motion was made by Mr. Williams, seconded by Mr. Bergsmark, that the meeting adjourn until the next meeting on December 19.

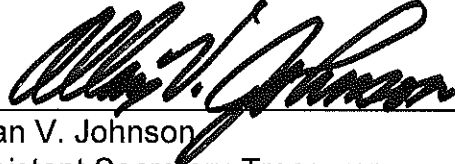
A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mr. Williams, Mr. Bergsmark, Mr. Fedeli

Nays: None

The Chairman declared the meeting adjourned. The time of adjournment was 11:10 a.m.

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



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Allan V. Johnson  
Assistant Secretary-Treasurer