

## MINUTES OF THE 430TH MEETING OF THE OHIO TURNPIKE COMMISSION

May 12, 1997

Pursuant to the bylaws, the Ohio Turnpike Commission met in regular session in the Holiday Inn, Engle and West Bagley Roads, Middleburg Heights, Ohio at 10:00 a.m. on May 12, 1997, with members of the staff: Gino Zomparelli, General Counsel and Deputy Executive Director-External Affairs; Robert Arlow, Deputy Executive Director-Operations; Craig Rudolphy, Comptroller; Daniel F. Castrigano, Maintenance Engineer; Sharon Isaac, Director of Toll Operations; John Mitchell, Director of Management Information Systems; Robert P. Barnett, Director of Information and Research; and others in attendance.

Present: Umberto P. Fedeli, Marilyn R. Baker, Earl W. Williams,  
Gary Joseph, Senator M. Ben Gaeth

Absent: Ruth Ann Leever, Jerry Wray and Representative Richard A.. Hodges

The Chairman said the minutes of the last Commission meeting held on April 21, 1997, had been distributed to the Members for their comments and he would accept a motion to adopt them 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, Mrs. Baker, Mr. Joseph, Mr. Fedeli

Nays: None

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

The Chairman said the meeting was the 430th of the Commission and it was being held at the Holiday Inn at Engle and West Bagley Roads in Middleburg Heights to have enough room for the presentation of the proposed design for the new travel centers.

The Chairman said Representative Richard Hodges, Ruth Ann Leever and Jerry Wray were unable to attend the day's meeting. He said Gary Joseph, ODOT's Deputy Director of Economic Development, was authorized to represent and vote for Mr. Wray.

The Chairman said there were a number of guests at the meeting and he would ask them to identify themselves as follows: Celso Gilberti, President of GSI; Pete Spittler, GSI; Mike Spittler, GSI; Mike Kurey, ARCI; Herb Gill, Gladieux Enterprises; Tim Gladieux, Gladieux Enterprises; Steve Wood, Paine Webber; Bobby Everhart, URS Greiner; Jim Donofrio, Market Street Leasing; Dennis Hill and Phil Begany, McDonald's Corporation; Bill Lubinger, **The (Cleveland) Plain Dealer**; Wes Fahrback, Governor's Regional Offices; Dick Boylan, Boylan & Associates; Ken Marley and Rich Fox, Hardee's Food Systems; Fred McFall, Tom Travis and John Presell, Host Marriott; Ken Becker, Smith-Barney; Nick Alexakos, Country Kitchen; Howard O'Malley, B & T Express, North Lima, Ohio; Paul Sciria, Sciria and Associates; Jen Garver, McDonald & Co.; Erin Rainey, ODOT; John Krisila, HMSC; Tim Korthais, Clark R & M; Charlie Visconsi, Key Capital Markets; Anita Quinn, WTAM Radio; Brett Julian and Sam

Covelli, Covelli Enterprises; Ryan Connors, Connors & Co.; Rebecca Murphy, Geauga Lake; Carl Roxbury, Sea World; Gary Evans, Evans Management; Steven Szanto, Huntington Capital Corp.; Ed Presley, Key Bank; Jim Rusnov, Rusnov & Co.; Tom Brown, Miller Bros. Construction; David Patch, The (Toledo) Blade; Jeff Andrasovsky, The (Elyria) Chronicle-Telegram; Janice Edwards and Ted Pikturat, Channel 8 News; Gary Graves, Channel 19 and 43; Alan DiPietro and Bill Ringen, News Channel 5; Mark Duncan and Mike Kropko, Associated Press; Eric Erickson and Marty Vogtsberger, The Ohio Co.; Ed Durkurs, Com. Steel; Frank Lamb, Huntington Trust; Tom Tarantino, Climaco, Climaco; Christopher Smith, GSI; Denver Brooker, GSI; Allan Johnson, retired from OTC; Barbara Lesko, Executive Director's secretary and Diane Pring, General Counsel's secretary.

The Chairman said various reports would now be received and the Commission would act on one 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.

The Chairman said that, if there were no questions, the report of the Secretary-Treasurer, Mrs. Baker, would be received.

Mrs. Baker said that the following listed items had been sent to the Members since the last regularly scheduled meeting of the Commission on April 21, 1997:

1. Weekly Traffic Statistics
2. Traffic Accident Summary for April 1997
3. Traffic and Revenue Report for April 1997
4. Financial Statement for April 1997
5. Draft of Commission Meeting Minutes, April 21, 1997
6. Investment Transactions, April 1997
7. Comprehensive Annual Financial Report, 1996
8. OTC Insurance Schedule dated 03/31/97
9. Various news releases

The Chairman said he was going to conduct the meeting a little bit backwards because there were a number of guests that might not want to stay for the entire meeting with all the department head reports. He said he would really go quick and get through the meeting.

The Chairman ascertained there would be no reports on Budget and Finance, Audit and Legal or from Senator Gaeth on Services Plazas.

Mr. Plain said Mr. Zomparelli would give the report on Employee Relations.

Mr. Zomparelli said Mr. DiPietro was unable to be at the meeting, but the staff did meet internally in regard to the part-time collector collective bargaining agreement which would expire on June 30, 1997. He said the staff would be meeting with David Millstone on May 19, 1997, to commence negotiations on a new part-time collector collective bargaining agreement.

The Chairman said the report on Employee Relations was accepted as offered. He ascertained there would be no reports from the trustee, Ohio State Highway Patrol or the general consultant.

The Chairman said he had a couple of comments before the report of the Executive Director was received. He said the Commission had been concentrating on three distinct

areas: (1) economic development; (2) safety, and (3) accessibility. He said the last major area that the Commission needed to deal with was the service plazas, which would be covered in the special presentation soon to follow. He said the Members and staff had spent a lot of time over the last few years visiting a number of service plazas at other turnpikes across the country to get some ideas.

The Chairman said further that the staff had talked to a number of architects and had decided as a group who they wanted to work with and some exciting things would be announced at the meeting. He said he thought it was important for the Turnpike not only to be a world-class toll road, but also to have the services along that toll road to represent the State of Ohio. He said Ohio was the 7th largest state in the country and it also led the country three years in a row for job creation and plant expansion as determined by Site Magazine. He said he thought that was due to the leadership of the current Governor.

The Chairman said further that there was one resolution to be acted on at the meeting and he would have Mr. Plain introduce it.

Mr. Plain said that in the Members' folders there were a number of different items relating to that particular resolution for the award of a contract to construct Interchange 2A and reconstruction of County Road 24/Township Road 24 (proposed S. R. 66) located at Milepost 25.5 in Fulton County, Ohio. He said there were three bidders on the project. He said the low bid was submitted by Miller Brothers Construction, Inc. of Archbold, Ohio in the total price of \$10,209,763.80. He said the bid was below the engineer's estimated cost of construction.

Mr. Plain said the Commission received so much support from the City of Archbold and surrounding communities. He said that in the Members' folders there was a letter from the Village of Archbold indicating their support, a resolution from the Village of Archbold indicating their support of the interchange and a form of Economic Development Information (1994 and 1995). He said there also were community letters of support from the village, Fulton County Community Improvement Corporation, and a packet from the Northwest Ohio Mayors and Managers Association giving overwhelming support for the interchange.

Mr. Plain said further that earlier in the morning he had spoken to Representative Hodges, a Commission Member, who said he was unable to attend the Commission meeting because of a prior speaking engagement. He said Representative Hodges also said he strongly supported the interchange.

Mr. Plain said he would read the RESOLVED as follows:

"RESOLVED that the bid of Miller Brothers Construction, Inc. of Archbold, Ohio in the amount of \$10,209,763.80 for the performance of Contract No. 55-97-02 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said contract, and is accepted, and that the chairperson and executive director, or either of them, hereby is authorized (1) to execute a contract with said successful bidder in the form therefore prescribed by the Commission pursuant to the aforesaid bid; (2) to direct the return to the other bidders of their bid security, when appropriate, and (3) to take any and all action necessary or proper to carry out the terms of said bid and of said contract, and

"FURTHER RESOLVED that Project No. 55-97-02 is designated a System Project under the Commission's 1994 Master Trust Agreement."

Mr. Plain said he, too, supported the interchange and would ask for a motion to adopt the resolution.

A Resolution Awarding Contract No. 55-97-02 was moved for adoption by Mrs. Baker, seconded by Mr. Joseph as follows:

RESOLUTION NO. 32-1997

"WHEREAS, the Commission has duly advertised according to law for bids upon a contract for construction of Interchange 2A and reconstruction of County Road 24/Township Road 24 (proposed S. R. 66) located at Milepost 25.5 in Fulton County, which project has been designated Project No. 55-97-02;

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

"WHEREAS, said bids have been reviewed and analyzed by the Commission's chief engineer, and he has submitted a report concerning such analysis and his report is before the Commission, and the Commission's executive director has made his recommendation to the Commission predicated upon such analysis;

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

"WHEREAS, all bids for said contract were solicited on the basis of the same terms and conditions and the same specifications, and the bid of Miller Brothers Construction, Inc. of Archbold, Ohio, in the amount of \$10,209,763.80 for the performance of Contract No. 55-97-02 has been determined by the Commission to be the lowest responsive and responsible bid received;

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

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of Miller Brothers Construction, Inc. of Archbold, Ohio, in the amount of \$10,209,763.80 for the performance of Contract No. 55-97-02 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said contract, and is accepted, and that the chairperson and executive director, or either of them, hereby is authorized (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid; (2) to direct the return to the other bidders of their bid security, when appropriate, and (3) to take any and all action necessary or proper to carry out the terms of said bid and of said contract, and

"FURTHER RESOLVED that Project No. 55-97-02 is designated a System Project under the Commission's 1994 Master Trust Agreement."

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

Ayes: Mrs. Baker, Mr. Joseph, 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. 32-1997.

Mr. Plain said he would like to get into our special presentation. He said that, as had previously been discussed, the existing service plazas were 41 years old and worn out and no longer met the needs of our customers. He said that traffic had increased over 400% since they were opened. He said the new travel centers would provide a more functional building with increased flexibility to accommodate changes in user demands now and in the 21st century.

Mr. Plain said further that he wanted to personally thank Ruth Ann Leever, Bob Arlow, Gino Zomparelli, Dan Castrigano, Dave Ransbury and Mike Phillips who had worked with him on the project. He said that today he was pleased to introduce Celso Gilberti, who would make a special presentation to the Commission to discuss the conceptual design and detail and to answer any questions that the Members might have. He said that following the meeting, Mr. Gilberti, members of the staff and he would meet with members of the media for a short question and answer period.

Mr. Gilberti said it was a great pleasure and very exciting to be at the point they were today and to tell the story of what they had put together and what it represented to Ohio. He said it was a dream of making the services of the Ohio Turnpike better than they were today and making them in a way that was responsible and right. He said that brought them to "A Vision of Travel For a New Millennium." He said that when they said such a bold phrase they must have something behind it. He said it had been 41 years since the old plazas had served their purpose.

Mr. Gilberti said further that many things happened. He said there were tremendous differences between the habits of driving, the types of vehicles that ran across the Turnpike and used those plazas versus what they had today. He said they needed to think about what would be happening on the Turnpike 40-50 years from now. He said he was interested in what types of vehicles would be moving on the road. He wondered if they were going to be powered by the fuels available today or were they going to be electric cars or powered by something else.

Mr. Gilberti said further that perhaps the vehicles of the future might require some other components of service in terms of fuel, in terms of activity. He said it would not be that travelers needed to go to restrooms only or eat.

Mr. Gilberti said further that the idea was to come up with a concept in which they would use all the technologies that were available today in terms of merchandising, in terms of experience and going to a place as a destination point. He said they also were mixing with that the quality of services to create a design facility that would adjust itself to all the needs of

the future. He said they considered, for instance, the types of truck combinations that travel the Turnpike today and in the future.

Mr. Gilberti said further that there were studies going on about the types of buses and campers that were running back and forth. He said they also considered how the building could accommodate those traveling in electric cars.

Mr. Gilberti said further that they looked at airports today. He said the airport in Pittsburgh was an excellent airport that mixed merchandising concepts to allow its customers to feel good about being in such a place. He said they used those technologies in designing the travel centers. He said it was no longer a place where someone went to have a single sandwich or pump some gas. He said it had to be more than that and it was going to become more than that as the years went by.

Mr. Gilberti said further that some criteria had to be set. He said the criteria was listed on the large color rendering as follows: Creativity; Versatility; Flexibility; Efficiency; Functionality; Constructability; Cost Effectiveness; Accessibility; Convenience; Customer Friendly; Destination Point; Phasing and Fun.

Mr. Gilberti said further that the criteria did not come from the minds of the architects alone. He said the Commission did some studies that analyzed what was right and what was wrong with the service plazas. He said the studies came to some conclusions. He said the architects needed to be creative.

Mr. Gilberti said that in today's world they could not design anything that was fixed, that did not contain some level of flexibility, that did not address more than just the center. He said they needed to design something that made Ohio special. He said that they would make the travel centers in Ohio the centers of the nation. He said that was just one component of the design.

Mr. Gilberti said further that the new centers had to be more versatile and flexible because today's buildings could not be divided more to accommodate the needs of what were required for the services. He said they were built in a way that they could not expand. He said their walls could not be moved. He said the new centers were not designed like that, but were designed with adjustability. He said that went for the customers, as well as for the people that would be merchandising at the centers.

Mr. Gilberti said further that the walls of the new centers could be adjusted to today's needs and tomorrow's needs. He said all the support systems were on the lower level. He said they were completely isolated and managed so that each one of those tenants could have control of their space and have some flexibility.

Mr. Gilberti said further that the outside was controlled from the basement. He said that when someone went to a nice shopping mall or nice airport the outside of the food plaza was already pre-designed or pre-made for everything to work, but the inside was where it really counted. He said the person that made money out of that space was the one that dictated how that space should be put together. He said that flexibility was incorporated into the design.

Mr. Gilberti said further that incorporating the flexibility into the design made it more efficient. He said ideas in architecture came from analyzing your client by talking to the users. He said the architect tries to capture that vision and put it down on paper.

Mr. Gilberti said further he told his partner that if they designed by resolving the equation of the side first, making it absolutely perfect, they would get the project. He said that creating a thing of beauty was not so difficult. He said the difficult thing was creating it the right way, place it in the right way.

Mr. Gilberti said further that it was important to make sure that the buses and trailers were always isolated from the automobiles. He said they had the buses and trailers on one side and the automobiles on the other side. He said the experience of fueling and going to the travel centers for the driver of an automobile was different from the person that used the road professionally, such as a truck driver. He said automobile drivers could park on the other side or park up front.

Mr. Gilberti said further that there are ways to use the space in an intelligent manner with a lot of flexibility so that they could go back and forth without having any contact with heavy traffic. He said that was important because that generated one component that was extremely important-safety. He said safety was one of the guidelines used in their criteria.

Mr. Gilberti said further that in the back there was an area for the trucks to be fueled. He said also in the back of the building there was a small service area just for emergency purposes such as changing a tire or checking a battery.

Mr. Gilberti said further that they also wanted to create an element of design that was powerful. He said they wanted to create something that would be visually attractive and be powerful enough to tell that when you were driving through Ohio and saw the travel centers, you would know you were in Ohio. He said the moment someone was driving across Ohio the experience would be fantastic.

Mr. Gilberti said they did analyze things like the experience of driving in Europe. He said he had the opportunity to be in Europe this year and spent some time looking at their highways. He said they also went to see what the New York Thruway and the New Jersey Turnpike had in the way of service plazas. He said they made recent investments in making much better travel plazas over there. He said they found things that they had that could be incorporated into the design for the travel centers on the Ohio Turnpike.

Mr. Gilberti said they brought ideas from the other toll roads very cautiously because they wanted to be able to say that the building was easy to construct and was cost effective. He said the guideline from the Commission was "spend the money wisely." He said everyone had to realize that this was a building that will last for another 40-50 years and that can grow in that time frame, that can modify itself to allow, for instance, for the fuel islands to provide electricity instead of gasoline.

Mr. Gilberti said further that the materials had to be designed to last a long time. He said it might cost a little more money, but it was intelligent. He said they were not talking about granite or marble or anything like that. He said they were talking about using materials that could last a long time and were pleasant, durable and made sense. He said they were told to be cost effective. He said they were very careful about money and what they did in terms of design.

Mr. Gilberti said further that he also wanted to talk about accessibility, convenience and becoming customer friendly. He said that was the inside. He said the drivers of automobiles came in the front, truck drivers from the back and bus passengers from the side. He said the

idea was when you moved into this beautiful space you had a sensation that the space was welcoming you. He said it was friendly, nice and warm.

Mr. Gilberti said further that it was a place where you want to spend some time and rest before you got back into the car and go again. He said inside the space they were using new merchandising techniques. He said they were going to have a combination of food vendors, gift shop vendors and all kinds of things. He said there would be all kinds of services available from a wall that was called an "informational wall." He said that it would tell customers about the conditions of the road in terms of construction, weather and accidents. He said it would be part of a centralized system.

Mr. Gilberti said further that the technical components of the "smart building" made it work. He said the guts of the building, the air conditioning controls and the furnace controls, could all be controlled from a central point. He said it made it easy to manage.

Mr. Gilberti said further that they were talking about the beauty of the future. He said they were talking about the new millennium. He said they were just around the corner and in a couple of years they would be right there. He said they had a much better and cleaner experience using the restroom facilities. He said that was probably one of the biggest complaints that the Turnpike had. He said it was the difficulty of using the old restrooms.

Mr. Gilberti said further that there was a business center for the business traveler which included a fax machine, photocopier and ATMs. He said that the cars of the future will probably be self-guided and programmed to go places. He said the center would be a great place for someone to sit down and send a fax to communicate with their business. He said that worked very well for the truck drivers. He said they also wanted to make sure the truck drivers were not isolated.

Mr. Gilberti said further that the truck drivers were part of the family of drivers. He said there was a truckers' lounge, a laundry to clean their clothes and unisex showers.

Mr. Gilberti said further that there were areas for general vehicle maintenance and also a small service station for automobiles. He said there was a very nice gift shop and spaces around for vending machines, game rooms and additional phones. He said that in the food court area the center would always be allocated for a special feature and that special feature was one that belonged to each one of those travel centers. He said they told the things that were happening there. He said that, for instance, if you were traveling in an area where an automobile plant was located, which was the largest job generating place, an old or futuristic car could be placed for viewing.

Mr. Gilberti said further that outside the building there was an area for merchandising outdoors. He said it would be seasonal things like a farmer's market, Christmas crafts, Halloween merchandise and things like that. He said it made for a more interesting travel center. He said it became a travel center that changed itself as the year rolled by. He said it was not always the same stuff.

Mr. Gilberti said further that the buildings would be designed in pairs with different color schemes of orange and burgundy. He said the strong horizontal, curvilinear lines of the building were broken by two towers, one at the main entrance and the other one at the end of the fuel island that held the canopies together. He said they were called the "Portals of Ohio."



Mr. Gilberti said further that they will be designed with a 75-foot pole emitting a light beam that established the two points. He said that as you drove along the Turnpike you could see them before you actually saw the signs telling you that you were approaching the centers. He said that repeated itself for all the eight pairs of travel centers. He said that as you traveled to the "Portals of Ohio" they became the viable destination point of the Turnpike. He said everyone would know that they were in Ohio.

Mr. Gilberti said further that the buildings were placed so that the services were toward the back with the fronts facing the Turnpike. He said the centerpiece with the dome was the most important architectural element of the design. He said they balanced the whole composition.

Mr. Gilberti said further that the building was very well illuminated and they were allowing actual light in the spaces. He said there also was an outdoor extension of the food court and the food court was large and spacious.

Mr. Gilberti said further that they had tremendous fun in designing the centers and also found a clever way of phasing the construction without having to tear down or destroy all the plazas, wait for several months to build and then open up. He said that all the old buildings were toward the center of the site. He said the new buildings needed to be toward the plaza entrance so that allowed the other side to be larger to accommodate all the trucks. He said the old buildings were all outside the new construction so they could be phased in with minimum alteration to the operations of the current plazas.

Mr. Gilberti said they were very excited to be part of that fantastic project. He said he thought it was a nice gift to Ohio, really something special. He said he thanked the Commission.

The Chairman said he encouraged everyone to visit the Pittsburgh Airport. He said that when some of the Commission Members and staff visited the airport they met with representatives of the managing firm, which was out of England. He said they were tough on the vendors because their sales per square foot were 2 and 3 times what they typically were at an average airport. He said sales were so high because the variety was there, everything was clean and tidy, there was openness and the pricing was very, very competitive.

The Chairman said further that pricing was very important because people will perceive at an airport or rest stop that they will pay more. He said that today we have to do more for less and work harder and smarter, as the Governor has said.

The Chairman said further that the other thing financially was the Turnpike's gas contract which brought in about \$2 million a year extra when the Commission changed from its previous vendor to the current vendor. He said the Commission anticipated that from a profit standpoint the profits at the new travel centers would increase a minimum of 50% and hopefully as much as 100% because people will stop to eat where maybe they drove by before.

The Chairman said people said forget it since they would be in Indiana soon and could eat there. He said they also drove through Ohio and ate in Pennsylvania. He said the Commission had to compete for the consumer's dollar. He said that obviously the food had to be appealing and the buildings cost effective, as well.

The Chairman said further that when some Commission Members and staff visited the New York Thruway they had spent in one case as much as \$18 million for one location, while the New Jersey Turnpike spent about \$6 or \$7 million on one of their plazas and New Jersey had higher sales. He said it came to a point where spending more dollars on buildings didn't make any sense.

The Chairman said further that the Commission was not trying to build monuments. He said they were trying to build functional buildings to help motorists get what they wanted and at the same time to create profit centers for the Turnpike.

The Chairman said further that Mr. Plain and the staff put a tremendous amount of work and time into the project. He said Senator Gaeth was getting a little impatient and he would stop at the service plazas before every meeting and then give the Commission a report and they often were not pretty. He said he received some bad reports about the restrooms from people who wrote letters to the Governor and even to him or Mr. Plain.

The Chairman said further that the staff did a customer survey and he appreciated the work Sharon Isaac and Gary Evans did on that survey. He said the staff actually went back and listened to our customers. He said they were questioned about what they wanted and needed. He said there was actually a whole set of criteria that the customers told us they wanted from service plazas and obviously restrooms were right on the top.

The Chairman said the Commission had an Advisory Board put together by Mr. Plain that consisted of 10 people from different walks of life, from truckers to amusement park operators, who all used the Turnpike. He said the Commission was making sure that it stayed in touch with what was happening out there.

The Chairman said he would turn the meeting over to Mr. Plain.

Mr. Plain asked Mr. Gilberti to introduce the members of his staff who had worked with the Commission on the project. He said Mr. Gilberti should have them stand up and get a little recognition.

Mr. Gilberti said there was, of course, his partner, Pete Spittler and the other key individual was Denver Brooker. He said Denver was their top-notch designer. He said Mike Spittler was their CFO and Chris Smith not only helps with the design, but also putting the models together. He said that guy worked 24-hours-a-day.

Mr. Plain said he wanted to comment that the staff was going to continue with the final designs. He said they expected to have four of the plazas under construction sometime late this summer or early this fall and plan on opening them late in the spring of 1998. He said they would then continue with the additional plazas. He said six were scheduled to start in 1998 and be completed in 1999 and the remaining six would begin in 1999 and be done by the year 2000.

Mr. Plain said he thought the staff really worked hard with the architect in putting it all together. He said they were all very excited about it. He said he knew they had some input from Wes Fahrback of the Governor's Office and involving other state agencies, the Departments of Agriculture and Tourism. He said their input would make them truly "welcome" centers to Ohio and they were just happy to be part of it.

Mr. Plain said that after the meeting was adjourned the Commission Members, the staff, as well as Mr. Gilberti and his staff would be available for questions and answers from the media. He said a lot of information was put in the media packets that were distributed to everybody so they anticipated a number of questions that might be asked and answers were put in there so they could cut down on the repeat-type questions.

The Chairman asked if any of the Commission Members had any questions.

Mr. Williams said that from his vantage point he could not see part of the presentation. He said he would like to know how the portion of the design showing the complete inside of the plaza fit into the entire model. He said his second question was what plazas would be rebuilt starting in 1998 and finishing in 1999.

Mr. Gilberti said that in reality there were two sites, a 26,000 square foot and almost a 30,000 square foot model. He said the difference being that in some cases there was a sit-down restaurant and some cases there was not. He said the larger plaza had the sit-down restaurant. He said it could always be added in the future. He said that areas that might not have the demand for a sit-down restaurant, that restaurant might not get built. He said that as flexibility called, it could always be added. He said the basement underneath would be designed as a full basement.

Mr. Gilberti said further that there was a common area where you could access the food court, truckers' lounge and restrooms. He said the grayish color on the model was basically the concession stands for the food vendors and all the support space behind it including the emergency services. He said there was a corner for services only behind in the back of the building that accesses the basement. He said it has a full basement and all the mechanical equipment was in the basement.

Mr. Gilberti said further that nothing was on the roof because they wanted to have easy maintenance all times of the year. He said they didn't want somebody to have to go on the roof in the middle of a snowstorm and try to fix something or change something.

Mr. Plain said that in response to Mr. Williams' other question the first four service plazas to be rebuilt were Oak Openings and Fallen Timbers (just west of Exit 3) and Great Lakes and Towpath (between Exits 10 and 11).

The Chairman said the other thing he wanted to stress was the flexibility of the food court to allow for revisions in concepts as trends changed. He said that they didn't know 20 years from now what food preferences would be. He said they needed to have the flexibility. He said the other things that the truckers wanted was breakfast, lunch and dinner. He said truckers accounted for a significant part of the Turnpike's business. He said the eating patterns of truckers and other travelers might be different than for you and me. He said we may have breakfast at 6:00 or 7:00 a.m., while they may have dinner at that time. He said the truckers wanted an opportunity to have breakfast, lunch and dinner anytime.

The Chairman said further that the other thing he wanted to stress was the Commission didn't know who all the vendors were yet. He said the Commission was hoping that they would all come out and present their ideas to us and we'll be able to pick and choose the best concepts. He said there had been some preliminary talks with some major national restaurant chains who offered breakfast, lunch and dinner. He said that, again, the vendors had not been chosen. He said there would be a competitive bidding process.

The Chairman said further that, hopefully, the Commission would attract the best combination of vendors so that they gave the people what they wanted and gave them the choices. He said that, however, the New York Thruway had too many choices. He said that if they had to do it over again they would cut back to two or three choices because they had too many. He said that the New Jersey Turnpike said they needed one or two more concepts. He said that every area was different.

The Chairman said he had visited some of the service plazas in Europe which were unbelievable. He said they had little stores where you could have a veal cutlet sandwich or lasagna. He said that this was America and the Commission had to look for our tastes. He said that brand identity was also important. He said having Joe's hamburgers would not fly. He said the Commission had to have brand identity so that when people drove through they instantly knew who those different brands were.

Mr. Gilberti said the flexibility of the travel centers allowed for some interesting things. He said you could see that at the Pittsburgh Airport. He said that if someone wanted to put in a small hot dog stand for a certain period like summer then it could be placed in the available spaces. He said there also could be an area for the sale of, for example, watches. He said the flexibility allowed for such merchandising to go in and go out.

The Chairman asked if any other Commission Members had questions.

Mr. Joseph asked how the travel centers would be managed. He asked if they would be private in each instance or would they vary. He asked if the Commission was going to contract with a firm to manage each facility and make the determinations on the number of vendors and allotted square footage. He asked who would be making those decisions when they made the changes.

Mr. Plain said the staff was still working on that. He said they were trying to determine how best to utilize the space. He said they had to decide whether to package it up and take each particular space and go out for bid for the space or have someone manage those for the entire complex. He said they were still working with the architect and there would be more meetings with the staff and the Commission Members to talk about some of those things in the very, very near future.

Mr. Zomparelli said that by law the operations of the service plazas had to be done by the competitive bid process. He said that pertained whether it will be the entire plaza by one firm or portions of the plaza. He said each portion would have to be done by competitive bid. He said that was the next step.

The Chairman said that he was sure that some of the vendors who had bid in the past had been a little frustrated with the Turnpike, but they had to understand that the new travel centers would last for the next 40 or 50 years. He said the Commission wanted it done right. He said the Commission did not want someone coming in and saying they would take the two good spots and forget the other locations. He said on the same token small buildings were needed in certain areas and larger ones in other areas.

There being no further business before the Commission a motion was made by Mrs. Baker, seconded by Mr. Joseph that the meeting adjourn until the next meeting on June 23.

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

Ayes: Mrs. Baker, Mr. Joseph, Mr. Williams, Mr. Fedeli

Nays: None

The Chairman declared the meeting adjourned. The time of adjournment was 10:55 a.m.

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

  
Marilyn R. Baker Secretary-Treasurer