

MINUTES OF THE ONE HUNDRED AND NINETY-SEVENTH MEETING
April 5, 1966

Pursuant to the bylaws of the Ohio Turnpike Commission permitting the Chairman to change the place of the meeting the Commission met in regular session in the conference room of the Ohio Department of Highways Building at 139 East Gay Street, Columbus, Ohio at 11:00 A. M. , eastern standard time, on April 5, 1966 with the key members of the staff, a representative, Mr. Robert H. Bartholomew, of the Trustee; a representative, Mrs. Russel Lucas, of the Auditor of State; members of the press and others in attendance.

The meeting was called to order by the Chairman. The roll was called, and the attendance was reported to be as follows:

Present: E. C. Redman, Charles J. Chastang, O. L. Teagarden, P. E. Masheter, James W. Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of March 1, 1966 which had been examined by the Members of the Commission and on which the corrections suggested by the Members had been made be approved without reading.

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

Ayes: Redman, Teagarden, Masheter, Chastang, Shocknessy.

Nays: None.

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

The Chairman reported that the Commission had received that morning from the Auditor of State through the Deputy Auditor, General Chester W. Goble, the annual report by the Auditor of State of the affairs of the Commission. He said it was the first annual report the Commission had received from Auditor Roger Cloud. He said he had made a cursory examination of the report and found it was prepared with the same thoughtful and technical proficiency as previous reports. He congratulated Mrs.

Lucas, the resident examiner, on the work that she did and he asked her to thank the Auditor for the Commission for submitting an annual report in such prompt time. The Chairman handed the report to the Secretary-Treasurer for examination and filing and for such compliance as the Commission can give to any direction from the Auditor.

The Chairman reported further that the revenue for the first quarter of 1966 was approximately \$5, 626, 000, or \$255, 000 greater than for the same period of 1965, which was the turnpike's best income year. He said March contributed an estimated \$2, 097, 000 and was the twenty-third consecutive month in which the revenue was higher than for the corresponding month of any previous year. He said revenue for March 1965 was \$2, 000, 333.

The Chairman reported further that the Director of Highways and the Deputy Executive Director of the Commission would participate in a three-day Ohio Highway Engineering Conference starting that day at Ohio State University. He said the major topic was to be safety. He said the Commission's distinguished ex officio Member, the Director of Highways, Mr. Masheter, would speak on "Twenty Years of Road Building in Ohio". He said the Deputy Executive Director, Mr. Deetz, was on the program for the next afternoon with a talk on "Safety Precautions Needed in Maintenance of Expressways". He said Mr. Masheter and Mr. Deetz were two competent authorities to speak to the conference, which was fortunate to have them.

The Chairman reported further that there was a frightful accident on the turnpike at five o'clock in the morning of March 6th when five people were unnecessarily killed. He said a car carrying five young men on their way from Michigan to Pennsylvania struck the rear end of a horse-carrying truck near Towpath Service Plaza in Summit County and all five were killed instantly. He said he wanted to let the dead rest in peace but there was an indication of drinking. He said the last previous fatal accident on the turnpike had occurred 72 days before on December 23, 1965. He said an editorial in the Toledo Blade of March 11th described the March 6th accident as that kind of accident that "plays hob with statistics". He read as follows from the editorial:

"In the kind of traffic accident that plays hob with statistics, five men were killed in one accident on the Ohio Turnpike when their convertible crashed at high speed into the rear of a semi-trailer last weekend. It was the first fatal turnpike accident of 1966, and an exceptionally bad one."

The Chairman said also that it was a very thoughtful editorial and the Members had all seen it but he wanted especially to bring it to the attention of the meeting because it so well characterized that accident. He said it was an accident which no one present could have done anything about. He said that from the time the turnpike was conceived it could not have produced anything which would have saved those people from death. He said that once again that accident proved there was no substitute for safe driving. He said there was an explanation of how the accident happened but that explanation had nothing to do with the construction or the management of the Ohio Turnpike.

The Chairman reported further that the Director of Highways and he were still fighting their way into downtown Cleveland on Interstate Route 71. He said the latest expedient they were trying was a weekly meeting in the office of Ralph S. Locher, Mayor of Cleveland, comparable to the weekly meeting that they had in Columbus with the officials of the staff of the Highway Department and any others who were interested in the construction of I-71. He said the meetings in the mayor's office in Cleveland were being held on Tuesday and that the Director of Information and Research of the Commission was attending those meetings representing the Commission. The Chairman said also that he had great confidence and the Director did also, if he might speak for him, that those meetings were going to be helpful in resolving problems that occurred from day to day and from week to week in the City of Cleveland and within its environs. He said it was suggested that other mayors from other communities in the Cleveland area and other public officials attend the meetings in Mayor Locher's office if they chose.

The Chairman said that in the absence of questions the report of the Chairman was accepted as offered. He said the report of the Secretary-Treasurer would be received.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following had been sent to all Members:

1. Detail of investment transactions for February and March 1966.
2. Traffic and Revenue Report for February 1966.
3. Financial Statements as of February 28, 1966.
4. Draft of the minutes of the March 1, 1966 meeting.

The Assistant Secretary-Treasurer reported further that with the transfer from the Revenue Fund to the Reserve Maintenance Fund that week the Reserve Maintenance Fund came very close to having been credited with the full requirement for 1966.

The Chairman said that in the absence of questions the report of the Secretary-Treasurer was accepted as offered. He ascertained that there would be no report by the Committee on Budget and Finance. He said the report of the Committee on Service Plazas would be received.

The chairman of the Committee on Service Plazas, Mr. Teagarden, reported that contracts for the remodeling of the food service areas at Tiffin River, Blue Heron, Wyandot, Towpath and Glacier Hills Service Plazas were progressing satisfactorily. He said that at Wyandot, Towpath and Glacier Hills where the remodeling work was divided into two phases the first phase was completed and the new facilities, including cafeteria lines, were in operation. He said the second phase had been started and all work was to be completed on or before May 1, 1966.

Mr. Teagarden reported further that income from service stations continued to show an increase over corresponding months of the previous year. He said that for the month of February the income from service stations was \$28,377 greater than in February 1965, representing an increase of more than 30%. He said a comparison of diesel fuel sales for the month of February by stations varied from a decrease of 12 percent to an increase of 242 percent with an average increase for all stations of nearly 26 percent.

In response to a question by the Chairman, Mr. Teagarden said that cafeteria service was currently available in eleven of the sixteen service plazas.

The Chairman said that in the absence of further questions the report of the Committee on Service Plazas was accepted as offered. He said the report of the Committee on Interchange Development would be received.

At the request of the chairman of the Committee on Interchange Development, Mr. Chastang, the report of the Committee was submitted by the Executive Director who said that in his report to the Commission on March 1, 1966 in connection with the crossing of the turnpike by Interstate Route 77, he advised that the plan included a re-routing of the turnpike traffic over a temporary road to accommodate the construction of the bridges that would carry the turnpike over I-77 and that the Commission had limited the use of the temporary road to a maximum of one year. He said that in making the limitation the Commission expected the contractor to construct the temporary road in the summer of 1966 and place it in use shortly after Labor Day, and to construct the bridges during the ensuing year.

The Executive Director said also that on March 4, in the office of the Division Engineer for Division 12 of the Highway Department, a conference was held to discuss the merits of a proposal by the contractor to accelerate the schedule for the construction and use of the temporary road. He said the conference was attended by representatives of both the Division and Central offices of the Department of Highways, the Bureau of Public Roads, the prime contractor and his bridge sub-contractor, the Commission's staff and its Consulting Engineers. He said that as a result of that conference a revised schedule was adopted which would permit the contractor to construct and place in service the temporary road in 1966 prior to the busy summer season. He said traffic would be restored to the turnpike roadways before the following winter. He said it currently appeared that turnpike traffic would be diverted to the temporary road for a period of approximately six months rather than the twelve months originally anticipated.

The Executive Director reported further for the Committee that since the last meeting of the Commission information had been received from the Director of Highways that the crossing of the turnpike by State Route 11 in Mahoning County was tentatively scheduled for receipt of bids on May 17, 1966. He said that project would include the construction of two bridges over the Ohio Turnpike. He said the crossing of the turnpike by Interstate Route 475 in Lucas County was tentatively scheduled for receipt of bids in June 1966. He said the latter project also included the construction of two bridges over the turnpike.

The Executive Director said also that it currently appeared there would be under construction in the summer of 1966 a total of nine bridges over the turnpike. He said three of those were at the I-71 crossing and were nearing completion. He said two were at the crossing of I-75 in Wood County and steel erection was under way there. He said that, in addition, the Commission was involved in the construction of the two bridges that carried the turnpike over I-77 and the modification of two bridges carrying the turnpike over State Route 45 in Mahoning County to permit the Highway Department to convert State Route 45 from a two-lane highway to a four-lane highway.

The Executive Director said also that it was possible too that the crossing of the turnpike by Interstate Route 271 would be under contract by early fall of 1966 and, depending upon the contractor's scheduling, the Commission might be involved in the construction of three more bridges yet in 1966. He said that project included a temporary road also, to handle east-bound traffic on the turnpike to accommodate the construction of a bridge to carry the east-bound roadway of the turnpike over I-271.

The Executive Director said also that if all went well the Commission could be involved during the remainder of 1966 in the construction of 16 bridges and two temporary roads in connection with the program of the Highway Department. He said the Commission's major responsibility in those projects was, and would be, traffic control.

The Executive Director reported further that the Commission had its own work program and the big item in the program was the widening and resurfacing project on original construction section C-16 between Interchange 11 and the bridges over the Cuyahoga River, including the interchange.

He said that bids for that project were opened on March 31, 1966 with three contractors submitting bids. He said bids were submitted by Northern Ohio Paving Company of Cleveland, Ohio in the amount of \$1,513,719.40; by Chapin & Chapin, Inc. and National Engineering & Contracting Company, joint venturers, of Norwalk and Strongsville, Ohio, in the amount of \$1,902,411.82; and by Galier Bros. Inc. of Independence, Ohio, in the amount of \$2,149,876.20. He said the low bid was well below the Commission's estimate of approximately \$1,782,000.

The Executive Director said also that the bids had been analyzed by the Consulting Engineers and the Chief Engineer and both had recommended that an award be made to the low bidder, Northern Ohio Paving Company, in the amount of \$1,513,719.40. He said further that the Deputy Executive Director and he had analyzed the bids and had considered the recommendations of the Consulting Engineers and the Chief Engineer, and recommended that the Commission take favorable action on a resolution prepared for the purpose of making an award to the low bidder, Northern Ohio Paving Company.

In response to a question by Mr. Chastang concerning the discrepancies in the amounts of the bids, the Executive Director replied that the high bidder could be eliminated as having made a shot in the dark hoping to be the only bidder and get a high priced job. He said the next lowest bidder was a good contractor and a conservative contractor and had the contract with the Department of Highways for the crossing of the turnpike by I-77 just west of the Commission's project and that it was concerned somewhat by the requirement that the Commission project be completed by July 1, 1966. He said the low bidder, of course, was quite concerned at the opening of the bids because of being so far out of line with the other two bidders. He said the low bidder immediately re-evaluated its bid with all its subcontractors and that the Commission's staff did the same thing. He said the staff thought the low contractor had a good bid

and that the low contractor said it was happy with the bid, or at least that it had made no errors. He said the contractor was ready and willing to go to work.

A resolution awarding contract 78-C was moved for adoption by Mr. Chastang, seconded by Mr. Masheter, as follows:

Resolution No. 6-1966

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for the widening and resurfacing of a portion of original Construction Section C-16, between Milepost 173 and Milepost 177 in Summit County, Ohio, to include resurfacing of Interchange Eleven, which contract is designated Contract 78-C, and proof of said advertising is before the Commission;

"WHEREAS bids for the performance of said contract have been received and were duly opened and read as provided in the published notice for said bids, and said bids are before this meeting;

"WHEREAS said bids have been analyzed by the Commission's consulting engineer and by its chief engineer, and they have reported thereon to the Commission with respect to said analysis and they, and also the Commission's executive director, have made their recommendations predicated thereon;

"WHEREAS all of the aforesaid bids for said contract were solicited on the basis of the same terms and conditions, and the same specifications, with respect to all bidders and potential bidders, and the bid of Northern Ohio Paving Company, Cleveland, Ohio, for the performance of said Contract 78-C, is, and is by the Commission determined to be, the lowest of all said bids for the performance of said contract, and the Commission has been advised by its general counsel that said bid conforms to the requirements of Section 5537.04 of the Revised Code of Ohio and to the terms, conditions, and specifications in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bid as the lowest and best bid for the performance of the work required under said contract and of the incidental obligations thereof; and

"WHEREAS the Commission is satisfied with the capacity of said bidder to perform its obligations pursuant to its proposal;

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of Northern Ohio Paving Company, Cleveland, Ohio, for the performance of Contract 78-C be, and hereby it is, determined to be the lowest and best of all said bids and is accepted, and that the chairman and executive director, or either of them, be, and each 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, and upon the condition that said successful bidder shall furnish a performance bond as heretofore approved by the Commission, (2) to direct the return to all bidders for the aforesaid contract, other than said successful bidder, of the bid security furnished by each of them, respectively, (3) to direct the return to said successful bidder of its bid security when the aforesaid contract has been duly executed and said performance bond furnished, and (4) to take any and all action necessary or proper to carry out the terms of said bid and of said contract."

Mr. Chastang said the Commission had letters from its General Counsel and its Consulting Engineers in which they reviewed the bids and recommended the contract be awarded to the low bidder.

In response to a question by the Chairman, the Executive Director said that the construction was basically a project limited to original construction section C-16 beginning at the Cuyahoga River bridges on the east and extending westerly a little beyond Interchange 11. He said the contract included drainage work, a widening by concrete of the westbound roadway to three lanes, an overlay of asphalt on all three lanes, an overlay of asphalt on the eastbound lanes, and an overlay of asphalt on the interchange itself.

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

Ayes: Chastang, Masheter, Teagarden, Redman, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. He said it was the first major construction on the turnpike since its completion. The resolution was identified as No. 6-1966.

The Chairman said that in the absence of further questions the report of the Committee on Interchange Development was accepted as offered. He said the report of the Committee on Safety would be submitted by the Executive Director.

The Executive Director reported for the Committee on Safety that in an effort to obtain information useful in improving the accident rate on the Ohio Turnpike the Committee had made a detailed analysis of accident experience on the turnpike for 1965.

He said there were a total of 1,039 accidents during the year but for the purpose of the study consideration had been limited to accidents which occurred on the turnpike traffic lanes and accidents at toll plazas, on interchange ramps, at service plazas and on the access roads to the service plazas, and at maintenance buildings had been eliminated. He said that doing so reduced the number of accidents for consideration to 952. He said that, further, that elimination reduced the overall accident rate from 85.3 per 100 million vehicle miles of travel to 81.4.

The Executive Director said also that because there were significant differences between sections of the turnpike with respect to topography and volumes of traffic, the figures had been refined to relate to the traffic between interchanges. He said traffic densities varied from a low of 2,700,000 between Interchanges 1 and 2 to a high of 6,700,000 between Interchanges 8 and 9.

The Executive Director said also that accident ratios varied between a low of 52.1 to a high of 138.0 accidents per 100 million vehicles miles of travel. He said the greatest number of accidents occurred between Interchanges 7 and 8, yet when that number was related to miles of travel, the ratio was just about normal for the turnpike and for the year. He said that as might be expected the highest ratio occurred between Interchanges 11 and 12, including the crossing of the Cuyahoga River Valley. He said it was expected that the widening and resurfacing of the hill westerly from the Cuyahoga River would contribute substantially to an improvement in that area.

The Executive Director said also that unexpected, however, was the second highest ratio of 114.6 between Interchanges 4 and 5 through the Toledo area. He said that although that section included the twin bridges over the Maumee River, that feature in itself should not contribute to such a disproportionate ratio. He said every accident report for that sector was analyzed to determine if there were any significant accident patterns but nothing of value was found. He said the problem would receive the Committee's continuing concern and attention.

The Executive Director said also that the lowest accident rate for any section occurred on the section between Interchanges 8 and 9. He said that rate was 52.1 accidents for each 100 million vehicle miles of travel.

He said that section also had the highest density of traffic for the year. He said an obvious conclusion would be that the higher the density the lower the accident ratio. He said that, however, any attempt to relate accidents to density on that finding was defeated immediately by the experience between Interchanges 10 and 11 where the density was only slightly less than that between Interchanges 8 and 9 yet the accident ratio of 93.1 was the third highest. He said both sections had topographies that were similar and densities that were substantially the same yet produced extremes in accident ratios.

In response to a question by the Chairman, the Executive Director said the high point of use in those sections varied as to time of day according to the season. He said traffic counts run on an hourly basis on those sections revealed that the days of the week and the season of the year all had a great influence.

In response to a question by Mr. Chastang as to whether the committee was looking into driver habits, age and sex, the Executive Director said the committee thought all such factors played a part in the statistics and was gathering data on them and would soon have statistics covering a full year of experience. He said that about the most meaningful conclusion the Committee had come to so far was that the accident depended upon the driver and the frequency of accidents depended upon the driver, and the greatest need for improvement, as was well known, was in the driver area. He said vehicles were good and the road was good so it was inescapable that the driver was the culprit.

In response to a question by Mr. Masheter, the Executive Director said that drivers who were under the influence of alcohol did not appear to be a big part of the safety problem on the turnpike. He said he thought perhaps the Commission was safe in that experience because there were no roadside restaurants along the turnpike where liquor was served and that that would tend to decrease exposure to that type of driver.

The Chairman said that in the absence of further questions the report of the Committee on Safety was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director said the Deputy Executive Director would report. The Deputy Executive Director reported that pursuant to correspondence between the Chairman of the Ohio Turnpike Commission and the Chairman of the Pennsylvania Turnpike Commission he completed arrangements with the Director of Operations of the Pennsylvania Turnpike Commission, Mr. Franklin V. Summers, to meet for the purpose of

formulating a procedure for handling occurrences of a critical nature on one turnpike that might affect operations on the other turnpike. He said the meeting was arranged after a reply had been received to the letter which the Chairman of the Ohio Turnpike Commission had written to the Pennsylvania Turnpike Commission.

The Deputy Executive Director said also that the Director of Information and Research and he met on March 23, 1966 at the New Stanton Interchange on the Pennsylvania Turnpike, which was about midpoint between the headquarters of the two Commissions, with Mr. Summers who was accompanied by four staff members from the Pennsylvania Commission: the Chief Engineer, the Maintenance Engineer, the Superintendent of Fare Collection, and the Resident Engineer of the Consulting Engineers to that Commission. He said the meeting was conducted on a very friendly and cooperative basis.

The Deputy Executive Director said also that it was agreed that when any significant emergency arose on one turnpike which would affect the other, a call by public service telephone facilities would be made from the headquarters of the turnpike experiencing the emergency to the headquarters of the other turnpike advising the nature of the emergency and what action was expected or was advisable on the part of the other turnpike. He said the representatives of the two staffs exchanged telephone numbers, including residence telephone numbers, of operational staff personnel. He said those numbers would be kept available at all times at the respective turnpike headquarters.

The Deputy Executive Director said also that the Pennsylvania Turnpike Commission was considering revising its radio communication system so that it could communicate from Harrisburg to its Gateway toll plaza near the Ohio line. He said that when that connection was completed, the two staffs would explore the possibility of interconnecting the microwave telephone systems of the two turnpikes so that they could communicate by that method between the headquarters in Harrisburg, Pennsylvania, and the headquarters in Berea, Ohio. He said it was agreed that the existing radio connection between the Gateway toll plaza of the Pennsylvania Turnpike and the Eastgate toll plaza of the Ohio Turnpike should be continued in operation for routine matters but not for any emergency matter. He said the telephone would be used for all emergency matters.

In response to a comment by the Chairman that the same arrangement should be made with the Indiana Toll Road Commission, the Deputy Executive Director said that a meeting with representatives of

the Indiana Toll Road Commission was being planned for the near future.

The Chairman commented that he had noticed the recurrence of letters that the Governor received and the Commission received from people who drove the turnpike and wrote the Governor and told him that a great saving could be effected if turnpikes could collect at state lines for both connecting turnpikes and would issue tickets for both turnpikes. He said the Commission had almost a standard form letter of reply because the matter wasn't as simple as that. He said that in the first place the toll roads in the states adjoining Ohio did not have the same standard of charges for weights and there were numerous reasons why there had to be independent facilities for each turnpike.

He directed that a typical reply to such a letter be incorporated in the record of the meeting. Such a typical reply was as follows:

"March 25, 1966

"Mr. H. R. Ball
2903 Willa Drive
St. Joseph, Michigan

"Dear Mr. Ball:

"Your letter addressed to Governor James A. Rhodes under date of March 22, 1966 suggesting a common toll plaza for the Ohio Turnpike and the Indiana Toll Road at the Indiana-Ohio line was referred, as you know, by Governor Rhodes to the Chairman of the Commission, Mr. James W. Shocknessy, who asked that I reply to you.

"The benefits which you suggested might be derived from a common toll plaza might be realized, at least in part, but other considerations make it doubtful as to whether a change from the present situation would be practical from either economic or operating standpoints. I should explain first that the Ohio Turnpike was designed and under construction before it was definite that there would be a toll road in Indiana connecting with the western terminus of the Ohio Turnpike. The terminal toll plaza (Westgate) of the Ohio Turnpike therefore was located primarily with respect to a practical connection with nearby U. S. Route 20 for the convenience of travellers entering and leaving the Ohio Turnpike at that point.

"The toll collection facilities on the Ohio Turnpike were designed on the basis of classifying all vehicles for toll purposes according to gross weight. This involved the placing of scales beneath the pavement at each entrance booth at toll plazas. An entirely different system of classifying vehicles for toll collection purposes was adopted in Indiana. The Indiana system is based on the type of vehicle and the number of axles it has. Further the rules and regulations applying to traffic on the two toll roads are different in some important respects.

"In any event, since it now appears that the Ohio Turnpike might become a free road as early as 1979, it would seem questionable whether the expense of constructing an entirely new toll plaza for use over a relatively short period would be justified.

"Very truly yours,

"James D. Hartshorne
"Executive Assistant to the Chairman

"CC: Governor James A. Rhodes
Mr. James W. Shocknessy"

In response to questions by Mr. Redman, the Executive Director said that the 24 cameras purchased in 1965 were furnished to the Highway Patrol which used them in making pictures of accident scenes. In response to other questions by Mr. Redman, the Comptroller said that major items of property and supplies were carried in an inventory account and were charged to expense as used, and that the reduction in the income from investments in the Reserve Maintenance Account in 1965 as compared to such income in 1964 was because the increase in yield was not enough to make up for the decrease in the amount of dollars the Commission had to invest. He explained that there was less money to invest in the Reserve Maintenance Fund because of all the activity in the service plazas and in all the other things the Commission had been doing in maintaining the turnpike. He said also that because the amount of money required to be held in the Reserve Account decreased every time some turnpike bonds retired because the limit of that account was two years interest on the outstanding bonds, that - given constant interest rates - earnings from investments of the Reserve Account was going to be a continually diminishing source of income.

The Chairman said that in the absence of further questions the report of the Executive Director was accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways thanked the staff of the Turnpike Commission for its cooperation in arriving at the decision on the crossing of the turnpike by I-77. He said it was another indication of what he had said at Commission meetings many times of the things that could be done when people cooperated. The Chairman said that the report of the Director of Highways was accepted as offered. He said the report of the General Counsel would be received.

The General Counsel reported that legal representatives in Cleveland of the parties to the suit by the City of Strongsville against the Department of Highways in connection with the crossing of the turnpike by I-71 had signed a consent decree and that a copy of the decree had gone to the office of the Attorney General the day before with the possibility that it would be journalized in a day or so, thus terminating the suit.

The Chairman said the report of the General Counsel was accepted as offered. It was explained that the representative of the Consulting Engineers, Mr. H. A. Harnden, was not present at the meeting because he had been released only the night before from the hospital where he had gone for observation. The Chairman ascertained that there would be no report by the Director of Information and Research.

A resolution ratifying actions of administrative officers was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

Resolution No. 7-1966

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, and the director of information and research of the Commission, have by various written and oral communications fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting on March 1, 1966, and the Commission has duly reviewed and considered the same;

"NOW, THEREFORE, BE IT

"RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's

meeting on March 1, 1966 hereby are ratified, approved and confirmed."

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

Ayes: Teagarden, Chastang, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members present voting in the affirmative. The resolution was identified as No. 7-1966.

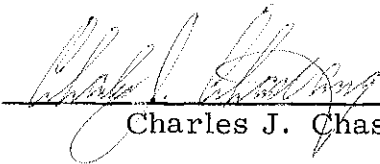
There being no further business to come before the Commission, a motion was made by Mr. Redman, seconded by Mr. Masheter, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Redman, Masheter, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:07 P. M.

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



Charles J. Chastang, Secretary-Treasurer