

MINUTES OF THE TWO HUNDRED AND THIRTY-FIFTH MEETING  
January 6, 1970

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways building at 139 East Gay Street in Columbus, Ohio at 11:00 A.M. on January 6, 1970 with the key members of the staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. P. Joseph Sesler, of the Trustee; representatives 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: Redman, Chastang, Masheter, Shocknessy.

Absent: Teagarden.

The Chairman announced that a quorum was present. He said Mr. Teagarden was out of the state recuperating from surgery recently performed.

A motion was made by Mr. Chastang, seconded by Mr. Redman, that the minutes for the meeting of December 2, 1969 which had been examined by the Members 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 present responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that the revenue for December 1969 was \$2,694,000, which was \$105,000 more than for December of 1968 and made December 1969 the 21st consecutive month that revenue exceeded that for the same month in previous years. He said the revenue for 1969 was approximately \$38,000,000, or almost two and one-half million more than for the best prior year.

The Chairman reported also that in 1969 the volume of traffic on the Ohio Turnpike for the first time exceeded 20,000,000 vehicles, the total being approximately 20,776,000.

The Chairman reported also that there were no fatal accidents during December. He said the turnpike went through the Christmas holiday and the New Year's holiday without a fatal accident. He said the year's total of deaths from traffic accidents was 40, which was equal to the highest previous total, that of 1966. He said there was nothing the Commission could say about it. He said the Commission was doing everything that could be done to control speed and insure safety and he thought that the Executive Director and the staff and the Commander of the Ohio State Highway Patrol had given special attention both to speed and safety during the year.

The Chairman said the Commission was glad to have its Supervisor of Patron Services, Mr. J. Budd Morrison, in attendance at the meeting.

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

The Assistant Secretary-Treasurer, John Soller, reported for the Secretary-Treasurer, Mr. Chastang, that since the last meeting the following had been sent to all Members:

1. Traffic and Revenue Report for November 1969
2. Financial Statements as of November 30, 1969
3. Draft of the minutes of the December 2, 1969 meeting
4. Accountants' Report Summary of Rentals Reported by Restaurant Operators for the period October 1, 1968 through Sept. 30, 1969
5. Detail of investment transactions for December 1969
6. Summary of bond purchases for 1969.

The Assistant Secretary-Treasurer reported also that at the last meeting it was said that the Executive Assistant to the Chairman, Mr. James D. Hartshorne, and he were scheduled to appear on December 4, 1969 before the Public Improvements Inspection Committee of the General Assembly, of which Representative Roger W. Tracy, Jr. was the chairman. He said they did appear as scheduled and told of the financial condition of the turnpike,

bond redemptions, resurfacing program, terms of the current restaurant and service station contracts, and the need for new toll collection facilities as construction of the National System of Interstate and Defense Highways progressed. He said they were most courteously received and the few questions that were asked were well considered and to the point. He said the Commission was one of seven organizations invited to appear that day. He said the Commission's representatives left a packet of material for each committee member which included the Commission's 1968 Annual Report, the Ohio Turnpike Story, Ohio Turnpike Map, and other informative material which might be of value to the Committee.

The Chairman directed the Assistant Secretary-Treasurer to write to Representative Tracy and thank him for the courtesies extended and tell him the Commission was pleased with the report it received about the conference.

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

The chairman of the Committee on Budget and Finance, Mr. Redman, reported that the figures for 1969 through November 30 indicated expenses were \$158,613 under budget. At his request, the Executive Director, Russell S. Deetz, estimated that snow and ice removal cost for the month of December 1969 would be very close to \$200,000 as compared to a budget of approximately \$100,000. He said the maintenance employees were devoting all their time to snow and ice removal so that nonperformance of other activities would offset the difference. He said the turnpike had had more snow during the current winter season than in the entire previous winter season. During the month of December snow fell on the turnpike on 23 days.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered. He said the Executive Director would give the reports of the Committees on Service Plazas, Employee Relations and Safety.

The Executive Director reported for the Committee on Service Plazas that the Committee convened on December 17, 1969 to discuss the proposed changes in the restaurant contract which were suggested by the Commission's special counsel, Squire, Sanders & Dempsey. He said thirteen of the twenty-one suggestions were routine and since they did not change the basic content of the contract they were accepted without debate. He said one suggestion concerned insurance coverage but a decision on how much to increase the insurance obligation in the new contract was deferred pending a study and recommendation by the Consulting Engineers, the J. E. Greiner Company.

The Executive Director reported also that the committee's work was made easier when it learned that the Howard D. Johnson Company had reconsidered an earlier decision and had decided that it did not want to sell its restaurant equipment to the Commission. He said the committee agreed unanimously that that decision should be accepted. He said that development would allow the Commission to advertise all the restaurants for bid on an equal basis.

The Executive Director reported also that the Howard D. Johnson Company had requested price increases on certain controlled items, citing increased food costs and operating expenses as the reason for the adjustments. He said a study of prices in restaurants adjacent to the turnpike was being made and when the study was complete the committee would meet to consider the request.

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

The Executive Director reported for the Committee on Employee Relations that when it became evident during 1968 and 1969 that a rather large group of employees was retiring from service with the Commission, it was decided that such employees should be entitled to a "Certificate of Retirement" expressing the Commission's gratitude for their long and dedicated service. He said that accordingly, an appropriate certificate for presentation to retired employees was designed. He said the reaction from the retirees had been very gratifying as was indicated by a letter received from a retired toll collector now living in Florida. He read the letter as follows:

"December 21, 1969

"The Ohio Turnpike Commission;

"Gentlemen:

"Please accept this note as a token of appreciation for the plaque which I received last week.

"I had just about given up hope of ever receiving anything more than my badge.

"Of the fifty or so retired families here at our park, there are only two of us who can show a plaque for our years of work, and

it is something to brag about.

"So thanks again from my wife and I, for the pleasant years we shared.

"Respectfully,

(signed) Harold H. Richens  
Sebring, Florida"

The Executive Director said further that to be eligible for a certificate the employee must retire under the Public Employees Retirement System. He said he had had the pleasure of presenting a certificate to his predecessor, Mr. C. W. Hartford. He showed the Members a certificate prepared for presentation to the retired senior toll collector at North Olmsted-Cleveland Interchange who was with the Commission in the same position fourteen years.

The Chairman suggested that a letter be sent to the widow of General Heber L. Minton expressing the Commission's sorrow at the loss of her husband who was chief of selective service in Ohio. He said General Minton had been the Commission's Superintendent of Toll Collections.

The Chairman said the report of the Committee on Employee Relations was accepted as offered. He said the report of the Committee on Safety would be received.

The Executive Director reported for the Committee on Safety that at the December 1969 meeting of the Commission it was requested that speed studies be made more frequently for purposes of comparison and that some figures on speeding passenger car drivers be provided at the next meeting.

The Executive Director said further that another commercial vehicle speed study was conducted on four good weather days at four select locations during the month of December. He said that for the first time in such studies the speeds for commercial vehicles were tabulated in three classifications: tractor and semi-trailer, straight truck, and panel truck. He said the study showed that the 55 mile per hour speed limit for trucks was exceeded by 63.7 percent of the tractor and semi-trailer units, 73.6 percent of the straight trucks and 80 percent of the panel trucks. He said the percent of vehicles exceeding the speed limit for trucks was 66.3. He said that percentage figure was slightly less than the figure determined in the November 1969 study which was 67.0 percent.

The Executive Director reported further that a tabulation of speeds for passenger cars showed 46.1 percent of them were exceeding the 70 mile per hour speed limit. He said further analysis showed that 30.6 percent of them were exceeding the speed limit by one to five miles per hour; 10.6 by five to ten miles per hour; 4.4 percent by 10 to 15 miles per hour; and 0.4 percent by 15 miles per hour or more.

The Executive Director said further that during the first eleven months of 1969 there were 15,963 drivers of passenger cars arrested on the turnpike by the patrolmen of the turnpike district of the Ohio State Highway Patrol for speeds in excess of the limit. He said that of those arrested two were for speeds between 106 and 110 miles per hour while 255 were for speeds between 100 and 105 miles per hour. He said that during the same period there were 3,406 commercial vehicles arrested for speeds in excess of the limit.

The Executive Director said further that relating the number of arrests for speeding to vehicle miles of travel for the eleven month period gave a ratio of 15.7 passenger car drivers arrested per one million passenger miles of travel and 11.1 commercial vehicle drivers arrested per one million commercial vehicle miles of travel.

The Chairman said he had been told the increased policing was alleviating the excess speed limit condition. He said he was sort of bored with reports. He said he got reports but nothing happened. He said the Commission had been giving attention to the excess speed condition for two months and results in December did not give any satisfaction. Mr. Masheter said it should be remembered that what the Commission was really interested in was safety. He said that the fact that a man was driving 85 miles per hour in itself might be a violation of the law but the potential of having an accident is what should be looked for.

The Chairman said it was true there were no fatal accidents on the turnpike in December. He said that was the only satisfaction one could take out of the excess speed condition. Mr. Masheter said he thought that was a great satisfaction. The Executive Director said the accident frequency for the first eleven months of 1969 was less than for any previous year. Mr. Masheter said the accident statistics were the best criteria he knew of and if the safety criteria on the turnpike meant results, then the turnpike was producing those results.

The Chairman said 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 reported that bids had been received on the modification and resurfacing of the parking areas and driveways at Vermilion Valley and Middle Ridge Service Plazas. He said bids were invited on the individual service plazas or on the combination. He said five bids were received - the combination ranging from a low of \$338,023.04 to a high of \$490,441.95 - plus another which was received late and, therefore, could not be considered. He said the low bid was 35 percent over the original contemplated cost and was anywhere from 20 to 7 percent over the revised estimate. He said the engineers made a revised estimate during the period that the contract was advertised.

The Executive Director said further that in consideration of the high cost of the work as reflected in the bids and of the benefits to be derived from it, a study was made of possible modifications to the plans and specifications. He said it was concluded that the additional cost for re-alignment and concrete paving of the entrance drives was not justified. He said by memorandum under date of December 30, 1969 the Consulting Engineers recommended that all bids received for the contract be rejected; that the plans and specifications be revised to provide resurfacing of the existing entrance driveways with asphaltic concrete in lieu of the realignment and the use of Portland cement concrete pavement; and that the contract be readvertised. He said that by memorandum under date of December 31, 1969 the Chief Engineer concurred in the recommendation of the Consulting Engineers. He said General Counsel had advised that the Commission might reject the bids on the contract.

The Executive Director said further that it was his recommendation that the Commission take favorable action on a resolution prepared for the purpose of rejecting the bids received on Contract RMP 53-69-3.

In response to questions by the Chairman, Mr. Harnden said the Consulting Engineers concurred in the recommendation of the Executive Director and Mr. Masheter said he also believed in the recommendation.

A resolution rejecting bids for contract RMP 53-69-3 was moved for adoption by Mr. Masheter, seconded by Mr. Chastang, as follows:

RESOLUTION NO. 1-1970

"WHEREAS the Commission has duly advertised according to law for bids for a contract for the modification and resurfacing of Vermilion Valley Service Plaza area and Middle Ridge Service Plaza area at Milepost 139.5 in Lorain County, Ohio, which contract is designated Contract RMP 53-69-3, said contract containing three separate proposals (RMP 53-69-3A being for work

to be performed at the Middle Ridge Service Plaza, RMP 53-69-3-B being for work to be performed at Vermilion Valley Service Plaza, and RMP 53-69-3-C being an alternative proposal for the combination of the work to be performed at both Middle Ridge and Vermilion Valley Service Plazas), and proof of said advertising is before the Commission;

"WHEREAS a total of thirteen bids for alternative contracts have been received from five bidders in response to the aforesaid advertisement, which bids are before this meeting, three additional proposals having been submitted by another bidder whose bid was received too late to be considered;

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

"WHEREAS the Commission, having been fully advised through said reports and recommendations, has concluded that the prices bid for the performance of the work are substantially in excess of the expenditure contemplated for the project and that it is not in the best interest of the Commission to make an award for the performance of the work of Contract RMP 53-69-3 as advertised; and

"WHEREAS the Commission has been advised by its general counsel that it may legally reject all the bids received for the performance of said work;

"NOW, THEREFORE, BE IT

"RESOLVED that the bids heretofore received pursuant to Contract RMP 53-69-3, including Proposal RMP 53-69-3-A, Proposal RMP 53-69-3-B and Proposal RMP 53-69-3-C, be, and the same hereby are, rejected and the executive director is authorized to notify the bidders in writing of said action, and to return to the bidders the bid securities furnished by them; and

"FURTHER RESOLVED that the executive director be, and hereby he is, authorized to cause said contract to be readvertised, if and as he sees fit, and with such modifications in the work as he may deem desirable, and to report the results thereof to the Commission."

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



Ayes: Masheter, Chastang, Redman, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 1-1970.

The Executive Director reported also that the rate of reimbursement for automobile mileage for Members and employees of the Commission and other persons serving the Commission under contract for use of their automobiles in Commission business was fixed by resolution No. 4 adopted March 6, 1962 at nine cents per mile for the first 10,000 miles and 6-1/2 cents per mile for all miles over that amount in each calendar year. He said the 6-1/2 cent rate had never been used as no person had exceeded the 10,000 miles in a calendar year.

The Executive Director said further that throughout the past several years some difficulty had been experienced in getting personal service contractors to agree to those rates. He said it was known that although some of the contractors had agreed to the rates, they were actually paying their employees a higher rate. He said a report of the American Automobile Association on Driving Costs, 1969-1970 edition, showed average costs for operating a 1969 Chevrolet Impala to be 14.5¢ per mile for about 10,000 miles per year and 9.2¢ per mile for about 20,000 miles per year. He said that he had been advised by Director Masheter that the State of Ohio reimbursed its employees at the rate of 10¢ per mile. He said it was his recommendation that the Commission take favorable action on a resolution to rescind resolution No. 4-1962 to the extent it applied to persons other than Members of the Commission and its employees, and to increase automobile mileage reimbursement rate to 10¢ per mile for Members of the Commission and its employees.

The Chairman said it was originally proposed by the Commission's administration that the Commission give 12¢ but he for one was concerned that the Commission stay within the limits established by the State of Ohio and the Department of Highways, and the Department of Highways gave ten cents.

A resolution fixing the rate of reimbursement for automobile mileage was moved for adoption by Mr. Redman, seconded by Mr. Masheter, as follows:

RESOLUTION NO. 2-1970

"WHEREAS it is necessary from time to time that members of the Commission, and its employees, use automobiles not owned or rented by the Commission for travelling upon the Commission's business;

"WHEREAS the Commission by Resolution No. 4-1962 increased the automobile mileage reimbursement rate to nine cents per mile for members of the Commission and its employees, but the said resolution also covered certain other persons having personal service contracts with the Commission; and

"WHEREAS the Commission desires to rescind said Resolution No. 4-1962 to the extent it applies to persons other than members of the Commission and its employees, and to increase automobile mileage reimbursement rate to ten cents per mile for members of the Commission and its employees;

"NOW, THEREFORE, BE IT

"RESOLVED that ten cents per mile is hereby fixed as the allowance hereafter to be paid for the use of such automobiles by such members and employees. Reimbursement shall likewise be made for necessary tolls and parking charges in addition thereto; and

"FURTHER RESOLVED that Resolution 4-1962 be, and it hereby is, rescinded."

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

Ayes: Redman, Masheter, Chastang, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 2-1970.

The Executive Director reported also that at the request of the Commission he addressed a letter to Colonel R. M. Chiaramonte, Superintendent of the Ohio State Highway Patrol, on December 5, 1969 asking that he submit recommendations as to what should be done to keep vehicle speeds within limits on the Ohio Turnpike. He said that, specifically, he requested that

the complement of District 10 which policed the turnpike be brought up to authorized strength of 97 officers and men at the earliest possible date. He said he requested also that the Commission be advised whether the addition of aircraft to the equipment of District 10 could be of assistance in the detection of speeders and other law violators and, if so, how aircraft might be provided and maintained, and what would be the estimated cost to the Commission.

The Executive Director said further that the Superintendent immediately responded by assigning five additional officers to the Turnpike District. He said that by letter under date of December 19, 1969 he advised that the Patrol's current schedule would enable it to bring the turnpike complement to full strength with further assignments from the February 1970 graduating class of the Highway Patrol Academy. He said the Superintendent advised also that the Patrol considered the use of aircraft as a valuable assist to traffic control and enforcement and that he looked forward to its use on the Ohio Turnpike.

The Executive Director said further that the Superintendent's proposal was considered by the Commission's operational staff and Consulting Engineers. He said under date of December 23, 1969 he addressed a memorandum to the Members of the Commission advising that it was the recommendation of the staff and the Consulting Engineers that the Commission enter into a supplemental agreement with the Director of the Department of Highway Safety for the use of aircraft for a six month experimental period. He said that during that period both the Patrol and the Commission would evaluate the effectiveness of aircraft as a traffic control and enforcement aid.

The Executive Director said further that since no Member of the Commission had offered any objection to the proposal, he would advise the Superintendent that the Commission was in readiness to meet with him and others of his staff as he might designate to draft an agreement and to develop a schedule for the service. He said that Mr. Teagarden had telephoned from Florida advising that since his health would not permit him to attend the meeting he wanted the Commission to know that he was very much in favor of the experimental use of aircraft.

The Executive Director said he would proceed accordingly to complete arrangements with Colonel Chiaramonte.

The Executive Director reported also that currently there were five construction contracts in progress ranging from two percent to 99.9 percent complete and four other contracts for which final papers were being

processed. He said that since the December meeting of the Commission final payment had been made on one completed contract. He said that of the four pavement repair and resurfacing contracts awarded the last spring final payment had been made on two contracts, final papers were being processed on the third contract, and final inspection was yet to be made on the fourth contract. He said it was the opinion of the Commission's contracting engineers on those projects that the Commission had received good quality control and workmanship, resulting in superior riding qualities. He said the work on those projects was performed by the Northern Ohio Paving Company of Twinsburg, Ohio, The McCourt Construction Company of Akron, Ohio, and the William L. Schloss Paving Company of Cleveland, Ohio.

The Executive Director said further that the contract for the construction of the toll plaza at the interchange between the Ohio Turnpike and Interstate Routes 80 and 80S was about 90 percent complete. He said work on that contract continued since most of it was interior and therefore not affected by winter weather conditions.

The Executive Director reported also that the pavement renewal program for 1970 was divided into four contract sections. He said plans and specifications for the contracts were being prepared by the Consulting Engineers. He said the schedule provided that the preliminary plans and specifications should be available for review by the Commission's staff on January 7. He said the contracts would be advertised for bids on February 5 and 12 with bid opening on February 26. He said he was hopeful that bids would be received on each contract and that award of contracts might be made at the March meeting of the Commission.

The Executive Director said the 1970 pavement repair and resurfacing program totaled 33.4 miles and would bring the total miles of resurfacing on the turnpike to 148.6, or nearly 62 percent of the 241 miles of the turnpike. He said 1971 should see the completion of the heavy volume of resurfacing.

The Executive Director reported also that a survey of the public rest rooms at nine service plazas which were not previously enlarged was started on October 10, 1969 and continued through December. He said the data obtained had been summarized and evaluated and projected by factoring to approximate summer-time peak traffic volumes. He said the study followed the same general pattern and sampling method utilized in the 1960-1961 study when determination was made to remodel and enlarge the rest room facilities at seven service plazas. He said those enlarged facilities had proved to be adequate.

The Executive Director said further that the new study showed that the rest room facilities should be enlarged at four service plazas within the next several years. He said the rest room facilities at the remaining five service plazas not previously enlarged appeared to be entirely adequate and not in need of enlargement for the next three to four years unless traffic should increase at an advanced rate. He said that by memorandum under date of December 24, 1969 he brought copies of the report on the survey to the attention of the Committee on Service Plazas. He said that although the Committee did not meet to discuss the subject, the individual members orally announced their concurrence in adopting a priority program for a continuation of the enlargement of rest room facilities at service plazas.

The Executive Director said further that based upon estimated availability of funds a priority was established for enlargement of rest rooms beginning with Commodore Perry Service Plaza in 1970, Towpath and Blue Heron Service Plazas in 1971, and Mahoning Valley Service Plaza in 1972, subject to review of traffic and other conditions each year. He said that when the contracts for the 1970 pavement repair and resurfacing program were awarded in March he would be in a better position to determine probable money needs for 1970. He said should it develop that funds would be available for enlargement of rest room facilities at two service plazas in 1970, it was the wish of the chairman of the Committee on Service Plazas that Towpath Service Plaza be included in the 1970 program.

The Executive Director said further that unless the Commission had other views he expected to obtain the services of an architect within the next few days to begin preparation of plans and specifications for the enlargement of the rest room facilities at Commodore Perry Service Plaza. He said that should be a rather simple undertaking since the plans and specifications used with previous contracts for enlargement of rest rooms could be adoptive with site and new development modifications.

The Members indicated that it was agreeable with them for the Executive Director to go ahead with a program of enlargement of service plaza rest rooms as he had indicated.

The Executive Director reported further that in 1969 a five percent cost-of-living increase for employees of the Commission was developed to apply to all except first-year employees effective for the first full pay period after January 1, 1970 and with the exception of three employees of the Commission whose salaries are fixed by the Commission, namely, the General Counsel, the Comptroller, and the Executive Director.

The Chairman said the only employees whose employment was reserved to the Commission were those three; all other employees' salaries being fixed administratively. He said that because those three employees' salaries were fixed by resolution, they did not benefit when a general increase was granted. He said that, accordingly, he suggested that the Commission provide that they benefit in the same fashion that the other employees of the Commission benefited.

A resolution extending to certain department heads cost of living increases granted to others was moved for adoption by Mr. Chastang, seconded by Mr. Masheter as follows:

RESOLUTION NO. 3-1970

"WHEREAS the Commission has heretofore from time to time approved general wage and salary increases on a percentage basis to its employees;

"WHEREAS the Commission has in the past taken no action to include among those granted such increases those members of its staff who report and are answerable directly to the Commission; namely, the executive director, general counsel and the comptroller;

"WHEREAS a cost of living increase in the amount of five percent was granted to employees generally commencing the first full pay period in January 1970, but such increase was not made applicable to the aforesaid designated employees; and

"WHEREAS the Commission recognizes that valid reasons for the granting of general increases apply to the designated employees as well as to others, and that a practice of failing to include them would result in inequity and in distortion of the Commission's wage and salary schedules;

"NOW, THEREFORE, BE IT

"RESOLVED that the executive director, general counsel and comptroller be, and each of them hereby is, granted a five percent cost of living increase in salary effective immediately; and that, unless otherwise directed by the Commission, said employees be included in any general increase hereafter granted to employees with the knowledge and consent of the Commission."

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

Ayes: Chastang, Masheter, Redman, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 3-1970.

In response to a question by Mr. Redman, the Executive Director said he planned to have shoppers visit the service plaza restaurants again in 1970 supplementing the regular inspections made by the Supervisor of Patron Services and his assistant and by the staff and the maintenance forces. Mr. Redman suggested that the Executive Director might report something of the progress of inspection at the next meeting of the Commission.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained there would be no reports by the Director of Highways, by the General Counsel, by the Consulting Engineers or by the Director of Information and Research.

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

RESOLUTION NO. 4-1970

"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 December 2, 1969, 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 December 2, 1969 hereby are ratified, approved and confirmed."

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

Ayes: Chastang, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 4-1970.

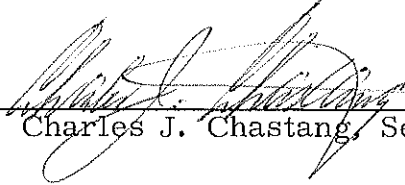
There being no further business to come before the Commission, a motion was made by Mr. Redman, seconded by Mr. Chastang, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Redman, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:30 P. M.

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

  
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Charles J. Chastang, Secretary - Treasurer