

MINUTES OF THE TWO HUNDRED AND THIRTY-EIGHTH MEETING
April 7, 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 April 7, 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, 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: Chastang, Teagarden, Redman, Wilson, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present. He said Mr. P. E. Masheter, the Ohio Director of Highways, was being represented by Mr. Wilson, Chief Engineer of the Department of Highways in accordance with the opinion of the General Counsel of the Commission.

A motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the minutes for the meeting of March 3, 1970 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 responded to roll call. The vote was as follows:

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

Nays: None.

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

The Chairman reported that the March revenue estimate was \$2,850,000, which was really high, exceeding March of 1969, the previous best March, by \$221,000. He said Easter undoubtedly had something to do with it. He said that for two full years the Commission had had revenue exceeding for each month the revenue of the corresponding month of the preceding year. He said the revenue for the first three months of 1970 was approximately \$7,387,000, exceeding by \$264,000 revenue for the previous first quarter in 1969.

The Chairman said further that the all-time record of 368,421 vehicles on the turnpike during the five-day Easter week end contributed substantially to the March income. He said the air traffic controllers' strike which began in late March and snow storms in the eastern states on Easter Sunday resulted in heavy post-Easter traffic. He said the teamsters' strike, of course, could cut into the Commission's revenue for April. The Executive Director, Russell S. Deetz, said truck traffic on the Ohio Turnpike currently was very light.

The Chairman reported also that there were no serious accidents on the turnpike over the Easter week end and there had been no fatal accidents since January 28.

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, 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 February 1970.
2. Financial Statements as of February 28, 1970.
3. Draft of the minutes of the March 3, 1970 meeting.
4. Detail of investment transactions for March 1970.

The Chairman said the report of the Secretary-Treasurer would be recorded 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 operating expenses for the first two months of 1970 were \$29,865 over the budget allocation for the period. He said that was a sizable reduction from the more than \$100,000 overrun which existed at the end of January.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered. 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 just prior to Easter the Commission received a request from one of the restaurant operators to experiment with a 21-cent hamburger over the Easter holiday week end to see if public demand would support such a sandwich. He said that on March 27 (Good Friday) Members of the committee traveled to the Middle Ridge Service Plaza to witness the experiment. He said that while the smaller hamburger did sell well there were still many patrons who chose the regular hamburger or hot dog. He said the committee was of the opinion that the turnpike patron did not select the smaller hamburger strictly because of its price. He said the committee had not received word whether the week end experiment was a success from the restaurant operator's point of view.

Mr. Teagarden reported also that in March bids were received for the relocation of entrances and remodeling of lobbies at the Great Lakes and Vermilion Valley Service Plazas. He said that since the lowest bid was considerably over the estimate, it was decided to reject all bids and to re-advertise the work at a later date.

Mr. Teagarden reported also that early in March he furnished each Member of the Commission a copy of the proposed new restaurant contract which included the Terms and Conditions of Bidding; Proposal and Stipulation regarding contracts which bidders would accept; Affidavit; Questionnaire; Notice to Bidders and Contract (together with Exhibit C - Standard Menu). He said that at that time he requested that each Member review those documents and submit suggestions for changes or additions to General Counsel by March 18. He said the suggestions received were acted upon by the Committee and had been incorporated into the contract documents.

Mr. Teagarden reported also that although the contracts under which the 16 turnpike restaurants were being operated did not expire until September 30, 1970 for the ten westerly restaurants and January 13, 1971 for the six easterly restaurants, the committee was seeking the permission of the Commission to advertise all sixteen turnpike restaurants for bid as soon as possible.

Mr. Teagarden said further that the committee had finished its work on the new proposed restaurant contract and recommended to the Commission that it be accepted in the form being presented. He said the Executive Director and General Counsel had reviewed the contract documents and concurred in that recommendation. He said that, accordingly, a resolution had been prepared for the purpose of approving the form of contract and authorizing the Executive Director to advertise the contract for bids. He said the reason approval was being asked so far in advance was that, if there should be any reason for not accepting any of the bids

for the contracts, the Commission would still have an opportunity to re-advertise and complete the contracts before the expiration dates. He said that after the bids were received the Commission had 60 days before awarding the contract. He said that provision was to permit a thorough investigation of the apparent successful bidder to make sure there would be no recurrence of what happened in the past. He said the Commission would make a complete investigation of the bidder before awarding the contract.

In response to a question by the Chairman, the Resident Engineer of the Consulting Engineers, Mr. Harnden, said that he attended a number of meetings of the Committee on Service Plazas and reviewed the final draft of the restaurant contract, which was also reviewed in the Baltimore headquarters of the Consulting Engineers and was approved.

A resolution approving, adopting and ratifying contract documents for restaurant contracts was moved for adoption by Mr. Teagarden, seconded by Mr. Redman, as follows:

RESOLUTION NO. 12-1970

"WHEREAS there are before this meeting the forms of contract documents, to wit: Form of notice to bidders, proposal for bidding, terms and conditions of bidding, affidavit, questionnaire, and contract for each of Contracts TR-4A, TR-4B, TR-4C, TR-4D, TR-4E, TR-4F, TR-4G, TR-4H, TR-4J and TR-4K (together with Exhibits A, B and C, a part thereof);

"WHEREAS the Commission's executive director and general counsel have approved the form of the aforesaid contract documents; and

"WHEREAS the Commission has duly and fully considered said documents and said recommendations;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby approves, adopts, and ratifies the form of contract documents before it at this meeting, being for the operation of the several pairs of restaurants along the Ohio Turnpike;

"FURTHER RESOLVED that any changes which are in the nature of adding or changing headings, captions, and style of writing, or in the nature of filling in blank spaces, or correcting typographical, clerical, or arithmetical errors, may be made upon the authorization of either the executive director, or general counsel;

"FURTHER RESOLVED that the executive director and general counsel shall cause to be published advertisements of notices for the taking of bids for the aforesaid contracts, and that the executive director shall take and open bids for same and report the results thereof to the Commission; and

"FURTHER RESOLVED that any addendum or addenda to the aforesaid contract documents which are by them deemed to be necessary or desirable may be issued by the executive director and general counsel."

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

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 12-1970.

The Chairman congratulated Mr. Teagarden, Mr. Deetz, the General Counsel, Judge Lockwood Thompson, and everybody else who had anything to do with preparation of the contract documents. He said they were entitled to a great deal of consideration and gratitude for getting the documents ready. He said an awful lot of work had gone into them.

The Chairman said that in the absence of further questions the report of the Committee on Service Plazas would be accepted as offered. He ascertained that there would be no report by the Committee on Employee Relations. He said the report of the Committee on Safety would be presented by the Executive Director.

The Executive Director reported for the Committee on Safety that during the month of March the aircraft assigned to the Turnpike District of the Ohio State Highway Patrol for surveillance purposes was airborne on 17 days for a total flying time of 112.1 hours. He said its usefulness extended not only to the detection of traffic violators but also to reporting disabled vehicles and assisting in clearing up traffic congestion. He said that of the 2,136 hazardous traffic violation arrests made by the Turnpike Patrol for the month the aircraft unit was instrumental in the arrest by patrol car units of 540 violators (or 25.3%)-- 538 for speed and two for following too closely. He said commercial vehicles were involved in 126-- or 23.4 percent-- of all arrests resulting

from aircraft surveillance. He said that compared very well with the ratio of commercial vehicles to passenger vehicles -- one to four -- using the turnpike.

The Executive Director said further the aircraft unit was responsible for the arrest of 304 passenger car drivers for speed between 80 and 84 miles per hour; 54 for speed between 85 and 89 miles per hour; 44 for speed between 90 and 94 miles per hour; five for speed between 95 and 99 miles per hour; and five for speed in excess of 100 miles per hour, with the highest at 107 miles per hour. He said the unit was responsible for the arrest of 59 commercial vehicle drivers for speed between 60 and 64 miles per hour; 57 for speed between 65 and 69 miles per hour; eight for speed between 70 and 74 miles per hour, and two for speed in excess of 75 miles per hour, with the highest at 76 miles per hour.

The Executive Director said further the Commander of the Turnpike Patrol advised that many of those arrests would not have been made without the aircraft. He said evidence of traffic violations obtained by use of the aircraft had been accepted by the courts along the turnpike. He said only five persons arrested for speed violations had pleaded not guilty. He said one violator later forfeited bond, charges against three violators were still pending, and one case was lost. He said the Highway Patrol was going to try to take each judge who handles turnpike cases for a flight in the aircraft to demonstrate how it is utilized for enforcement.

The Executive Director reported also that the aircraft unit reported 23 disabled vehicles so that emergency roadside service might be promptly dispatched. He said the aircraft unit proved useful on Monday afternoon following Easter Sunday when traffic backed up at roadway construction sites. He said the aircraft unit was in a position to see the entire situation at several two-way traffic zones. He said that from its location above the traffic the unit directed the patrol car units to points where they could be most effective in moving the traffic.

The Executive Director said further that the Patrol was of the opinion that the first month of aircraft operation on the turnpike had been a success.

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 representatives of the Ohio Department of Highways and the Ohio Turnpike Commission had throughout

the last eight years considered, discussed and reviewed plans for a proposed connection of Interstate Route 680 with the Ohio Turnpike at about Milepost 234.1 in Mahoning County. He said the Commission's Committee on Interchange Development, of which Mr. Chastang was the Chairman, represented the Commission in all meetings with the Department of Highways throughout the general planning and preliminary design phases for the project. He said that since the committee was dissolved, nearly two years before, there had been no change in the basic plan as accepted by the committee. He said design details, however, had since been developed.

The Executive Director said further that I-680 was an urban collector-distributor route for Youngstown traffic extending from an interchange with Interstate Route 80 northwest of the metropolitan area of Youngstown southeast through the central area of Youngstown and continuing to the proposed connection with the Ohio Turnpike. He said the connection with the turnpike would necessitate the construction of a bridge to carry the southeast bound lanes of I-680 over the turnpike, the construction of the required connecting ramps to the turnpike, and the construction of a toll plaza. He said all details of construction and the handling of traffic had been resolved. He said the Commission would have only the costs of the construction of the toll plaza. The Executive Director said a form of agreement had been drafted covering the manner of doing the work, the portions of the work to be done by each of the parties, and the portion of the costs to be borne by each. He said representatives of the Department of Highways had reviewed the draft and by letter under date March 5, 1970 informed the Commission that it was acceptable to the Department. He said the draft had been reviewed by the Commission's staff and Consulting Engineers and had been approved as to form by General Counsel. He said General Counsel had prepared a resolution for consideration by the Commission. The Executive Director said it was his recommendation that the Commission take favorable action on the resolution prepared for the purpose of approving contract with the State of Ohio for the construction of a connection between I-680 and the Ohio Turnpike.

A resolution approving contract with the State of Ohio for the construction of Interstate Route No. 680, in part crossing the Ohio Turnpike, and to provide an Interchange with Interstate Route 680 and the Ohio Turnpike, with the required connecting roadways in the vicinity of Milepost 234.1 in Mahoning County, Ohio was moved for adoption by Mr. Chastang, seconded by Mr. Redman, as follows:

RESOLUTION NO. 13-1970

"WHEREAS the State of Ohio proposes to construct Interstate Route 680, the southeast bound lanes of which will pass over the Ohio

Turnpike, and to provide an interchange between Interstate Route 680 and the Ohio Turnpike with the required connecting roadways;

"WHEREAS the said road construction will necessitate the construction of a bridge to carry the aforesaid southeast bound lanes of Interstate Route 680 over the Ohio Turnpike and will also require the construction of a toll plaza for the contemplated interchange;

"WHEREAS representatives of the State of Ohio and of the Ohio Turnpike Commission have considered and discussed the method of such proposed construction, inclusive of the interchange with the necessary bridge, toll plaza and roadways connecting Interstate Route 680 and the Ohio Turnpike, and such consideration and discussion have covered the manner of doing the work, the portion of the work to be done by each of the parties, and the portion of the costs and expenses to be borne by each;

"WHEREAS a form of agreement between the Commission and the State of Ohio, to be executed for the State of Ohio by the Director of Highways, who is authorized on its behalf to carry forward such projects, has been drafted and is before this meeting; and

"WHEREAS the Commission's executive director, chief engineer and consulting engineers have reviewed said form of agreement and recommend its execution by the Commission; and its terms have been reviewed and approved by the Commission's general counsel;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission's executive director be, and hereby he is, authorized to enter into an agreement with the State of Ohio, as approved by general counsel, substantially in the form presented to this meeting. "

In response to a question by Mr. Teagarden, the Executive Director said the Highway Department had a tentative schedule for taking bids on the project in 1970. He said the Commission would not need any money for the toll plaza until 1971.

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

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 13-1970.

The Executive Director reported also that at the March meeting of the Commission following the adoption of a resolution to reject the bids received as excessive on Contract RMP 59-70-3, he advised that the work schedule would be modified and the contract readvertised. He said the revised work schedule provided for spring and fall construction with work suspended during the months of July and August. He said the contract covered the original construction sections C-16, C-17, and C-18 between Milepost 164.7 and Milepost 173.0, a distance of 8.3 miles in Cuyahoga and Summit Counties.

The Executive Director said further that three bids and one alternate bid were received. He said there was a spread of only \$84,000 between the low and the high bids and all bids were less than the low bid rejected at the March meeting. He said the low bid received was the alternate bid furnished by The Wm. L. Schloss Paving Co., of Cleveland, Ohio, in the amount of \$1,688,045. He said that low bid was \$100,520 less than the low bid rejected at the March meeting. He said the low bid was 6.7 percent over the original estimate and 3.9 percent under the revised estimate. He said all unit bid prices looked all right.

In response to a question the Executive Director said no changes had been made in the specifications, just a change in the schedule of work. He said the contract rejected in March provided for the project to be completed by July 1. He said that after having lost the month of March for construction, the new specifications provided a month and a half after Labor Day for construction due to the fact that the contractor had to cease work in July and August and start it again in the fall.

The Executive Director said further that the Consulting Engineers had examined the bids and recommended an award to the low bidder. He said the Chief Engineer had concurred in the recommendation of the Consulting Engineers. He said General Counsel had examined all bids and related documents and had advised the Commission it might lawfully award a contract to the low bidder. The Executive Director said that, accordingly, it was his recommendation to the Commission that favorable action be taken on the resolution prepared for the purpose of making an award of Contract RMP 59-70-3 to The Wm. L. Schloss Paving Co., of Cleveland, Ohio, on its alternate bid in the amount of \$1,688,045, the total bid price based upon unit bid prices and estimated quantities.

RESOLUTION NO. 14-1970

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for the repair and resurfacing of original Construction Sections C-16-, C-17 and C-18, between Milepost 164.7 and Milepost 173.0 in Cuyahoga and Summit Counties, Ohio, which contract is designated Contract RMP 59-70-3, 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 and alternate bid 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 all 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 alternate bid of The Wm. L. Schloss Paving Co., Cleveland, Ohio, for the performance of said Contract RMP 59-70-3, 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 The Wm. L. Schloss Paving Co., in the amount of \$1,688,045.00 (alternate bid) for the performance of Contract RMP 59-70-3 be, and hereby it is, determined to be the lowest and best bid received, 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."

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

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 14-1970.

The Executive Director reported further that currently there were seven construction contracts in progress ranging from just starting work to 95 percent complete, and one other contract for which final papers were being processed. He said that since the March meeting final payment had been made on three other contracts.

The Executive Director said further that work was resumed on March 16 on The City Asphalt & Paving Company's contract for pavement repair and resurfacing of 7.3 miles in Mahoning County which was carried over from the past fall. He said the contract was approximately 36 percent completed. He said work had been started on each of the three new pavement repair and resurfacing contracts which were awarded at the March meeting. He said construction of the crossovers was under way on each contract and some progress had been made on the full depth pavement repairs. He said a jurisdictional dispute between the equipment operators' union and the laborers' union as to which would operate the concrete saw had greatly retarded progress on The McCourt Construction Co. and The City Asphalt & Paving Company, Joint Venture, contract. He said the dispute had not yet been resolved.

The Chairman directed that communications exchanged between the Executive Director, the Joint Venture and the Ohio Contractors Association be included in the record. The communications follow:

Telegram dated March 25, 1970

"Russell S. Deetz, Executive Director
The Ohio Turnpike Commission
682 Prospect Street, Berea, Ohio 44017

"Subject: RMP 59-70-4. We wish to inform you that a slowdown of work has occurred on the above referenced contract by the operating engineers union and the common laborers union associated with this project. The progress schedule submitted by The McCourt Construction Company to the Ohio Turnpike Commission scheduled SP453, concrete repair, to begin on March 9th 1970. Due to a jurisdictional dispute between the operators and the laborers we could not start this work as planned. Today March 25th 1970 we started to operate two concrete saws. One was shut down by the I. U. O. E. Local #66. This slowdown of work will definitely affect the completion date on this project. As yet we still do not know the final labor result."

"The McCourt Construction Company, M. H. Leahy"

Telegram dated March 30, 1970

"McCourt Construction Co. and The City Asphalt and Paving Co., Joint Venturers, 720 Home Avenue, Akron, Ohio

"Ref your telegram dated March 25, 1970. Please advise immediately what steps you have taken and are taking to improve your progress as required by the last paragraph of Section G-8.00 of your contract. Your completion date is not affected by failure or refusal of your employees to work with reasonable rapidity, or by arguments between them or their union representative. I understand you will receive or have received orders through engineering channels to provide additional equipment and manpower to catch up with your progress schedule. Information requested is desired to determine whether these orders through engineering channels are submission or whether on the contrary further orders need be given you pursuant to section G-800 to increase your forces, shifts, days of work and construction plant, so as to insure compliance with your construction schedule and the completion date."

"Ohio Turnpike Commission, 682 Prospect St. Berea, Ohio
Russell S. Deetz, Executive Director"

Telegram dated March 30, 1970

"Mr. Deetz, Ohio Turnpike Commission, 682 Prospect St., Berea, Ohio

"The McCourt Construction Company and The City Asphalt Paving Co. working a Joint Venture on Project RMP 59-70-4 Ohio Turnpike Commission presently has labor dispute over work assignment of walk behind concrete saw dispute between operating engineers and laborers union. OCA-LRD has been in contact with both unions. International representatives of unions met March 23, 1970 however, dispute still pending and could cause delay in completing project. "

"Barry Connors, Labor Relations Services, Ohio Contractors Assn."

Letter dated March 31, 1970

"Mr. Barry Connors
Labor Relations Service
Ohio Contractors Association
50 N. Third Street
Columbus, Ohio

"Dear Mr. Connors:

"Regarding your telegram to me under date March 30, 1970 I am furnishing herewith for your information a copy of my telegram of reply to The McCourt Construction Company and The City Asphalt and Paving Company, Joint Venturers, on Project RMP 59-70-4."

"Very truly yours,

"Russell S. Deetz,
Executive Director"

The Executive Director said also that the contract work on the toll plaza at the interchange between the turnpike and Interstate Routes 80 and 80-S in Mahoning County remained about 95 percent complete. He said the finish grading and some interior building items remained to be performed. He said it was expected that work would resume in the current month on both that contract and the related contract of the Ohio Department of Highways for the construction of the interchange. "

The Executive Director reported also that work had been started

on the contract for the resurfacing of parking areas at Vermilion Valley and Middle Ridge Service Plazas.

The Executive Director reported also that the landscape development program for 1970 consisted of nine contracts of which four called for spring planting and five for fall planting. He said contracts for the spring planting had been awarded in the total amount of \$45,808.76. He said those contracts provided for the planting of 395 trees, 563 shrubs and 8,995 vines.

The Executive Director said further the spring planting would comprise upgrading of some areas at the Westgate Terminal, first-phase planting at Interchange No. 10 (Strongsville-Cleveland), replacement planting on the grounds of the Administration Building and erosion control and beautification of right of way between Milepost 159.4 and Milepost 161.6 in the vicinity of the Administration Building. He said the turnpike right of way in that area was virtually a barren area of dense clay. He said that included in the species of trees to be planted were flowering dogwood, flowering crabapple, white ash, honey locust, red maple, hawthorn, silver linden, Austrian pine and Japanese keaki tree; and included in the shrubs were viburnum, honeysuckle, forsythia, burning bush and godwood bush. He said the vines would be of the crown vetch variety.

The Executive Director said further that included in the fall planting would be the first phase planting at five interchanges -- Nos. 2, 3, 14, 15, and 16; at three service plazas (Indian Meadow, Mahoning Valley, and Glacier Hills); two maintenance buildings (Kunkle and Canfield), and roadside development screening of some unsightly views. He said it would not be feasible to screen completely those unsightly areas but views to be established in front of them would be more attractive to the traveler.

The Executive Director reported also that the previous week a law enforcement agent for the Ohio Department of Natural Resources, Wildlife Division, visited the Commission's office and orally reported to General Counsel and him that he had a complaint that a stream and lake in Mahoning County were being littered with soda cans, drinking cups and other paper items, most marked "Howard Johnson's" from the Mahoning Valley and Glacier Hills Service Plazas.

The Executive Director said further that the matter was immediately investigated and the enforcement agent was advised in writing of action to be taken by the Commission, as follows:

1. A letter was addressed to the restaurant operator and the service station operator at the two plazas, again reminding them that it was

their responsibility to keep those areas continuously clean and free from litter by the traveling public.

2. As a further effort to prevent downstream littering a fine mesh screen was erected across the drainage ditch serving each plaza. The fence would trap and hold floating objects.

The Executive Director said further that, if downstream property owners had no objection, the Commission intended to enter upon their lands and pick up the litter.

In response to a question by Mr. Redman, the Executive Director said the cost of picking up of litter would be shared by the Commission and the restaurant concessionaire.

The Chairman said in the absence of further questions, the report of the Executive Director was accepted as offered. He ascertained there would be no report by the Director of Highways. He said the report of the General Counsel would be received.

The General Counsel reported that he was conducting a double check on all work involved in clearing the way for issuance of a certificate of completion of construction of the Ohio Turnpike. The Chairman said the General Counsel had checked all the easements and all the right of way parcels involved. The General Counsel said there were some 5700 parcels, involving somewhere between 10,000 and 15,000 easements on which it was necessary to obtain releases from 27 utility companies which crossed the turnpike via pipelines underground or electric wires or telephone wires overhead. He said that with the exception of 50 or 60 easements where the Commission paid the cost of change or removal of utility installation from one parcel and then the utilities moved back on to the same parcels and asserted the right to continue to maintain where there was a necessity for replacements or maintenance of existing facilities, releases had been acquired as to all but two utility companies. He said he planned to add a bright young law school student or accounting student to his staff during the summer of 1970 to go through methodical work of checking.

The Chairman said he congratulated the General Counsel on behalf of the whole Commission for the work he was doing in checking those parcels and easements and commended him for it. He said it was a tedious, horrible job.

The Chairman said the report of the General Counsel would be recorded as offered. He ascertained there would be no report by the

Consulting Engineers. He said the report of the Director of Information and Research would be received.

The Director of Information and Research, James D. Hartshorne, reported that the last week a directional slip with a map for travelers proceeding from the Niles-Youngstown Interchange to the temporary western terminus of Interstate 80 east of Girard, Ohio was sent to all automobile clubs and all daily newspapers in Ohio and to some organizations outside of the state.

The Chairman said the report of the Director of Information and Research was accepted as offered.

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

RESOLUTION NO. 15-1970

"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 March 3, 1970, 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 3, 1970 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, Redman, Chastang, Wilson, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 15-1970.

There being no further business to come before the Commission,

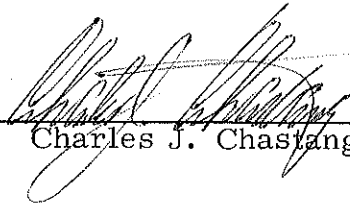
a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn until the Commission's regular meeting date at 11:00 A. M. on May 5, 1970, at 139 East Gay Street, Columbus, Ohio. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:13 P. M.

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



Charles J. Chastang, Secretary-Treasurer