

MINUTES OF THE TWO HUNDRED AND FIFTY-THIRD MEETING  
September 7, 1971

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 September 7, 1971 with the key members of the staff; a representative, Mr. Harvey A. Harnden, of the Consulting Engineers; a representative, Mr. P. Joseph Sesler, of the Trustee; 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: Richley, Teagarden, Chastang, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

The Chairman said it was in order to adopt a resolution concerning bonding of the Assistant Secretary-Treasurer.

Mr. Chastang moved and Mr. Teagarden seconded the adoption of a resolution amending Section 5.00, Article I of the Commission's Code of Bylaws with respect to the Assistant Secretary-Treasurer, as follows:

RESOLUTION NO. 18-1971

"WHEREAS the Commission desires to amend the Commission's Code of Bylaws with respect to the assistant secretary-treasurer;

"NOW, THEREFORE, BE IT

"RESOLVED that Sec. 5.00 of Article I be amended to read as follows:

Sec. 5.00 Assistant Secretary-Treasurer. The assistant secretary-treasurer may, but need not, be a member of the commission but if he is not a member of the commission he shall be appointed from among the employees of the commission without additional compensation. If he be a member of the commission, he shall receive no compensation for his

services other than as a member of the commission. Before entering upon his duties, if he be a member of the commission, he shall file with the commission a surety bond to the commission conditioned upon the faithful performance of the duties of the office in the penal sum of \$50,000; if he shall not be a member of the commission, he shall file with the commission a surety bond to the commission in a like amount, except that if, at the time, he is already covered as employee by a bond in the sum of at least \$50,000, he need give no additional bond. Any bond provided by a member under this section shall be executed by a surety company authorized to transact business in the State of Ohio as surety, such bond to be approved by general counsel."

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

Ayes: Chastang, Teagarden, Richley, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 18-1971.

Mr. Chastang moved to adopt the minutes of the meeting of July 6, 1971. Mr. Richley seconded.

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

Ayes: Chastang, Richley, Teagarden, Shocknessy.

Nays: None.

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

The Chairman said that September 7 was the last day of the 22nd year of the existence of the Ohio Turnpike Commission. He said the Commission was organized on September 8, 1949 and met in the office of the then Governor Frank J. Lausche. The Chairman said the Commission's experience had been far better than the Commission could have expected on that day in 1949 when some people were saying that the Commission could not succeed.

The Chairman reported that the revenue for July amounted to \$4,569,361, which was \$191,552 more than for July of 1970. He said that a new record for tolls in one day -- \$155,042 -- had been established on July 2. He said the estimated revenue for August was \$4,713,000, which was \$23,000 higher than August of 1970 which had been the previous record month.

The Chairman reported also that in August of 1971, the former record for one day's use of the Turnpike had been exceeded three times. He said that the old record, set August 16, 1970, had been 107,389 vehicles. He said that 108,547 used the Turnpike on August 8; 109,520 on August 22; and 113,478 on August 15, all in 1971.

The Chairman reported also that during the month of July bond retirements amounted to \$436,000; during August \$4,086,000; and during September \$4,610,000 face value, bringing retirements for the year to \$9,801,000, and leaving the balance outstanding \$179,777,000 of the original issue of \$326,000,000. He said the total amount of bonds retired was \$146,223,000. He said that the record was certainly an exciting one and an exciting set of figures.

The Chairman reported also that there had been three accidents in July with fatal results and five in August.

The Chairman addressed Mr. Sesler saying that he was more than a little unhappy about a mistake of \$100,000 that had occurred at the office of the Trustee which cost the Commission about \$3,600 because the Trustee bought bonds for the Commission on the 6th of July at 87.90 but because of the error the \$100,000 was not used until July 13 when the market had changed from an average of 87.90 to 91. Mr. Sesler agreed that the market price had risen three points.

The Chairman said further that that was the first time anything of that nature had happened and that he assumed it was an exception that proved the rule, but that he wanted a letter from the Trustee explaining the matter. The Chairman said it was not a lot of money but he would like to know how it happened and he wanted to be sure that interns were not handling the account of the Ohio Turnpike Commission. He said the Comptroller was charged with the responsibility for catching up with such things. He said the transfer had occurred seven days late and the market had changed that much and he had to let the record show it. Mr. Richley asked the Chairman if there was any procedure for recovering the loss. The Chairman said that he did not know and asked the General Counsel, Lockwood Thompson, for his opinion.

The General Counsel said that was the first that he had heard about the matter. He said he would be glad, of course, to consult with the Comptroller and Fiscal Counsel about it.

The Chairman said also that there had been two meetings of the Governor's Advisory Committee on the proposed Department of Transportation. He said he had attended the first meeting when the Governor convened the committee. He said the Director of Highways, Mr. Richley, handled the meeting in a very expert and sophisticated way. The Chairman said the meeting had taken some hours and he did not think that it was worth that much of his time for the succeeding meetings. He said he discussed the matter with Mr. Richley and Mr. Richley agreed that the Chairman might send an alternate to the succeeding meetings. He said Allan V. Johnson, Executive Director of the Turnpike, had attended the second meeting. The Chairman said he did not know whether Mr. Johnson expected to attend the later meetings or not but if he did not, he proposed that the Deputy Executive Director, James D. Hartshorne, and the General Counsel attend some of the meetings. He said he especially wanted Judge Thompson to be at any meeting at which legislation was presented.

The Chairman said further he would question the practicality of including the Turnpike Commission within the structure of the Department of Transportation. He said Mr. Richley and he had discussed the matter and that the Chairman understood that a question was asked at the meeting and the consultants, Dalton, Dalton & Little, had said that it had not been considered elsewhere where a Department of Transportation had been established and that the consultants had said there was no consideration that the Turnpike Commission was to be included within the Department. The Chairman said he assumed that that would be the way it would be and that he would not sign a report making a recommendation to include the Turnpike on the basis of any information he had. He said he had put into the record the financial experience of the Commission and he did not think anything would be contributed to the confidence of investors or of the public by tampering with the Turnpike Commission. He said he wanted the record to show that as of the time he spoke he had advised the Director of Highways that he did not consider that it would be appropriate to include the Turnpike Commission within the structure of a Department of Transportation. Mr. Richley said that the Director of Highways agreed with the Chairman on the matter.

The Chairman said further that the Executive Director would make a report on work being done on the budget for 1972 and on the fact that the Commission would have to have a supplemental budget for 1971. He said

the latter was not unexpected. He said that in 1970 the Commission had a supplemental budget of some \$200,000 and the 1971 supplemental would probably be bigger. He said that was not because good planning was not done when the budgets were adopted but inflation and the trends of inflation had just cost money that could not be anticipated.

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

1. Traffic and Revenue Reports for June and July 1971.
2. Financial Statements as of June 30 and July 31, 1971.
3. Budget Report for the First Half of 1971.
4. Report on Concessionaires for the First Half of 1971.
5. Detail of Investment Transactions which took place in July and August 1971.
6. Accountants' Report, Financial Statements, June 30, 1971.
7. Draft of the minutes of the July 6 meeting.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. The Chairman asked Mr. Johnson, as vice chairman of the Budget and Finance Committee, to give that report.

Mr. Johnson reported for the Committee on Budget and Finance that in order to be able to present the 1972 preliminary budget for adoption at the October meeting of the Commission he had had every department prepare its suggested budget. He said the budgets had been reviewed by the Committee on Budget and Finance and the preliminary budget would be assembled for presentation to the Members. Mr. Johnson said the budget would reflect the planned wage increases and other increased costs, but, of course, the planned wage increases would be effective subject to the Executive Order of the President and any controls that might be adopted in the future.

The Chairman said he agreed that Mr. Johnson had to include the wage increases as they were understood at that time and the Commission would see what effect any controls which might become effective after the 15th of November might have. He said the Presidential Order had had little effect upon the Commission to date because the recommended wage increases were not to become effective until January 1, 1972. The Executive Director said he hoped to be able to make some estimate of what the expected supplemental budget for 1971 would be so that it would be possible to look at the preliminary 1972 budget and compare it against the actual figures for 1971. Mr. Teagarden said he would like to meet with the Committee on Budget and Finance before the first of October. Mr. Teagarden said further that Mr. William C. Hartman, special counsel to the Committee on Employee Relations, would be out of the country until October. The Chairman said the record should show that the Executive Director, Mr. Teagarden and Mr. Hartman were to have a conference on the salaries of those employees not considered within the area of the Committee on Employee Relations.

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 3200 cards were distributed to customers at the service plazas the last week in June and the first week in July to get their reactions to the various items such as food quality, courtesy of employees, restaurant cleanliness and restroom cleanliness. Mr. Teagarden said that of the 3200 cards distributed in the two-week period, 2,022 or approximately 65 per cent were returned. He said the tabulation of the returned cards showed 95 per cent thought the quality of the food was satisfactory or better, 99 per cent indicated that employee courtesy was satisfactory or better, 98 per cent indicated that the cleanliness of the restaurants was satisfactory or better and 96 per cent indicated that cleanliness of the restrooms was satisfactory or better.

Mr. Teagarden said further that ten per cent of the cards had comments adversely related to restaurant prices and 26 per cent had comments which praised Turnpike restaurant operations. Mr. Teagarden said that in passing he would tell about a very unpleasant experience in checking the service plazas in August. He said that at one plaza he found the ladies restroom was most unsatisfactory. Mr. Teagarden said that his wife and a companion had gone in the restroom and reported that things were very bad, so bad that he advised the Executive Director of his experience. Mr. Teagarden said the manager had been

very discourteous, that when he told her how bad things were she said she had heard about it from another party and would have it taken care of. Mr. Teagarden said he waited 15 minutes and the conditions had not changed in that time. Mr. Teagarden said he informed the manager that he was a member of the Commission and was very unhappy with the situation and the manager had said that she could not care less. He said he then showed her his pass card and the manager expressed shock. Mr. Teagarden said that 15 minutes later still nothing had been corrected. He said Mr. Arthur N. Cobb, supervisor for the Howard Johnson Company, had called him the next day to apologize and Mr. Teagarden said an apology did not correct the situation and he was not satisfied.

The Chairman said that he had had two letters complaining about women's restroom conditions. The Chairman said there was not substitute, on the part of the restaurant concessionaires, for having a continuous surveillance of the facilities.

Mr. Chastang asked whether cards were affixed to the rest room walls showing the time of inspection. Mr. Teagarden replied that there were but the cards were meaningless. He said he usually found that the cards had been checked to show that somebody had been in the restroom but the appearance of the restroom at times did not reflect that anything had been done. The Chairman said that what Mr. Teagarden said was frighteningly true; in minutes after an inspection restrooms could look like disaster areas. He said that just as the Commission employed shoppers for food it might have to employ someone to check restrooms and especially women's rooms. The Executive Director said that such people were employed.

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 chairman of the Committee on Employee Relations, Mr. Teagarden, reported that discussions had been held with the employees of the Maintenance and Toll Collection Departments and the recommendation of the Committee would be presented to the Executive Director. The Chairman said the 1972 budget would have to accommodate the results of the recommendations.

Mr. Teagarden said that he would like to have the record show that the Commission's relationship with employees was well worthy of commendation and that the Commission should know that the Committee and the employees were getting along very well. The Chairman said

that over the years the Commission could feel there had been a good esprit de corps among the employees especially along the highway, and more especially within the toll collection organization. He said he gave the former Comptroller, John Soller, a great deal of credit for the esprit de corps that the toll collection organization had. He said the Commission had more favorable comments about the courtesies of toll collectors and the courtesies of the Patrol than they had had about any single other thing. The Chairman said people frequently wrote to report that they had had trouble and that certain patrolmen had been helpful.

The Chairman said further that the toll collectors were a very, very courteous crowd. He said they were well selected in the beginning and the Commission had had a magnificent experience with the toll collecting organization. He said the Patrol did not touch as many people as the toll collection organization and that the toll collection personnel always greeted the patrons pleasantly. The Chairman said people frequently compared the Commission's employees favorably with those of other turnpikes.

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

The Director of Highways said he wanted to support what the Chairman had said with respect to the meetings of the Advisory Committee on the proposed Department of Transportation.

The Chairman said that he did not believe that the Commission would have anything to urge upon that Committee. Mr. Richley said the Committee was looking for expertise from a great number of organizations and would be very happy to have input from anybody. The Chairman said the Commission would do what it could but that it took a day for the Executive Director to travel to Columbus or for any of the Commission's people to travel to Columbus for a meeting held at 1:30 in the afternoon. The Chairman said the Commission would do what it could but he did want to make the point that he wanted to be sure that what the Commission contributed was worth the inconvenience and time that the Commission had to give. Mr. Richely agreed with the Chairman. The Chairman said that the Commission could cover by having different people go and that he especially wanted Judge Thompson to look at any proposals for legislation. The Chairman also said that he had told the Director of Highways that he would look at anything himself and give it critical attention. The Chairman also



told Mr. Teagarden and Mr. Chastang that, if either of them would care to attend any of the sessions in place of the Chairman, the Highway Director, speaking in behalf of the Committee, had agreed that alternates might be sent so that if either Mr. Teagarden or Mr. Chastang would like to go, as well as the others whom he had mentioned, he was sure that they would be welcome. Mr. Richley said the Ohio Turnpike was a viable transportation facility in Ohio and the Committee would like to have representation of one kind or another from the Turnpike. The Chairman said the Commission would be represented.

The Chairman said that the report of the Director of Highways 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 there had been eight fatal accidents since July 6 and every one of them resulted in one death. He said three occurred in July and five in August. He said he did not intend to report the details of every accident but certain points should be noted.

The Executive Director said further that one of the drivers who had been killed was wearing a seat belt but that was the first such incident of the 23 fatalities to date in 1971. He said the report at the last meeting about the bad experience concerning use of seat belts, or rather the lack of use of seat belts, had resulted in wide publicity and in editorials in the Cleveland Press and Cincinnati Post. Mr. Chastang asked whether the belt mentioned had broken. The Executive Director replied that the belt had not broken. He said the accident had been such that the driver lost control -- probably by falling asleep -- and hit a signpost. He said further that one of the eight accidents involved a partially paralyzed driver who had been using hand controls on a station wagon pulling a 30-foot long travel trailer. While the driver was attempting to pass another vehicle on a downgrade, his vehicles went out of control and crashed over a cable guardrail, unfortunately at a place where there was a 60-foot difference in the elevation of the east and westbound roadways and the vehicles rolled down the slope. He said the vehicles caught on fire and the other occupants of the car, the wife of the driver and three young boys, managed to escape but the driver could not. The Executive Director said that although other people came on the scene the doors were jammed and they could not get the driver out before the car caught fire and the driver was burned.

The Executive Director said further that one of the persons killed was a pedestrian. He said that was the first time a pedestrian had been

killed in 1971. He said the victim was a nineteen year old boy who was hitchhiking and attempted to run across the eastbound lanes at an interchange, hesitated, stopped, was struck by a passenger car and killed. He said that the incident highlighted what had become a serious problem on the Turnpike and on all other major roads. He said hitchhiking had grown to such proportions that it was really difficult to control and control was about as much as could be attempted. He said the Highway Patrol's effort was to concentrate the hitchhikers or to confine them to ramp areas at the interchanges and keep them away from the main line. He said that when hitchhikers got on the main line they were a safety hazard, both to themselves and to the vehicles.

In response to a question by Mr. Richley, the Executive Director said that the Patrol attempted to keep the hitchhikers outside the toll plazas. He said the situation sometimes got out of hand, that if the Patrol spent the time needed just to control hitchhiking it could not do anything else. He said hitchhikers were arrested on the main line and that there had been 900 arrests in 1971. He said those arrested were taken to various courts along the Turnpike where they were fined nominal amounts. The Chairman said that the Plain Dealer had had a full page story about the problem. He said there were swarms of hitchhikers and not merely on the Ohio Turnpike or Ohio roads, but swarming all over the United States. Mr. Richley said most hitchhikers were younger people and hitchhiking was easier than ever. He said the report that he got was that they were picked up by other young people, many of them in trailers or trailer-type vehicles.

Mr. Teagarden said The Blade of Toledo had had quite an article about hitchhiking and made mention of hitchhikers on the Turnpike.

The Executive Director reported also that at the last Commission meeting the bad experience of fatal accidents involving sleepy drivers was discussed. He said that he had since written to the Ohio Highway Patrol, the National Safety Council, the American Trucking Association, and the American Automobile Association about the problem. He said every one of the organizations had responded but the responses indicated to him that this was another national problem for which there were no adequate remedies. He said he had learned that the United States Department of Transportation was conducting a study of the problem and that the Commission had written to that Department as well and asked to be furnished with the results of the study, when available.

The Chairman said he had seen a letter from Mr. Donald B. Smith, managing director of the Ohio Trucking Association, to the Executive

Director in which Mr. Smith had expressed apprehension of the problem as it would affect trucks. He said there was not any question that some of the truck accidents on the Turnpike had been caused by sleepy drivers. He said he believed that plain fatigue was a greater factor than anything else in the problem of sleepy drivers.

The Executive Director said further that there had been no fatal accidents on the Labor Day week end even though traffic was nearly at record levels. He said the figures were not complete on the holiday traffic because September 7 was to be included in the final figures for the five days.

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 the toll equipment study had continued with participation by Commission staff members and assistance from J. E. Greiner Company and RCA Services Company. He said a physical inspection had been made of the field equipment and the report was being reviewed by the staff. Mr. Johnson said further that the Deputy Executive Director and the Director of Operations of the Commission and Mr. Harnden and Mr. Bernard C. Rossman of the Consulting Engineers had visited the Pennsylvania Turnpike headquarters in Harrisburg to examine the rehabilitation program that was being carried out on the Pennsylvania Turnpike equipment, which was identical to Ohio Turnpike equipment. He said it was expected that the information would be useful to the Commission in reaching conclusions. The Executive Director said other information was being developed for possible inclusion in the study. He said the information included recommendations for rehabilitation from the Automatic Toll Systems Company, the manufacturer of the equipment currently in use by the Ohio Turnpike. He said information that might or might not be used was expected from the Syntonics Corporation, the company rehabilitating the Pennsylvania Turnpike equipment.

The Executive Director said further that Coverdale & Colpitts, through the J. E. Greiner Company, was conducting a traffic and revenue study. He said the study was well under way and was to be completed early in October. He said the information obtained about the expected traffic for the next ten years and the exits it would use was to be incorporated into the toll equipment study because the traffic study was to indicate where the heavy traffic would occur and where the heavy use of the toll equipment would also occur.

Mr. Teagarden asked whether the study would take into consideration the possibility of renting rather than purchasing equipment. The Chairman commented that his hope was that the study would prove that nothing was needed except mechanical rehabilitation. The Executive Director said that parts of the toll-audit system were already being rented, especially office equipment in the Berea headquarters. He said the study was a review of the Commission's total experience, including maintenance and maintenance contracts, and all factors would be included in the study.

Mr. Chastang asked whether the efficiency of the rehabilitated equipment would be compared to possible new equipment. The Executive Director replied that he would comment on that and that was one of the reasons why the staff had examined the Pennsylvania experience on rehabilitation. The Director of Information and Research reported that the Pennsylvania Turnpike equipment was about three months younger than that of the Ohio Turnpike. Mr. Johnson said that was why it was very valuable for the Ohio Turnpike to have access to the experience of the Pennsylvania Turnpike.

The Executive Director reported also that all the resurfacing projects that were being done under contract were completed by early July in a satisfactory manner and that since resurfacing began 170 miles had been resurfaced of the 241 miles of main line.

The Executive Director reported also that the Commission, using its own forces, had completed resurfacing and repair of the Streetsboro (No. 13) Interchange and of the Youngstown (No. 16) Interchange. He said Commission forces were resurfacing and repairing service plazas at Commodore Perry, Erie Islands, Towpath, and Great Lakes. He said work had been done with a minimum amount of interference to the patrons and to the concessionaires and he could confirm that by comments from the concessionaires. He said the concessionaires had been a little wary of the project but that it had worked out in an excellent fashion. He said that he wished to compliment the work forces on their performance even though the work was new to them.

Mr. Johnson said that when the forces finished the Streetsboro Interchange a luncheon was given for the Hiram Maintenance Section, which had done the work. He reported a luncheon was also given for the Canfield Maintenance Section at the conclusion of the work at Interchange 16.

The Chairman said that the luncheons were an idea originated by

the Chief Engineer, Frank A. Dutton. He said that when he heard about it and asked who was going to pay for the luncheons the Executive Director informed him that Mr. Dutton had paid for them. The Chairman said he was of the opinion, and he hoped the Members of the Commission would agree, that the luncheons were an exercise in employee relations and that the Commission ought to pay for them. The Chairman asked the Executive Director to elaborate on who attended. Mr. Johnson said the entire section that worked was included. He said everyone attended except one or two. Mr. Teagarden said that the luncheons were among the things that made the job of the Employee Relations Committee very easy because the Commission had such a nice relationship with its employees. The Chairman said he was of the opinion that it was a good idea and an exercise in employee relations that he thought the Commission could pay for. He said the expense was well justified. In response to a question by Mr. Richley, the Chairman said he felt that there was no question about the legality of the expenditure, that the Commission was not dealing with appropriated money and that the Commission was entitled to spend money in furtherance of its total project.

Mr. Johnson reported also that on August 16 a meeting was held at Berea to discuss plans to connect the old Niles-Youngstown (No. 15) Interchange at Mahoning Avenue to the new Interchange with I-80. He said the meeting was inspired by Mr. Richley and attended by representatives of the Commission, representatives of the Department of Highways, Mr. Michael Fitas, the Mahoning County Engineer, and Mr. C. Kenneth Clar, Jr., the attorney for the motel owners involved in the lawsuit to compel the Commission to keep the old Niles-Youngstown Interchange open. He reported that the County Engineer had developed preliminary plans which had been approved by the Department of Highways. He said Mahoning County officials were working with the State to obtain financial participation in the project. The Executive Director said he had repeated that the Commission was willing to cooperate at the appropriate time to transfer the necessary facilities to whatever agency might become the owner of the ramps of the old interchange.

The Executive Director reported also that he had discussed with the Pennsylvania Turnpike Commission the matter of the renumbering of I-80S. He reported that the Pennsylvania Turnpike had taken the matter with the Pennsylvania Department of Transportation and that Mr. Richley had communicated with the Federal Highway Administration and with Pennsylvania officials on the matter and that things were moving in the right direction. Mr. Richley said the request would be presented formally to the signing committee of the American Association of State Highway Officials in December in Miami, Florida and that it

would probably be April 1972 before the signs could be changed.

The Executive Director reported also that he and the Chief Engineer had visited Milepost 15 where the Commission had a problem with long-term settlement because of an underground condition. He said no major corrective action was currently required. He said the eastbound pavement was somewhat broken up and Milepost 15 was in a zone that had not been resurfaced. He said that sometime in the next three years there would probably be a major resurfacing project through the area. He said that, if Milepost 15 was included in a resurfacing project, it would be wise to consider something more permanent in the way of correction.

The Executive Director reported also that the State had dropped plans for installing telephones along I-75. The Chairman said that the Turnpike had less need of telephones than I-75 because of the Turnpike's more intensive patrol. He said the people were not likely to be isolated on the Turnpike as they are on I-75 so that if I-75 did not need telephones, a fortiori, the Turnpike did not.

The Executive Director reported also that the West Virginia Turnpike Commission had disclosed that an obscure section of the 1970 Federal-aid Highway Act would enable the widening of the West Virginia Turnpike to four lanes with 90 per cent Federal funds and still permit tolls to be charged on all four lanes until the retirement of the bonded indebtedness. He reported also that the revenue report for the first six months of the New York (Governor Thomas E. Dewey Memorial) Thruway revealed a gain of only 2.2 per cent over 1970 compared to an annual average gain of 7.7 per cent for the previous five years. He said the Ohio Turnpike increase in revenue had been 4.4 per cent during the same six month period.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained there would be no reports by the General Counsel or 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 Blair Willison, Jr., who had been in the Commission's Department of Information and Research since November 1953, had retired August 31.

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

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

RESOLUTION NO. 19-1971

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, acting 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 July 6, 1971, 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 July 6, 1971 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, Richley, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 19-1971.

There being no further business to come before the Commission, a motion was made by Mr. Teagarden, seconded by Mr. Richley, 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:

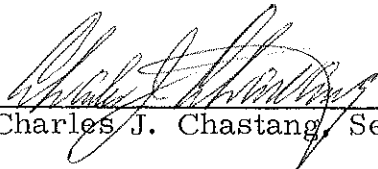
Ayes: Teagarden, Richley, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of ad-

journalment was 12:45 P. M.

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



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Charles J. Chastang, Secretary-Treasurer