

MINUTES OF THE TWO HUNDRED AND NINETY-SEVENTH MEETING
April 27, 1976

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Transportation building at 139 East Gay Street in Columbus, Ohio at 11:00 A.M. on April 27, 1976 with key members of the staff; a representative, Harvey A. Harnden, of the Consulting Engineers; a representative, P. Joseph Sesler, of the Trustee, the Ohio National Bank; a member of the press and others in attendance. The Chairman said that three Members of the Commission, Ralph H. Anderson, Daniel E. Bricker and James W. Shocknessy were present and constituted a quorum and that the ex officio member, Richard D. Jackson, Director of the Department of Transportation, was expected momentarily. He directed that the toll call be held up until Mr. Jackson's arrival. He said O. L. Teagarden would not be present, that Mr. Teagarden had been ill in Florida.

The Chairman said that he had had an operation on March 23, and had stayed in the hospital only six days. Mr. Bricker said the Chairman had been in and out of the hospital before he learned the Chairman was in the hospital. The Chairman said he intended it to be that way, that he knew people always felt like doing something nice for people in the hospital and he did not want to bother anyone. He said even when he was in the hospital he carried on all his work every day.

The Chairman said Mr. Bricker had called it to his attention that it was the 297th meeting. He said that the 300th meeting he would put on some kind of a show for everyone.

The Chairman said the minutes of the meeting of March 2 were before the Commission. He said the minutes were so good that he did not make many marks on them. He said he did not know whether he was getting soft or the staff was getting better. The Executive Director, Allan V. Johnson, said the staff was getting better.

(At this point Richard D. Jackson entered.)

A motion was made by Mr. Bricker, seconded by Mr. Jackson, that the minutes for the meeting of March 2, 1976 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: Mr. Bricker, Mr. Jackson, Mr. Anderson, Mr. Shocknessy.

Nays: None.

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

The Chairman reported that Jules Wagman had written an article that appeared in the Cleveland Press on April 23, 1976 titled "Pike's Pique Lunch at HoJo's." The Chairman asked the Director of Information and Research who Jules Wagman was. The Director of Information and Research, Talbot Harding, said that Jules Wagman was state editor of the Cleveland Press and was also director of the Ohio Press Service of Scripps Howard Newspapers. The Chairman asked whether Ron Royhab was chief of the Bureau. The Director of Information and Research said that Mr. Royhab was chief of the Columbus Bureau of the Ohio Press Bureau and that Wagman was the chief administrative officer of the whole service.

The Chairman's said that Mr. Wagman's article had not been profound but it was the less profound articles that were easiest to handle. He said the Howard Johnson Company should be informed and told to call upon Mr. Wagman.

The Chairman directed that the Executive Director write Mr. Teagarden a letter from the Commission telling Mr. Teagarden that the Members of the Commission had missed him. He directed that a clipping of the story by Jules Wagman be enclosed in the letter. The Chairman directed that the letter to Mr. Teagarden should also mention that the Executive Director had reported to the Commission upon the handsome occasion that the Oak Harbor recognition dinner had been and also that the Executive Director had reported to the Commission about the presentation of a plaque to Mr. Teagarden on that occasion. The Chairman directed that a copy of the letter be sent to Mr. Teagarden's son, Jim, at the J. E. Weller Company in Oak Harbor. The Chairman said the Commission was proud that Mr. Teagarden was part of the Commission because the whole Commission felt that it shared in the honor tendered Mr. Teagarden.

The Chairman reported also that since the last meeting the Executive Director, as a matter of comity, did a favor to another state agency, the Ohio Board of Regents, at the Chairman's request. The Chairman said he had agreed to do something himself but because of his commitment at University Hospital he would not have been able to do it on time. He said the Executive Director had looked into some construction delays on a building at Youngstown State University. He said the Executive Director had gone to Youngstown and interviewed everyone concerned and made a report, a true detailed Johnson report that could not be beaten. He said he had taken the report to the last meeting of the Board of Regents and distributed it and everyone was impressed with the report. The Chairman said that the Executive Director might send a copy of the report to the Members of the Commission so that everyone could see what kind of favors the Commission did for people. He said he and Mr. Johnson had done a much larger favor than that for the Department of Highways and Transportation a few years before when he and Mr. Johnson had spent the best part of five years doing things for the Department of Transportation on a basis of mere comity.

The Chairman reported also that the Ohio Department of Transportation and the Department of Economic and Community Development had proposed installing tourist information centers at two Turnpike service plazas. He said the proposal had grown to be much more elaborate and ambitious than it started out to be. The Chairman said if it were agreeable with the other Members of the Commission he would name the Executive Director, the General Counsel, Francis K. Cole, and the Director of Transportation as a committee to deal with the thing and to tone it down. He said having an information center anywhere was all right with the Commission but he was not for doing anything very elaborate. He said the three committee members might get together with James A. Duerk, Director of the Department of Economic and Community Development. The Chairman said he would not want the committee to deal with a supernumerary at the Department of Economic and Community Development. The Director of Transportation said he agreed with that wholeheartedly.

The Chairman said it was probably someone with an assignment who had been dealing with the Commission staff on the subject of travel centers and probably the person so dealing did not have the remotest idea what a turnpike service plaza looked like. The Chairman said he would name the Executive Director as chairman of the committee if that was all right with the Director of Transportation. The Director of Transportation said it was fine. The Chairman said that ordinarily a member of the Commission was chairman of such a committee but he felt the Director of Transportation had enough things to do without being a chairman of a committee. The Chairman asked that the committee report at the next Commission meeting. The Chairman said something sensible that would serve the purpose would be something the Commission could live with but an elaborate thing did not serve any purpose and cost money. He said his view was that the Commission could not spend Ohio Turnpike Commission money for anything that was not directly related to Turnpike business.

The Chairman said he had been amused to read about the dispossession of Graeme J. MacKeown, Executive Director of the Ohio Rail Transportation Authority, from the State Office Building Tower. He said the only thing that was different between Graeme MacKeown and Sewell Avery, once Chairman of the Board at Montgomery Ward, was that Sewell Avery had been carried out of his office and building by troops, so that he did not get the ride that Sewell Avery got. The Chairman said he heard that the Authority had taken space in the Neil House. The Director of Transportation said it had taken space in the Neil House for three days.

The Chairman reported also that revenues for March had set a new all-time record for that month. He said audited revenues for the month had been \$3,437,784, a 10.1% increase above the same month of 1975. He said that revenues for the first three months of 1976 had also set a new record for the period - \$9,109,015, or 8.1% more than had been received in the like period in 1975. He said much of the increase had been due to truck traffic, which set a new 24-hour volume record on the 31st of March when there had been 22,502 trips. He said that surpassed the old record of June 27, 1974 when 21,338 trucks used the highway.

The Chairman reported further that revenues from trucks on March 31, 1976 had been \$90,696 which was also a new record and broke the record set on February 14, 1974 of \$85,318.

The Chairman reported further that revenue for April, 1976 was estimated at \$3,648,000, an increase of \$520,000 or 16.6% over April 1975, and the second highest April ever. He said the April 1973 revenues of \$3,690,789 were the record. He said tolls for the month were expected to be \$3,039,000 which was an increase of \$467,000 or 18% above those of April, 1975. He said of the increase \$285,000 would be due to truck traffic and \$182,000 to passenger car traffic. He said the passenger car traffic should be qualified because \$150,000 of it would probably be due to the fact that Easter fell in April this year as compared with March in 1975. He said one thing he always liked to make note of when the Commission boasted about this or that was the qualification which was necessary to be honest such as the imminence of the truck strike and the positioning of Easter.

The Chairman reported also that nearly 31 miles of mainline resurfacing were under way and he said the Executive Director would comment further on that.

The Chairman reported also that there had been one fatal accident during the Easter holiday. He said there were still fatals because of things over which engineers and management had no control. He said he always had trouble with accidents caused by tire failure and he was totally intolerant of sleepiness. He asked the Executive Director how long the man who had fallen asleep had been on the road. The Executive Director said the man had been on the road at least all night long. He said that accident occurred during the Easter holiday and thus ended a six-year string of accident-free Easter holidays had been broken. The Executive Director said the victim was a young soldier who had driven from North Carolina. The Chairman said it was the same old pattern the Commission had experienced ever since it had been in business with service people trying to get home. He said they were so eager to get home they fought fatigue and died by it.

The Chairman recognized that David Ransbury, Assistant Chief Engineer, was attending the meeting for the first time. He told Mr. Ransbury that he was welcome. Mr. Ransbury thanked the Chairman.

The Chairman said that since the meeting was being held late in April he felt that when the meeting adjourned it should adjourn until June 1, subject to call.

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

The Secretary-Treasurer, Mr. Anderson, said that before making his report he wanted to say he was quite proud to think that in driving more than 1,300 miles from the Keys in Florida to Columbus, Ohio in the last few days, he had not seen one accident and both sides of a four-lane highway had been full of cars most of the way. He said it was amazing. The Chairman asked if Mr. Anderson had driven the entire distance himself. Mr. Anderson said he and his wife took turns and avoided getting sleepy and that they stopped frequently. The Chairman said that young service people did not drive that way, they did not

stop and they ended sacrificing their lives in the attempt to get home to their families. Mr. Bricker said he had driven up from Florida Saturday and Sunday and the only accident he had seen was south of Atlanta where there was a detour. He said he had just left I-75 and reached a traffic light at the foot of the ramp where the traffic had backed up. He said one driver hit the rear of a car that was waiting at a red light. He said the driver whose car was struck backed up his car and hit the other car hard. He said he had never seen anything like it. He said glass and chrome flew and the driver then got out shaking his fist. Mr. Bricker said that was the only accident he had seen on the trip but he had seen that accident twice.

The Chairman said everyone knew his theory that the busiest times were usually the safest times because people were more alert. Mr. Anderson said he believed the 55 mile an hour speed limit had a very definite effect. The Chairman said there was no doubt about it. Mr. Bricker said it made people more alert because they were watching for the police. He said the people clipped along at 70 and 75 miles an hour all the way until they reached Ohio but when one crossed the Ohio River traffic slowed down. Mr. Anderson said he and Mrs. Anderson noticed the same thing. The Director of Transportation said he felt the money the Ohio State Highway Patrol got from gasoline taxes was put to good use. Mr. Bricker agreed but said that on Sunday traffic on I-71 north of Cincinnati had been passing on the right hand berm because traffic had slowed down so much.

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

1. Traffic and revenue report for February 1976.
2. Traffic and revenue report for March 1976.
3. Financial statement as of February 29, 1976.
4. Financial statement as of March 31, 1976.
5. Weekly traffic statistics.
6. Detail of investment transactions which took place in March 1976.
7. Draft of the minutes of the March 2, 1976 meeting.
8. Expense & Budget Report - First Quarter 1975.
9. Month end release for March 1976.

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. Anderson, reported for the committee that the report for the first quarter of 1976 which he had mentioned as having been distributed to all Commission Members showed that first quarter operating expenses were \$88,000 or 2% under the 1976 year to date budget of \$4,398,522. He said that record was made despite a record purchase of more than 31,000 tons of salt during the winter season, compared to the previous record season of 28,000 tons. The Chairman said that in general it was not a hard winter, but there had been an exceedingly bad January. The Director of Transportation said at one point there had been 24 consecutive days of snow and ice operations. The Chairman said there had been salt problems but the Commission had been able to hold its own. The Executive Director said the Commission had run low on salt but had leaned on suppliers. The Director of Transportation said that his Department had had to lean very hard on its suppliers. The Executive Director said the Ohio Turnpike was never out of salt because it had been able to use its clout to make sure it did not run out. The Director of Transportation said in his Department's contract there was a clause which said that if a supplier was not able to provide salt it could buy from the next higher bidder and the low bidder had to make up the difference in price. The Executive Director said the Commission had done just that. The Director of Transportation said his Department had done so too, that it was amazing how things fell into place.

The Chairman asked what the salt suppliers were doing about supplies and why were they caught short. The Executive Director said there was a record amount of use of salt and believed the suppliers had been understocked. The Director of Transportation said as he understood it, over a period of three years the production departments of salt companies had convinced the persons higher in the corporate structure that certain quantities were required to be stored above ground ready for delivery and that for two or three years the quantity of salt sold did not approach those levels and the users of salt had either chosen not to stock it or were not able to stock it. He said the higher corporate decision of the salt companies was that they could not stock that quantity in the 1975-1976 season because of the tax disadvantages and that as well there had been two or three strikes and a machinery failure at the Painesville plant of the Morton Salt Company. He said International Salt Company had had a strike which resulted in the firing or laying off of employees and so a series of events occurred that added up to the point of difficulty. He said it was very difficult to store salt above ground and to keep it in usable form and then just to sit there with 200,000 or 300,000 tons because it did not snow. The Executive Director said there were not only those problems but there had been occasions when the suppliers had delivery problems. He said everyone had been asking for salt at the same time and the suppliers just did not have the capacity to deliver. The Chairman said that things had been tight throughout the difficult period but that the Executive Director had managed. The Director of Transportation said that was just good management from his standpoint. He said many people in the Department of Transportation complained that they wanted more covered storage for salt. The Director of Transportation said his Department had not increased its level of storage. The Executive

Director said the Ohio Turnpike did not increase its storage either because it did not need to.

Mr. Anderson reported further that it was expected that the April, 1976 expenses would also be slightly under the budget so that the total operating expenses for the first four months of 1976 should be \$100,000 to \$125,000 under the year-to-date budget of \$5,906,827. The Chairman said it was to be hoped that that money was not needed in December. He said the Commission got through December of 1975 by the skin of its teeth. The Executive Director said it was good management and that it had been about the same way in 1974, too.

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.

In the absence of the chairman of the Committee on Service Plazas, Mr. Teagarden, the Executive Director reported that both the service stations and restaurants handled the Easter holiday period with its heavy traffic without any reported difficulties. He said the holiday had been the first such big season in an otherwise low time of the year for Standard Oil Company of Ohio and he thought they came through in good form. The Chairman said he felt that SOHIO had been all right from the beginning of their contract. He said it showed what experience would do in moving into a job. He said he had thought when SOHIO bid on the contract that they were able to perform it and it was very clearly something SOHIO wanted and they got it. He said they made a point of getting it.

The Executive Director reported that he had spoken to Mr. Teagarden the day before and Mr. Teagarden, of course, had wished that he could come and asked to be remembered to everyone.

The Chairman said when the Executive Director returned to Berea he should acknowledge the receipt of the New Jersey Annual Report on behalf of all of the Members.

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.

In the absence of the chairman of the Committee on Employee Relations, Mr. Teagarden, the Executive Director reported that he had reported at the last meeting that the Deputy Executive Director, G. Alan Plain, the Director of Operations, J. Budd Morrison and he had visited all the 19 toll plazas to meet informally with the employees in the toll collection department. He said the Deputy Executive Director, the Chief Engineer, Frank A. Dutton, and he were in the midst of visiting all the maintenance facilities. He said in the week prior to the meeting they had visited four of the eight maintenance buildings to meet with the employees and before the week was out they

expected to visit the other four maintenance buildings. He said the employees seemed to be generally satisfied and that no major problems had been encountered during the visits. Mr. Bricker said that was very good.

The Chairman said the report of the Committee on Employee Relations was accepted as offered. He ascertained there would be no report from the Director of Transportation. He said the report of the Committee on Safety would be received.

The Chairman of the Committee on Safety, Mr. Johnson, reported that there had been three fatal accidents since the previous meeting of the Commission which was held March 2. He said there had been only four fatal accidents in 1976 which, in the face of the large increase of traffic experienced this year, still gave the Commission an outstanding safety record for the year.

Mr. Johnson reported also that the staff had been reviewing the Commission's traffic rules and regulations. He said the review was continuing and he hoped to be able to present some suggestions at the June meeting of the Commission.

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 Chairman asked the Executive Director how the guardrail replacement program was progressing. The Executive Director said the Commission was replacing 100,000 to 150,000 feet of guardrail every year and that was an adequate amount but nevertheless he was going to try to increase the amount replaced in 1976.

The Chairman said he was concerned about the evolution in processes of management and was concerned as well with equipment, not merely road equipment but office equipment. He said he wanted to make sure that the Ohio Turnpike Commission was doing just as well or better than any other management group. The Executive Director said a new computer had recently been installed and was in the final stages of being adjusted and tested out and was working very well. The Executive Director said new reproduction equipment had also recently been installed and was working well. The Director of Transportation said it was an interesting subject. He said the Ohio Department of Transportation was in the process of doing two things. He said one item had to do with a typing pool and some automated equipment in the typing pool and the other had to do with building consolidation. He said a copy reproduction study was in the process of being reviewed and over a five-year period, because of the consolidation, there would be a \$437,000 reduction in cost. The Executive Director said it was difficult to keep track of the developments in the areas of office equipment. He said if one made a study on any given day of projected cost and made it the next day, the factors would have changed and the equipment would have changed. The Chairman said he was always watching such developments. He said he read trade publications on the subject. He said it was

amazing to see the developments that occurred just in plain office management and office procedures. The Chairman said one could not sit on a record and say, "We've always done it this way." He said he had given a speech on that very subject the other day concerning driving routes. He said Columbus people now had to reset their traffic patterns and traffic routes and that every once in a while someone said to him, "Why, Jim, how do you know how to do this or that?" He said he replied, "How do you think I know how to do this or that. I work at it." He said it was like the day the Director of Transportation paid him the high compliment of coming out and travelling over a route in the country the Chairman had a view about. The Chairman said he had been wrong but he had not known it until the Director of Transportation had come out and shown him. The Chairman said it was working all right, that he had been watching it and there was no problem. The Director of Transportation said he had twice asked the District officials concerned whether there was a problem and they had indicated to him that there was not a serious problem. The Chairman said there was no problem, that it worked very well. He said the only problem was at an intersection where movement was still somewhat slow but that was the fault of control and not a fault of engineering.

The Executive Director reported also that the Administration Building had been expanded and remodeled and a program of refurbishing the desks and filing cabinets in the building had been completed. He said that program had been accomplished by painting and putting on new desk tops. He said the last thing to be done to complete the whole program was to replace the chairs which could not be rehabilitated. He said most of the chairs had been in the building since it was opened in 1956 and it was expected that a contract would be awarded before the end of the week and that would essentially complete the revamping of the building. The Chairman said that was fine and that he was reminded of the fact that the Executive Director had borrowed a picture for his office from Judge Lockwood Thompson who had a vast collection of art, and who had said he would lend the Executive Director a picture. The Executive Director said he had borrowed a picture from Judge Thompson. The Chairman said because the picture Mexican Clouds by William E. Ward was on loan from Judge Thompson he wanted the record to show that the picture was on loan from Judge Thompson because when the day came that the picture was returned no one would be able to say that the Ohio Turnpike Commission or any of its employees had given the picture away. He said that was why he wanted it in the record so that everyone would know that it was not the property of the Commission but that Judge Thompson had lent the picture for the Executive Director's office and obviously it would be returned to him in due course.

The Executive Director reported also that nearly 31 miles of mainline were being resurfaced in three projects. He said the three projects were in various stages of completion although they were still in the early stages. He said all of them were progressing satisfactorily and should be finished before July as scheduled. He said all contractors' equipment was removed on week-ends and it had been removed over the Easter holiday.

The Executive Director said there had been one fatality involving one of the contractor's workmen but it had not occurred in a work zone. He said it was a case of a man who tried to jump on a piece of moving construction equipment and was run over.

The Chairman asked Mr. Anderson whether he had to police work zones in his business. Mr. Anderson said his company did not work on the highway itself although it had a number of trucks on the highways. Mr. Anderson said he wondered about the effect of the length of detours and other surrounding circumstances upon accidents in work zones and wondered whether any facts had been developed relating to those phases of the problem. The Executive Director said he had discussed that matter with the Director of Transportation and that he would be happy to talk to Mr. Anderson about what had been discovered.

The Chairman said the report of the Executive Director was accepted as offered. He said the report of the General Counsel would be received.

The General Counsel said counsel on both sides of the Stacy case were trying to agree upon a journal entry. He said there was difficulty agreeing with the opposing counsel on the language of an entry concerning the equitable release. He said Wayne E. Shaffer, the opposing counsel, seemed to place an interpretation on the court's decision that would continue the jurisdiction of the court and keep the case going indefinitely. The Chairman asked General Counsel whether he had consulted with the Court on what he thought. General Counsel said that so far there had been no consultation with the Court on the question. The Chairman said he was half afraid to find out what the Court thought because the Court's view and his were so different. General Counsel said they had not yet reached the point where they had to consult the Court but there was a feeling that it might eventually be necessary to consult the Court. The Chairman said a time would come when there was nothing else to do. General Counsel said that once there was an agreement upon an entry it would be necessary to make a decision as to whether to appeal or resolve it in some other way.

General Counsel reported that the Vito case was at the discovery stage. The Chairman asked who were still parties in the Vito suit. General Counsel said the parties were Vito Trucking and Excavating, the Lucas County Board of Commissioners and the Ohio Turnpike Commission. The Chairman said no one had been dismissed. General Counsel said that was true. He said there had been another case that was related to the case in which the S. E. Johnson Co. sued Vito and the Ohio Turnpike Commission was made a party but the Commission had been dismissed from that case. He said Johnson had sought to recover money from Vito owed it by Vito and had named the Turnpike Commission and Lucas County as third party defendants.

The General Counsel reported that in the Vito case against Lucas County and the Commission, the Commission had produced a great deal of material to

answer a comprehensive request from the plaintiff in the Vito case. He said the Federal rules authorized such a request. The Chairman asked who Vito's counsel was. General Counsel said Vito's counsel was Richard S. Walinski of Toledo.

The Executive Director said so far all of the Commission's expenses, including the expense of outside legal counsel on the case, had been reimbursed by the County. The Chairman said the County had been very understanding and had not tried to avoid any responsibility. General Counsel said that was entirely true but there had been a considerable delay in getting the first reimbursement. He said the County had been very honorable in holding to its agreement. The Executive Director said once the process had been established for reimbursement of the Commission bills, payment had come through promptly. He said the delay had been on the first bill submitted which had to go through a number of agencies for approval of payment. The Executive Director said that had the Lucas County Board of Commissioners been the only ones who had to make a decision, payment would have been prompt but that part of the financing of the project was the responsibility of the Ohio Water Development Authority and another part had to do with Federal funds. The Chairman said there could be no worse situation. He said the railroads could also prove very dilatory.

The Director of Transportation said the railroads were worse than the Federal government. The Chairman agreed and said he had suffered many things from railroads in trying to get anything from them including right of way. Mr. Anderson said he understood why the railroads had gone bankrupt. The Executive Director recalled that several years before the Turnpike Commission had a matter that involved the Penn Central Railroad. He said the Commission was trying to get cooperation from the railroad to repair a bridge over the Turnpike which had been leaking ballast and dropping it down onto the Turnpike. He said the Commission finally did the work in cooperation with the railroad and that the Commission was still trying to settle the matter of the railroad's bill to the Commission but it had been dragging on for years. He said agreement could not be reached on how much the bill was and how much of the bill the Commission owed.

The Chairman said he had been talking to Warren J. Cremean, Vice President of Battelle Commons Company, about the problems he was having in the construction of the Convention Center. He said Mr. Cremean was so discouraged that he was not sure when he would ever finish the Convention Center. He said a lot of it had to do with that sort of thing. The Director of Transportation said there were many power struggles going on within the railroads because of the consolidation (Conrail) and that if anyone thought dealing with the railroads was bad before the consolidation he should experience dealing with Conrail. He said it was unbelievable. He said he hoped that once the new organization settled down, the railroad organization would have some ability to process work.

The Chairman said the report of the General Counsel was accepted as offered. He said the report of the Consulting Engineers would be received.

Mr. Harnden reported that the annual summer inspection was under way and that the Consulting Engineers' crew had done a third of the inspection on roadway, drainage and bridges and buildings would be next. The Executive Director said that the Assistant Chief Engineer, the Deputy Executive Director and Mr. Harnden were going to call on the Department of Transportation later in the day in connection with the bridge inspection to work with the Department on the filing of the bridge inspection forms. The Chairman said the principal problem that occurred with bridge inspection was avoiding unnecessary duplication. The Executive Director said there was only one inspection on the Turnpike and the Consulting Engineers were doing it in conformance with the national bridge inspection standards in full cooperation with the Department of Transportation and the necessary information was furnished to that Department. He said the Department wanted to implement a change in the 1976 inspection and that was what the consultation was going to be about.

The Chairman said the report of the Consulting Engineers was accepted as offered. He said the report of the Trustee would be received.

Mr. Sesler said there was no report from the Trustee and that no bonds would be bought until July. The Chairman said he thought the returns on the government bonds in which the Trustee invested the Commission funds were less than he liked. Mr. Sesler said yields were down across the board. The Chairman said he had been looking at the use of Industrial Commission money for state office buildings and the prices that were legislated for the Ohio Building Authority bonds. Mr. Sesler said the Ohio National Bank was trustee for Ohio Building Authority Projects Nos. 1, 2, and 3. The Chairman said that the bonds were paying an escalated rate. Mr. Sesler said that was true and that the Industrial Commission got the money. The Director of Transportation asked what Projects 1, 2, and 3 were. Mr. Sesler said Project No. 1 was the State Tower. The Chairman said that was a towering fiasco which he had been so kind about. Mr. Sesler said Project No. 2 was the Adjutant General's building and Project No. 3 was Don Scott Field. The Director of Transportation said the Ohio Department of Transportation was trying to buy Project No. 3 bonds in order to get out from underneath the payments. He said in other words, the Director of Transportation wanted to pay off the indebtedness.

The Chairman said the report of the Trustee was accepted as offered. He ascertained there would be no report from the Director of Information and Research.

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

RESOLUTION NO. 7-1976

"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 2, 1976, and the Commission had 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 2, 1976 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: Mr. Bricker, Mr. Jackson, Mr. Anderson, Mr. Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members present voting in the affirmative. The resolution was identified as No. 7-1976.

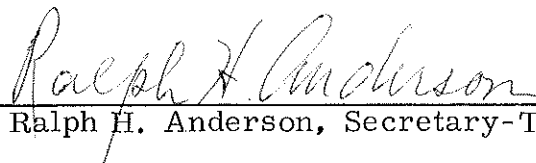
There being no further business to come before the Commission, a motion was made by Mr. Bricker, seconded by Mr. Jackson, that the meeting adjourn until June 1, 1976 subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mr. Bricker, Mr. Jackson, Mr. Anderson, Mr. Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:10 P.M.

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



Ralph H. Anderson, Secretary-Treasurer