

MINUTES OF THE THREE HUNDRED AND FIFTH MEETING

May 3, 1977

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 11:05 a.m. on May 3, 1977 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; 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: Clarence D. Rogers, Jr., Daniel E. Bricker, Dennis Garwood, O. L. Teagarden

Absent: Ralph H. Anderson

The Chairman said Mr. Anderson could not be present because of the death of his brother in Florida. He said that the Director of Transportation, David L. Weir, was unable to be present, but his duly designated representative authorized by law to vote in Mr. Weir's place, Dennis Garwood, Assistant Director of Transportation, was present. He said he would like Mr. Garwood to meet the Members of the Commission, Mr. Bricker, Mr. Rogers, and himself. He said in addition to Mr. Garwood, John W. Clark was present, who was the former deputy director for District 6 of the Ohio Department of Transportation, whom Director Weir had named as his special assistant within the Department of Transportation, to work with the Ohio Turnpike Commission staff on plans for the orderly transfer of the Turnpike to the Ohio Department of Transportation when it became a free road. He said he wished to extend a very hearty welcome to both Mr. Garwood and Mr. Clark.

A motion was made by Mr. Rogers, seconded by Mr. Bricker, that the minutes for the meeting of April 5, 1977, 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. Rogers, Mr. Bricker, Mr. Garwood, Mr. Teagarden

Nays: None

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

The Chairman reported that he was certain that everyone was aware of the energy program proposed by President Carter. He said it was difficult to predict what effect the program would have on the Ohio Turnpike, but the proposed program, or other programs, certainly could have a negative impact upon Turnpike traffic, revenue and expenses which, no doubt, would also effect the rate of retirement of the remaining Turnpike bonds. He said he did not need to comment much upon that statement but that everyone was aware of what the President had recommended to Congress and if the program passed it could have an effect upon the Turnpike.

The Chairman reported also that total revenues and toll income both broke all records for April in April, 1977. He said total revenues for April, 1977, were estimated at \$3,965,000, an increase of \$296,000 or 8.1% over April, 1976, and \$275,000 more than had been received in April, 1973, the previous record month for revenues in any April.

The Chairman reported further that tolls for April were estimated at \$3,329,000, an increase of \$253,000 or 8.2% above those for April, 1976, which had been the previous record April for toll collection.

The Chairman reported further that tolls paid for commercial trips continued at a record high level. He said during April they were estimated at \$1,981,000 or 59.5% of the total toll revenue and that they were 13.1% more than in April, 1976.

The Chairman reported further that the all-time monthly record for commercial tolls had been set in March, 1977, when commercial tolls amounted to \$2,152,038. He said when he spoke about increases in income, it should not be overlooked that expenses continued to advance also so that the net earnings might possibly be decreased depending upon how great the increase in expense was.

The Chairman reported also that the Commission would consider and act upon a bid for the installation of 42,500 feet of guard rail to Interstate standards. He said together with the two contracts awarded at the April meeting, the award would bring the total amount of guard rail contracted for in the 1977 construction season to more than 24 miles. He said additional amounts of guard rail would be installed during the year by the Commission's own work forces. He said the Executive Director would comment on the matter further.

The Chairman reported also that the proposals which had been made to the Governor, about which he had reported to the Commission at the April meeting, were being studied by the Executive Director, the Director of Transportation and himself and while their study was continuing, they did not have anything to report as yet. He said he mentioned it because if anything did come up that the Commission should know about, he would advise the Commission.

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

In the absence of the Secretary-Treasurer, Mr. Anderson, the Assistant Secretary-Treasurer, Allan V. Johnson, reported that since the last meeting the following had been sent to all Members:

1. Weekly Traffic Statistics
2. Traffic and Revenue Reports - March 1977
3. Financial Statements - March 31, 1977
4. Traffic Accident Analysis - March 1977
5. Expense and Budget Report - First Quarter 1977
6. Detail of Investment Transactions which took place in April 1977

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.

In the absence of the chairman of the Committee on Budget and Finance, Mr. Anderson, the vice chairman, Mr. Johnson, reported that the Commission was still within its budget for the first four months of the year. He said that because the Commission had adopted a severance program at the April Commission meeting and the expense for that program would be handled on a monthly deposit basis, which was expected to start by the end of May, a budget supplement would be required. He said the budget supplement should be made as soon as possible because the deposits would affect the budget. He said he hoped he could recommend a supplement to the budget at the next Commission meeting and he wished to alert the Commission Members to that fact. He said the only thing left to do was execute an agreement with the Trustee to implement the plan and that agreement was nearly complete and he felt that would be completed during the month of May.

Mr. Bricker asked the Chairman if there were not already a resolution on record setting up the severance plan. The Chairman said that was correct but the new resolution would be to increase the budget by that amount because it had not been included in the current budget resolution. He explained that the Commission would come up with the money but what Mr. Johnson had reference to was a requirement to supplement the budget so that the Commission would not be over budget at the end of the year. Mr. Johnson said one of the covenants provided in the Trust Agreement was that the Commission would not exceed any of the various categories in the budget unless the supplemental budget had been adopted. He said the amounts required for the severance plan were such that the Commission would exceed the budget before the end of the year and therefore a supplemental budget would have to be adopted.

The Chairman said \$125,000 a month was the amount needed to fund the severance plan. Mr. Garwood asked if that were a flat figure and whether it was

in the resolution. Mr. Johnson said that was true except the resolution adopting the severance program provided enough flexibility so that, if it needed to be adjusted, it could be without further action by the Commission, except as such might increase the budget.

In response to a question by Mr. Garwood, the Chairman explained that it would be necessary to supplement the budget for the year 1977 for the item, but that when the budget for the year 1978 was prepared later in the year for presentation to the Commission in October the item would be included in the proposed budget. The Executive Director said it would be looked at closely when the new budget was prepared. He said he did not want to present a budget resolution that allowed something to change without further action by the Commission. He said if it were needed to change the budget again later in the year the staff would come back to the Commission for a further supplement.

The Chairman asked the Executive Director whether the amount of \$125,000 a month would be sufficient for the year 1977. The Executive Director said there was no question about that and it would be several years before there would be any need to change that figure and it might not be necessary to change it at all. The Chairman said that until the time came for the payment of the final outstanding bonds, it was going to be difficult to decide in advance how much was going to be required. He said the estimate made had been \$6 million but that as the Commission approached the final payment of bonds, if it then looked as if the Commission would be short, the amount would have to be increased and the amount needed would then be entered in that year's budget. He said he believed the equalization should be done every year when the budget was prepared rather than having supplements every year.

Mr. Garwood said he was thinking in terms of the inflationary costs that would prevail in the succeeding years. The Executive Director said that was a consideration but he said one of the provisions of the whole plan was that the money would be invested and the income from the investment of the money would accrue to the fund, so that should help to offset inflation. He said further that inflation should have no bearing upon the bulk of the plan as it was largely based on February, 1977, wages. The Executive Director said the important factor would be the date when the payoff actually took place and that was still unknown.

The Chairman said when the Commission was within a year of the final payoff, they would have excellent knowledge of how much would be needed. He said the funds were going to be invested and draw interest, which was going to be a help. He said he did not know whether the Trustee heard his remarks or not. Mr. Sesler said he had heard and the funds definitely would be invested.

In the absence of further comments, the Chairman said the report of the Committee on Budget and Finance was accepted as offered. He ascertained there would be no report from the Committee on Service Plazas. He said the report of the Committee on Employee Relations would be received.

The chairman of the Committee on Employee Relations, Mr. Bricker, reported that the Committee had met with the various employee groups and had explained the severance program. He said that it was his opinion that the program had been accepted very favorably. He said the two Allans (Allan V. Johnson, Executive Director and G. Alan Plain, Deputy Executive Director) might know otherwise but in his opinion the program had been accepted very favorably by the different groups. He said he wished to compliment his committee. He said it did an outstanding job and William C. Hartman of Squire, Sanders & Dempsey, had done an outstanding job of presenting the program to the employees. He said the program had met with a very favorable response.

The Chairman said he could comment, too, that he had been present at the meetings and he wanted to commend and congratulate the chairman of the Committee on Employee Relations because he had done an excellent job. He said that the Turnpike had had a visit recently from the Director of Transportation and from Mr. Clark and he believed Mr. Clark had had a tour of the building and he had talked to Mr. Weir, who had been very much impressed by what he found when he made his visit. He said he hoped that Mr. Garwood, Mr. Clark and the Director of Transportation would visit the Turnpike Commission often because the Commission would like to have a team working toward the time when the road would be a free road and visits from members of the Department of Transportation to keep in contact the Commission was a very good thing. He said he was certain Mr. Bricker would agree with him that the severance program had received very favorable acceptance, so far as the people who attended the meeting were concerned, and he had heard nothing but favorable comments on the plan. He said he did not think any industry had a severance program as good as that that the Turnpike employees had. He said everyone at the Turnpike from the Executive Director down to the janitor were very dedicated to their work. Mr. Bricker agreed with him.

In the absence of any questions, the Chairman said the report of the Committee on Employee Relations was accepted as offered. He said the report of the Director of Transportation would be received.

Mr. Garwood said he had no particular report but he wanted to thank the Chairman for his hospitality on his own behalf and that of Director Weir. He said he was glad Mr. Clark had been able to attend the meeting and get acquainted with the Commission. He said he was certain that the cooperation and coordination between the Department of Transportation and the Ohio Turnpike Commission would continue. He said he had nothing further to report.

The Chairman said the Commission's relationship with the administration of the Department of Transportation was very good and the Commission was proud of that relationship. He said that was the only way that the things the Commission was striving for could be accomplished and that it was a close working relationship.

The Chairman said the report of the representative of the Department of Transportation was accepted as offered. He said the report of the Committee on Safety would be received.

The chairman of the Committee on Safety, Mr. Johnson, said he hated to talk about the report because it seemed that every time he reported on safety, he had to speak about fatal accidents and he had to report that two fatalities had occurred during the month. He said the record, however, was still good. He said the second accident, one involving a woman, was still being investigated to determine the cause of the accident. He said it appeared that it might have been a suicide because the woman pulled her car off onto the berm and then, in broad daylight, walked or darted out in front of a truck and was killed instantly. He said such things could not be prevented. He said the truck driver had swerved and tried to avoid her and could not. He said he had heard that the truck driver had been so disturbed by the accident that he had immediately called the company he was working for and resigned. He said such things were sad to report, but, so far as safety was concerned, there was not anything that could ever be done to prevent something like that. He said that amounted to four deaths so far for the year, but if the fourth were determined to be suicide it would not be classified as a traffic accident. He said it could be difficult for the coroner to rule on the death because there were legal implications in ruling that a death of that sort was a suicide. He said the coroner might be reluctant so to rule.

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, Mr. Johnson, said he first wished to report on the status of construction. He said the major work was resurfacing being done under five separate contracts. He said the contracts had been awarded earlier in the year and he was pleased to say that all five were progressing well and they were scheduled for completion by mid-June and he felt confident that they would be completed on schedule. He said one of the contracts involved closing down one of the ramps of the interchange at Exit 11 because of the differential in grade on the Turnpike at that place, which made it impossible to build a crossover to accommodate the traffic. He said the work had been completed on the main line for almost four miles in the eastbound lanes in just five days. He said the work had been accomplished in the minimum amount of time and the inconvenience to the public in the area had been very slight. He said detour routes had been provided at the time and that all went off smoothly.

The Executive Director reported also that a preconstruction meeting with the contractor who had been awarded the guard rail contracts at the April meeting had been held and work had been started. He said that work, too, was scheduled to be completed by mid-summer and he had no reason to think that it would not be completed on schedule. He said there were several other minor projects going on which he felt were not important enough to report on at the meeting and that none of them involved any problems.

The Executive Director reported also that the visit of the Director of Transportation and Mr. Clark that the Chairman had mentioned occurred on April 14. He said Mr. Clark had been able to spend more time with the Turnpike staff than Director Weir had been able to do. He said Mr. Clark had not only visited the office and toured it, but had gone out on the road with some staff members and had seen facilities along the road and he was going to make visits regularly. He said Mr. Clark had scheduled another visit for later in the month and the get acquainted-indoctrination-orientation period between them would continue.

The Executive Director reported also that he, the Deputy Executive Director, Mr. Plain; the General Counsel, Francis K. Cole and the Chief Engineer, Frank A. Dutton, had attended a workshop of the International Bridge, Tunnel and Turnpike Association in Norfolk, Virginia. He said while he was there he had been able to talk to some representatives of other turnpikes in similar situations to that in which the Ohio Turnpike Commission found itself. He said he had discussions with people from the Maine Turnpike Authority. He said the Maine Turnpike was close to payoff of its outstanding debt, which they would probably pay off about 1981. He said he had also talked to people from the State of Kentucky where the original Kentucky Turnpike had already gone free. He said Kentuckians were working on a program utilizing interstate 90% funds for improving the road and were dealing with the question of service plazas on the road. He said they had only one service plaza and it was still operating even though the road had been free for almost two years. He said as things stood the Federal program included, as the final phase of the improvement program, the phasing out of the service plaza. He said the State did not wish to phase out the service plaza and of course, that was one of the things that the Ohio Turnpike Commission was talking about, too, because it wished to retain the 16 service plazas it had on the Ohio Turnpike for the benefit of the State when the Turnpike became a free road.

The Executive Director reported also on the status of the guard rail contract. He said at the previous meeting the Commission had rejected all bids on one of the three contracts on which bids had been taken prior to the meeting. He said it had been necessary to reject the bids because there had been a defect in the bonds, not only for the lowest bidder but for the first three low bidders and, as provided in the resolution of rejection, the project had been readvertised and he was pleased to say that bids had been received the second time. He said five bids had been received and they were all very close and the bids were in perfect order. He said the lowest bid was more than \$5,000 lower than the lowest bid at the previous bidding. He said the staff, the legal staff and the Chief Engineer had reviewed it. He said the Consulting Engineer had also reviewed it and he had reviewed it and that everyone recommended that the contract be awarded to the low bidder, the Paul Peterson Company of Columbus, and that a draft resolution had been prepared to accomplish the award. He said he recommended the Commission adopt the resolution.

The Chairman said that he was sure that Mr. Anderson, if he were present, would be very happy to know that the contract would go to an Ohio concern because it would be remembered that at the April meeting he made mention of the fact that the other bids had been awarded to a contractor from out of the state. He said that had been due to the fact that they were low bidders and the Commission had no alternative except to give them the award. He said the Director of Transportation was usually asked to offer resolutions of this nature and he asked Mr. Garwood if he would offer the resolution.

A resolution awarding Contract RMP 24-77-2 was moved for adoption by Mr. Garwood, seconded by Mr. Bricker, as follows:

RESOLUTION NO. 11-1977

"WHEREAS the Commission has duly advertised according to law for bids for Contract RMP 24-77-2, which is a contract for the removal and replacement of Type 'A' and Type 'B' Guardrail, between Milepost 165.0 and Milepost 183.0 in Cuyahoga and Summit Counties, Ohio, and proof of said advertisement, together with the bids received, is before the Commission;

"WHEREAS five bids for the performance of said contract were received and were duly opened and read as provided in the published notice for said bids;

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

"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 bid of The Paul Peterson Company of Columbus, Ohio, in the amount of \$336,105.00 for the performance of Contract RMP 24-77-2 has been determined by the Commission to be the lowest and best of all bids received, 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, specifications and the legal notice applicable thereto, and accordingly, the Commission may legally accept said bid as the lowest and best of all bids 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 Paul Peterson Company of Columbus, Ohio, in the amount of \$336,105.00 for the performance of Contract RMP 24-77-2 is, and is by the Commission, determined to be the lowest and best of all bids



received for the performance of said contract, and is accepted, and that the chairman and executive director, or either 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 the other bidders of their bid security, (3) to direct the return to the successful bidder of its bid security when the aforesaid contract has been duly executed, and the 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 present responded to roll call. The vote was as follows:

Ayes: Mr. Garwood, Mr. Bricker, Mr. Rogers, Mr. Teagarden

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 11-1977.

The Executive Director said he wished to report to the Commission the status not just of the contract RMP 24-77-2 and the other two that had already been awarded, but on the overall status of the conversion of guard rail on the Turnpike to Interstate standards. He said that the three contracts awarded at the April meeting and the present meeting represented more than 125,000 feet of guard rail which was more than 24 miles. He said there were approximately 1,050,000 feet of guard rail on the Turnpike. He said the Turnpike Commission had been replacing that guard rail, principally with its own work forces, starting in 1972 and that before the three contracts had been awarded, more than 430,000 feet of guard rail had been replaced. He said the Commission would continue to use its own work forces for part of the general program of replacement and he expected the Commission forces would complete about 60,000 feet of installation themselves during the year, so that, all in all, by the end of the year he expected that over 700,000 feet of guard rail would be converted to the new standard and it would take only a few more years to complete the work. He said the Commission forces were not working merely upon guard rail when it came to safety factors, but that the Commission forces had been working for several years on signing the Turnpike to current standards. He said the signs had moved back to 30-foot offsets, which was the current Federal standard and where that was not possible, the signs had been protected by guard rail or provided with breakaway posts.

He said that program was nearly complete. He said he wanted to say that the Turnpike was spending a considerable amount of money in the area of safety. He said there was also going to be a bid opening during the month on pilot projects for providing protection at two bridge sites for bridge piers both in the median and the outside bridge piers using current guard rail standards on the median piers and what was called the New Jersey concrete type barrier for the outside piers. He said the staff expected to take bids on that work later in the month of

May. He said they were relatively small projects that would not have to come to the Commission for award but he would report to the Commission in June after the bids were received. He said the Commission was doing many things in the safety area along with resurfacing, which he considered to be a safety feature, particularly because granulated slag was used in the surface course of the asphalt which provided superior skid resistance.

In response to a question from the Chairman, the Executive Director said the cost of replacing all the guard rail on the Ohio Turnpike would reach \$10 million by the time the job was done. The Chairman said that the Ohio Turnpike had done most of the work heretofore with its own forces and asked whether the Executive Director anticipated letting more such work be done by contractors. The Executive Director said some of it would be done by contractors, that most of the work represented by the three contracts let at the April and May meetings was replacement of the old style cable guard rails. He said such cables had been up more than 20 years and had served well, but when they were hit they were difficult to repair as large sections of them were torn down. He said they had been quite a nuisance. The Executive Director said no guard rail maintenance was done any more without converting to the new short post spacing with blocks as required by the newest Federal standard.

In response to a question by Mr. Garwood, the Executive Director said there were 1,050,000 linear feet of guard rail on the Ohio Turnpike which amounted to about 200 miles. Mr. Garwood asked whether 50% of those rails had already been replaced. The Executive Director said that 50% had been replaced and that by the end of the construction season, about 70% would be replaced. The Chairman said that the total cost, including contracted work and the Turnpike's cost for its own work, would run to about \$10 million and the work amounted to upgrading the road to meet Federal standards. Mr. Garwood said that the point he was trying to make was that the Turnpike was spending \$10 million on guard rails alone but that replacing the guard rail did not mean the end of the upgrading. The Chairman said that was only one item on which the Commission was working.

Mr. Garwood said that the guard rails were probably the cheapest part of the upgrading. The Executive Director said the signs were probably cheaper when one was talking about small items. Mr. Garwood said that Federal standards were going to be changed on bridge protection especially around the piers and the change would go into effect the first part of 1978. The Executive Director said he might mention as well that the Federal government was going to require all speed limit signs to be changed to the metric system in 1978 and he was sure the Turnpike would be doing that. The Chairman asked Mr. Garwood whether the Department of Transportation was going to be doing that and Mr. Garwood said the Department of Transportation had started the movement. The Executive Director said the Turnpike would be doing it, he was sure, because if it did not, the state would be in trouble. The Chairman remarked that a number of people would be exceeding the 55 mile an hour speed limit because they did not know how to read the metric system. Mr. Garwood agreed.

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, Mr. Cole, said at the April meeting he had discussed the possibility that the Commission might appeal the decision in the Stacey case. He said that matter had now been taken out of the Commission's hands because Stacey had filed a notice of appeal in the Court of Appeals. Mr. Rogers said that had resolved the issue. General Counsel said further that the Commission was taking such action so that if Stacey did proceed and filed in the Supreme Court the Commission would be able to present its point by filing a conditional notice of cross appeal. The Chairman said he could not understand Mr. Stacey. He said he remembered when he was chairman of the committee settling claims that Stacey's claim was with the courts. He said he recalled that the Commission had not only paid Stacey for the right of way, but paid him \$24,000 in damages. He said he thought the sums the Commission had paid would have bought the whole farm in those days, so he could not understand why the lower court had granted the award they did. He said he thought the Appeals Court had done a pretty good job.

The Executive Director said Mr. Garwood and Mr. Clark were hearing about the Stacey case for the first time and for their benefit he would like to say that the case had been in the court for 21 years and involved the original construction of the Turnpike. He said there also had been a three-year period of negotiations prior to the filing in the courts, so the case was 24 years old. General Counsel said the property had been acquired by contract and the case was a drainage case. The Executive Director said he did not know of any case that had been in court so long and that Stacey had filed after settlement had been made. He said the case had originally been settled out of court but then Stacey had filed a suit claiming the Commission had not honored the agreement. The Chairman said land values had increased and he imagined the courts were looking at the present values of farm land instead of what they had been at the time of construction. He said the land had been good land and was not just swamp land.

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 said he had no report. The Chairman asked when his inspection would be finished. Mr. Harnden said the annual inspection was under way and was about one third completed. The Executive Director said he wanted to point out to the people who were present for the first time that the bridge inspection, which was part of the Engineers' inspection, was accomplished in accordance with Federal standards and the reports were filed on the forms required by the Federal government and filed with the Ohio Department of Transportation. He said the Ohio Turnpike was the first agency in the state that filed in that form and manner and the Commission had been cooperating fully with the Department of Transportation.

The Chairman said the Ohio Department of Transportation would get a copy of the Consulting Engineers' report when it was made. He said the report had always been on time and that it was due on October 1. He said he always looked at the report very closely because of the service plazas. He said the Consulting Engineers not only did a very good job on the rest of the report but on the service plazas in telling the Commission some of the things that needed to be done. Mr. Harnden said the service plaza inspection had not yet started but would begin within the next two or three weeks.

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

The Chairman said he would entertain a motion for adjournment until June 7. He said July 5 would be the normal date for the July meeting but as the day fell on the day after July 4 and because the Executive Director would be out of the country on July 5, July 12 would be a better date on which to meet. He said he had talked to the Director of Transportation about the matter and the Director of Transportation said July 12 would be a good date for him. He said that because the meeting would be so late in July, the August meeting might be postponed unless something of importance came up.

The Chairman asked Mr. Clark if he had any comments to make because it was his first visit to the Commission meeting. Mr. Clark said he appreciated the opportunity to be present and he was looking forward to his assignment in the Ohio Department of Transportation of working with the Ohio Turnpike staff. He said he had found the Executive Director and his staff very cordial and cooperative and he was looking forward to a good relationship in working toward solving problems that had to be solved for the Department to take possession of the Turnpike and operate it. He said he had told the Director of Transportation as they had left the Commission headquarters in Berea on the 14th that he had had a very fine experience and he had just begun to realize the magnitude of the problems. He said he did not have any solutions as yet.

The Chairman said the Director of Transportation deserved a great deal of credit for what he was doing in making the assignment of Mr. Clark because he was so busy he could not take care of all those things and he was happy that a man of the caliber of Mr. Clark had been assigned to the job. He said he wanted Mr. Clark to know that the Commission would be very happy to work with him, because he was looking forward to saying in a few years, "Mr. Director of Transportation, it's a free road. It's yours from here on."

The Chairman determined that Mr. Garwood had no questions.

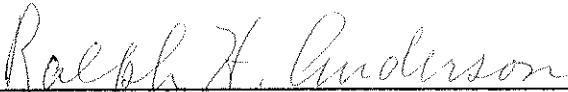
There being no further business to come before the Commission, a motion was made by Mr. Bricker, seconded by Mr. Garwood, that the meeting adjourn until June 7, 1977, subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mr. Bricker, Mr. Garwood, Mr. Rogers, Mr. Teagarden

Nays: None

The Chairman declared the meeting adjourned. The time of adjournment was 11:53 a.m.

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

  
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Ralph H. Anderson, Secretary-Treasurer