

MINUTES OF THE ONE HUNDRED AND FORTY-EIGHTH MEETING
June 6, 1961

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Room 907 of the Ohio Departments Building, Columbus, Ohio at 11:00 a.m. eastern standard time on June 6, 1961 with the key members of the staff, representatives of the Consulting Engineers, of the Trustee, of the Auditor of State, 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: Teagarden, Beightler, Chastang, Preston, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by General Beightler, seconded by Mr. Chastang, that the minutes for the meeting of April 11, 1961 which had been examined by the Members of the Commission and on which the corrections suggested by the Members had been made be approved without reading.

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

Ayes: Beightler, Chastang, Teagarden, Preston, Shocknessy.

Nays: None.

The Chairman declared the minutes adopted.

The Chairman reported that the estimated income from operation of the Ohio Turnpike during May 1961 was \$101,000 more than in April of 1961 but \$157,000 less than May of 1960. He said the truck revenue for the last week in May, however, was the best for any week of the year, which might indicate an improvement in the economy. The Chairman said the safety experience on the turnpike over the holiday weekend was very good. He said there were no fatal accidents and few so-called reportable accidents.

The Chairman asked the representatives of the Trustee about reports that a federal grand jury was going to consider the matter of the counterfeit Ohio Turnpike revenue bonds. The representatives of the Trustee replied that the Federal Bureau of Investigation had authorized the Trustee to say that federal proceedings would be instituted very shortly.

The Chairman called attention to a poster prepared under the direction of the Department of Information and Research warning drivers to "stay awake and stay alive" and pointing out that fatalities had resulted from driving while sleepy. He said similar posters were being posted at the service plazas on the turnpike where travelers could see them.

The Chairman asked the Director of Information and Research to send a letter to the Ohio Director of Highways thanking him for the prominence that the new Official Ohio Highway Map gave the Ohio Turnpike. He said it was the first time there had been adequate recognition of the turnpike on the Ohio Highway Map.

The Chairman said that in the absence of questions the Chairman's report was accepted as offered. He said the report of the Secretary-Treasurer would be received.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following had been sent to all Members:

1. Financial Reports as of March 31, 1961 and April 30, 1961.
2. Traffic and Revenue Reports for March 1961 and April 1961.
3. Cost and Budget Report, First Quarter 1961.
4. Detail of investment transactions for April 1961 and May 1961.
5. Accountants' Report, Financial Statements of the Ohio Turnpike Commission Construction Fund as of March 31, 1961.
6. Draft of the minutes for the April 11, 1961 meeting.

The Assistant Secretary-Treasurer reported further that the Auditor of State's report of examination of the Ohio Turnpike Commission for the year 1960 was received May 8, 1961. He said the report had been filed with the Secretary-Treasurer. He said there was nothing in the report that

required any detailed comment. He said the report contained no findings and reported no errors.

The Assistant Secretary-Treasurer reported further that the International Business Machines Corporation had advised that new central-office equipment ordered for the accounting department would be delivered about January 1, 1962. He said the floor layout of the equipment had been established, preliminary programming had been done, three of the employees who would operate the new equipment already had completed courses of instruction on the equipment, and the department was about ready to test its programming for operating the equipment on equipment at the Cleveland office of the Corporation. He said training of employees would continue as courses became available. He said he planned to spend two and a half days at the Corporation's factory at Endicott, N. Y. early in September 1961 to become familiar with the capabilities of the new computing equipment.

In response to questions by the Members, the Assistant Secretary-Treasurer said the new equipment was being rented in accordance with the Commission's contract with the Corporation. He said that at the time the contract was entered into the Corporation was not offering for sale the type of equipment involved so there was nothing in the contract that would permit the Commission to purchase the equipment.

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

The Executive Director reported there were included in the Members' meeting folders copies of a "Preliminary Report of Land Economics Studies in the State of Ohio" prepared by the Ohio Department of Highways and relating to Williams and Fulton Counties in Ohio. He introduced the Deputy Director of Highways for Right-of-Way, Mr. William J. Gross, under whose supervision the report was prepared.

In response to a question about the purpose of the study Mr. Gross said the purpose was to make an analysis of what happened to properties after a high type express road had been constructed, and generally what happened in the community. He said the Department of Highways liked to refer to the analysis as one of the economic and social effects of an express-type facility in the State of Ohio. He said the Department had undertaken the study of the effects of the construction of the turnpike because that type facility was the same as the Department's new highways with respect to design features. He said the turnpike was 241 miles in

length and had been opened to traffic more than five years. He said the Department felt that it took about a five-year period for a leveling off in a community to develop so that the Department could find out exactly what happened to the properties that were either taken or severed. He said the study was not conclusive. He said the study did show that whenever the Department severed a particular parcel damages did not amount to 80% or 100% as some appraisers would say. He said that in Fulton and Williams Counties the Department found that where there was a land-locked parcel - one left without public access - the owner had been able to recover, on an average 75% of the appraised valuation by sale, in addition to the severance damage which had been paid. He said the recovery on a land-locked parcel was dependent upon the number of abutting property owners. He said the survey had revealed that if there was just one owner abutting, the recovery might be as low as 10% whereas if there were 12 abutting owners the recovery could be as high as 90%.

Mr. Preston said the study was made in cooperation with the Bureau of Public Roads and was made on the turnpike because the turnpike was an expressway that had been in existence long enough that the community had had an opportunity to acclimate or readjust itself. He said the purpose of the study was to point the way toward improved legal and negotiating procedures. He said the Department hoped that assembling the factual material would help in the future acquisition of rights-of-way under similar conditions.

The Chairman said he was having trouble with Mr. Gross' language. He said Mr. Gross had said that the damage of the owners of the land-locked parcels was not 80%. The Chairman said the damage of the owners was not anything because they were made whole on a basis of whatever the standard at the time was agreed to be. He said also that if an owner sold a piece of land-locked ground at a later date, whatever he got for it was a profit.

Mr. Preston said the meaning was that the owners obtaining so favorable a settlement realized considerable benefits beyond their being made whole. He said the Department hoped the survey would help public agencies in the future in acquiring parcels under similar circumstances. The Chairman said he wanted to assure that there was no misunderstanding that highway taking by the Commission or any other public agency did violence that was not compensated for. He said the violence was compensated for. General Beightler said he thought the study was well worthwhile. The Chairman said that the whole field of the limited access highway like the Department's Interstate Route 71 had hardly afforded enough experience to be able to prove to juries the points discussed in

the report. He said Elyria was his idea of the best possible example, the most dramatic example in Ohio where every allegation that could be made with respect to the damage that was going to be done by the turnpike was made and every allegation time had disproved. He said the same people who had belabored the Commission to the extent beyond which human beings should not be belabored were now taking credit for improvements which that community was deriving.

Mr. Gross said that the Department of Highways appreciated the support and help it had received from the Commission in assembling the report. He said that without that help the task would have been very difficult. The Chairman said it was the Commission's purpose to cooperate with everybody and especially on things such as the report or on anything else where knowledge about governmental purpose and forms was being advanced.

The Executive Director reported further that during the past year the consulting engineers to the New York State Thruway Authority had prepared a detailed report on a comparison of operating expenses of that Authority with those of the Pennsylvania Turnpike Commission, the Indiana Toll Road Commission, the New Jersey Highway Authority (the Garden State Parkway), the Massachusetts Turnpike Authority and the Ohio Turnpike Commission. He said that on April 20, 1961 he, together with representatives of other toll road authorities, attended a conference at the invitation of the General Manager of the New York State Thruway Authority to discuss operating procedures and expenses. He said that under date of May 18, 1961 he had addressed a memorandum to the Chairman with a copy to each Member reporting the high points of the findings of the report. He said that to summarize the findings into one brief statement it could be said that the Ohio Turnpike enjoyed a most favorable position. The Chairman said almost every comparison made was favorable. The Executive Director said there were several comparisons in which the Ohio Turnpike did not look better than the other toll roads. Mr. Chastang inquired why comparison showed the Ohio Turnpike high in toll collection costs per vehicle. The Executive Director replied that the Ohio Turnpike and the Pennsylvania Turnpike were the only two toll roads that used dynamic weighing. He said the other toll roads used various systems of visual classifications (by axle count and type of vehicle) and that some toll roads had automatic gates in which the driver deposited the correct toll. He said per-vehicle toll collection costs were materially lower on toll roads which did not employ dynamic weighing equipment. He pointed out that vehicles were weighed only on entrance on the Ohio Turnpike whereas they were weighed both on entrance and exit on the

Pennsylvania Turnpike which resulted in a higher per-vehicle cost than on the Ohio Turnpike. The Executive Director said it was necessary to weigh the virtues of automatic-control classification such as was used on the Ohio Turnpike with the visual classification used by so many other toll roads in evaluating per-vehicle costs. He said there was some reduction in the per-vehicle cost on the Ohio Turnpike subsequent to the purchase of the dynamic weighing equipment on June 1, 1960.

In response to questions concerning the comparisons of maintenance and operating expenses for equipment, the Executive Director said that one reason for the high costs shown for the Ohio Turnpike was that the Commission paid state fuel taxes. He said another influence was the fact that the Commission had fewer vehicles per mile than was true on other turnpikes. He said that meant that on the Ohio Turnpike a particular vehicle was operated more miles per year which would be reflected in a higher annual cost per piece of equipment. He pointed out another comparison of per-vehicle cost in the report which was based on the cost per mile of highway and in which fuel tax was excluded. The Executive Director said he thought that was the best possible comparison to make. General Beightler said he was quite pleased with the report. At the request of the Chairman the Executive Director read a letter from Governor Michael V. Di Salle as follows:

"May 31, 1961

"C. W. Hartford
Executive Director
Ohio Turnpike Commission
8080 Prospect Road
Berea, Ohio

"Dear Mr. Hartford:

"Thanks very much for the copy of the report of a conference with other toll road authorities in New York. The report indicated Ohio is in a favorable position in making a comparison with other toll highways.

"It is appreciated that the report was made available to me.

"Sincerely,

"Michael V. Di Salle
"Governor"

The Executive Director said the report had been brought to the attention of the Public Transportation Corporation of Japan by an American manufacturer of toll equipment with the result that a representative of the corporation was going to call at the Commission's headquarters.

The Executive Director reported further that a safety check was conducted by the Interstate Commerce Commission on the Ohio Turnpike on May 15 through May 18. He said four teams each consisting of four or five Interstate Commerce Commission safety inspectors and one Ohio State Highway Patrol turnpike patrolman conducted checks at four service plazas simultaneously. He said as a general rule only the trucks that voluntarily entered the service plazas were checked but all turnpike patrolmen were alerted to be on the lookout for possible unsafe trucks and to direct such trucks into a service plaza for inspection. He said that according to information on hand 782 trucks were inspected of which 236 were ordered out of service pending repairs. He said the relationship of out-of-service vehicles to vehicles inspected was so high because possible unsafe vehicles were directed to stop for checks. He said several of the more serious defects brought to attention by the checks included a steel-hauling truck with a wheel held on by one bolt, and another vehicle with air brake hose so weak that it punctured when the inspector tested it with thump pressure. The Executive Director said drivers whose trucks were found to be in violation of the motor vehicle laws of the State of Ohio were turned over to the Highway Patrol for prosecution. He said the Highway Patrol made 23 arrests for violations relating to unsafe vehicles, brake equipment, safety chains, signal equipment, horns or mud flaps. He said two vehicles were found to have safety chains sawed to the point where they would fail instantaneously under tension. He said a complete summary and report on the check would be received when the Interstate Commerce Commission had compiled its statistics.

The Executive Director said also that by letter under date of May 25, 1961 Mr. George A. Meyer, assistant director of the Interstate Commerce Commission, expressed his appreciation and advised that the check on the Ohio Turnpike was the most successful turnpike road check the Commission had conducted, and said he hoped it had established a satisfactory working relationship with the Ohio Turnpike Commission and the Ohio State Highway Patrol that would lead to future road checks on the Ohio Turnpike. He said the American Trucking Association was represented during the check through its engineer, Mr. Lewis C. Kibbee, who was an observer.

In response to a question as to how it happened that there had

been such a large percentage of unsafe vehicles revealed by the safety check, the Executive Director pointed out that an unsafe vehicle might be one with only a light out. He said a great many of the defects which the Interstate Commerce Commission check uncovered could not be determined without stopping the vehicle and giving it a complete, half-hour investigation. He said it was an impossible situation for any one authority really to make a dent in the problem of enforcing safety requirements. He said it would have to be a cooperative measure by the policing agencies and the trucking industry. The Executive Director said that generally the regular trucking companies were found to be operating safe vehicles. He said those companies did a good job of inspecting because it was in their best interest to have safe vehicles. He said there were many so-called "jerries" on the road owned by their drivers who wanted to get the most miles out of their trucks in a limited number of hours. He said those trucks were the ones which created most of the problems.

The Executive Director said also that drivers' logs were checked to determine the number of hours the drivers had been on the road. He said in some instances two log books were discovered, one for the driver and one for the Interstate Commerce Commission. Mr. Preston said it was quite disturbing that 31% of the vehicles inspected had been identified as unsafe. He asked the Executive Director if he would be so kind as to prepare a complete report on the safety check for the Department of Highways. The Executive Director said the Department would get a copy of the report by the Interstate Commerce Commission. He said that Commission would be conducting some tests on state roads during June. Mr. Preston said the Department was aware of such checks. The Executive Director said it should be borne in mind that on state roads the Interstate Commerce Commission checked every truck whereas on the turnpike only the trucks that pulled into the service plazas plus selected trucks directed off the turnpike were checked so that the percentage of unsafe trucks revealed by the turnpike check was higher than it otherwise might have been. Mr. Preston agreed there would be some distortion because of the selection of those vehicles that appeared to be likely prospects.

The Executive Director said also that coincident with the Commission's planning for the Interstate Commerce Commission's safety check the Governor of Ohio had proclaimed the months of May and June 1961 as "Voluntary Vehicle Safety Check Months" and had encouraged all agencies to cooperate in publicizing free and voluntary vehicle inspection programs. He said that in cooperation therewith the turnpike district of the Ohio State Highway Patrol would conduct vehicle entrance checks beginning early in June and continuing through

the peak traffic volume months. He said it was planned to inspect all vehicles entering a toll plaza during the scheduled checks.

The Executive Director reported further that on May 23, 1961 permission had been granted for moving three sections of a 27-foot spherical vacuum tank over the Ohio Turnpike from Warren Interchange to North Olmsted-Cleveland Interchange, a distance of 58 miles. He said the sections constituted the widest shipments ever accommodated on the turnpike. He said they were fabricated and finished by the Chicago Bridge and Iron Company at its Greenville, Pennsylvania plant and transported to the National Aeronautics and Space Administration laboratory on Brookpark Road in Cleveland. He said the Commission had been advised that the tank would be used for research and development of ion and plasma jet engines to be used for the propulsion of research vehicles in outer space. He said the Commission had been given approximately two months' notice of the movement and it had been necessary to remove some light standards in the rear of the toll plazas, and to remove some fence, and to set up a procedure for the convoy to move and to pull off to the side of the road to permit accumulated vehicles to pass, which was done about every ten miles. He said arrangements had been made for a highway patrol escort. He said the total cost to the shipper, including removing and replacing lamp posts and fence, amounted to \$358.00. He said there was no other way to get the tank to the N. A. S. A. laboratories except over the turnpike.

The Executive Director reported further that each Member would find in his folder a copy of a letter addressed to the Chairman by the Director of Highways under date of May 22, 1961 relating to certain proposed changes in the Interstate System of Highways. He said the information in the letter was supported by attachments consisting of a map and copies of correspondence between the Department of Highways and the United States Bureau of Public Roads. He said if any Member desired copies of the attachments, they could be made available.

The Executive Director said also that of particular interest to the Commission was the proposed deletion of the proposed relocation of State Route 18 as Interstate Route 80 between Norwalk and State Route 21 from the Interstate System. He said Interstate Route 80 was instead planned to follow the Ohio Turnpike between Interchanges 7 and 11 to intersect with Interstate Route 77 (relocated State Route 21) at Interchange 11. He said that of interest also was the proposed relocation of a portion of Interstate Route 80-N from its existing location roughly parallel to State Route 14 between the Ohio Turnpike and existing State Route 18 to an alignment closer to Akron to form in part an outer belt route for Akron.

The Executive Director said it would be noted also that the Director of Highways had requested a written statement from the Commission indicating concurrence in the construction of Interstate Route 80 to full Interstate System standards between Akron and Youngstown. He said the matter had been under consideration over the past several years and studies had been made by the staff of the Commission and by the Consulting Engineers. He said that although he was not quite ready to do so at that moment he expected to be in position to report fully to the Commission in the near future.

The letter addressed to the Chairman by the Director of Highways under date of May 22, 1961 which was referred to by the Executive Director follows:

"James W. Shocknessy, Chairman
Ohio Turnpike Commission
c/o Shocknessy, Summers and Denton
Attorneys at Law
17 South High Street
Columbus 15, Ohio

"Dear Jim:

"It has become increasingly apparent during the past several years that the construction of Interstate Route 80 (State Route 18), between Akron and Youngstown, is a critical portion of Ohio's Interstate program requiring immediate attention. Toward this end we have completed detailed construction plans for three (3) construction sections, from Akron easterly; and, in fact, the rights-of-way have been purchased on one (1) of these construction sections. Furthermore construction plans on the remaining segment, eastwardly to Ohio Turnpike Interchange No. 15, can be completed in approximately six (6) months.

"Despite availability of the aforementioned construction plans, these projects have not been placed under construction contract; and, as a result, both the Ohio Turnpike Commission and this department have been the target of editorial criticism from the newspapers in that area.

"We recently have completed special analyses of the traffic on nine (9) of the important highways radiating from Akron to the east; and the results of these traffic projections indicate

that the volumes on Interstate Route 80 certainly are sufficient to justify the early realization of this project. This statement remains valid assuming that USR 224 would be developed as a four lane facility, as future traffic through this corridor is sufficient to justify both facilities in the design year.

"Our studies also indicate that the construction of Interstate Route 80, between Akron and Youngstown, would result in an insignificant impact upon the number and type of vehicles traveling the toll facility; assuming that State Route 14, from the Ohio Turnpike Interchange No. 13, to Interstate Route 80 will not be developed as a fully limited access facility, and that Interstate Route 80N, from Interstate Route 80 northerly to the Ohio Turnpike, would not be constructed until the latter part of the interstate program. These two qualifications, of course, will be controlled by our construction program.

"In addition to the improved traffic service which would be provided by the construction of Interstate Route 80 from Akron to Youngstown, an analysis of the accident and fatality rate on existing State Route 18 during the past three (3) years further supports the advancement of this project to a high priority. Our obligation to the traveling public now warrants the placing of this portion of Interstate Route 80 under construction at the earliest possible date.

"As you know, the section of relocated State Route 18 between Norwalk and Akron was originally on the Interstate System and our recent negotiations with the Bureau of Public Roads have resulted in the abandonment of this section from the Interstate System. For your information we have attached a copy of our letter of April 10, 1961, to the Bureau of Public Roads, in which items D and H refer to this abandonment, and also the Bureau of Public Roads' reply of May 19, 1961. The construction of this section of relocated State Route 18 with other than Interstate monies will, of course, have a very low priority and will not be undertaken until our studies assure us that it will have no adverse effect on the Turnpike facility.

"In order to initiate preliminary program procedures with the U. S. Bureau of Public Roads, it is necessary to assure the Bureau that the Interstate facility will not adversely affect the revenues of the toll facility lying in a corridor generally parallel to the proposed Interstate facility.

"We have given this matter serious consideration and we are convinced that this improvement will not adversely effect the revenues of the Ohio Turnpike. Therefore we should appreciate receiving a written statement from the Ohio Turnpike Commission indicating your concurrence in the construction at this time of Interstate Route 80 to full interstate standards between Akron and Youngstown.

"I am certain that the urgency of this matter, as it affects the service and safety to the traveling public, is recognized by the Ohio Turnpike Commission and further that your cooperative response will be forthcoming in the near future.

"Sincerely,

(signed) E. S. Preston

"E. S. Preston
"Director

"ESP:mkt"

The Director of Highways discussed many of the Interstate Route projects in northeastern Ohio, illustrating his remarks by reference to a map of northeastern Ohio labelled "Exhibit A" on which there was indicated "Existing Interstate System to be retained", "Existing Interstate System to be abandoned", "Proposed alternate locations", "Other freeways and expressways", "Priorities as described in text", and "Desirable future additions".

The Director of Highways said the Department of Highways had requested the deletion of the Interstate Routing between Akron and Norwalk along Route 18. General Beightler said that in the Director's letter to the Chairman of May 22, 1961 the Director had said that portion of the Interstate routing already had been abandoned. The Director replied that the Department had requested the abandonment and had approval from the Bureau of Public Roads of the deletion of that portion of Interstate routing but the Department was in some disagreement with the Bureau because the Bureau was reluctant to approve as a substitute for the routing proposed to be deleted a diagonal location identified as Interstate Route 871 between Interstate Route 71 at Medina and Interstate

Route 80 North at Northfield. He said the Bureau's position was that such a diagonal would put an Interstate Route into a new corridor and the Bureau doubted whether that should be done because other states had requested additional Interstate System mileage from the Bureau. The Director said also that because the question of approval by the Bureau of the additional mileage and the cost involved in the diagonal, the Department had asked the Bureau to leave the portion of Interstate Route 80 from Route U. S. 21 west to Norwalk on the books. He said that if the diagonal was not on the Interstate System at the time of the next apportionment of Interstate System funds to the states, Ohio would not be eligible for as much money as otherwise in the apportionment. The Director said that it therefore had been documented that there would be no work done on the portion of the Interstate System from Route U. S. 21 west to Norwalk and that that portion of the System would be deleted but it would have to be deleted officially from the books at the time the additional diagonal mileage that both the Bureau and the Department agreed would be desirable for route continuity was approved.

The Director said also it was his belief that when the Interstate System network in Ohio neared completion there would be interstate routing all the way across the Ohio Turnpike.

The Director of Highways addressed himself to the request of the Department of Highways that the Commission concur in the construction of Interstate Route 80 between Akron and Youngstown and said that Route 80 had been constructed in the City of Akron to a point east of Akron near Tallmadge. He said the Department believed it was in the best public interest to proceed with the construction of Interstate Route 80 immediately to the east end of Youngstown and to be prepared to connect with Interstate Route 80 in Pennsylvania. He said the Department thought that ultimately the development of Interstate Route 80 west from Pennsylvania to a connection with the Ohio Turnpike approximately at the Niles-Youngstown Interchange would add significantly to the turnpike traffic. He said existing State Route 18 between Akron and Youngstown was a very low-type highway in relation to the volume of traffic it was subjected to. He said Route 18 served primarily the interurban traffic between Akron and Youngstown none of which, he thought, had to do with the turnpike. He said the accident rate on State Route 18 was high and the congestion was above average and the traffic volumes were sufficient to proceed with the development of Interstate Route 80 in its entirety between Akron and the Ohio-Pennsylvania line.

General Beightler said the statement in the Director of Highway's letter was not correct, that the portion of Interstate Route 80 between

Akron and Norwalk had not been abandoned. He said some future state administration might have a change of heart as far as any expenditures on that portion of Interstate Route 80 were concerned. He said he had not changed his mind as to what the total effect on the turnpike might be if Interstate Route 80 were built all the way from Akron to Norwalk. He said all the Commission needed to do was to tell the Bureau of Public Roads that that portion of Interstate Route 80 would seriously affect the revenue of the turnpike and the Bureau would never approve its construction.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted as offered. He said the report of the Chairman of the Committee on Service Plazas would be received.

The Chairman of the Committee on Service Plazas, General Beightler, reported that on the previous Sunday he had traveled some 500 miles visiting restaurants on the turnpike operated by all three of the concessionaires. He said he had eaten some food at six of the restaurants. He said that on the whole he was pretty well satisfied with what he found. He said that there had been overall management improvement when the Gladioux Corporation took over the management of the A. B. C. restaurants. General Beightler said also that he had talked to patrons and had found their reactions good. He said the care of the grounds around the A. B. C. restaurants left much to be desired. He said the shrubbery was in bad condition and the grass was high. He said the rest rooms were all in good condition with the exception of those at Towpath Service Plaza. He said the gift shops were much improved and there had been an upgrading of the merchandise. He said such snack bars as were open were excellent as compared with those he had inspected in 1960. He said service at Howard Johnson's and particularly Holiday House restaurants had nearly always been good and with the new management at the A. B. C. restaurants service at those restaurants was showing a great improvement. He said he rated the service as excellent.

General Beightler said he would submit his findings in greater detail to the Executive Director.

The Chairman said in the absence of further questions the report of the Chairman of the Committee on Service Plazas was accepted as offered.

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

Resolution No. 3-1961

"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 April 11, 1961, 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 April 11, 1961, 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, Beightler, Chastang, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 3-1961.

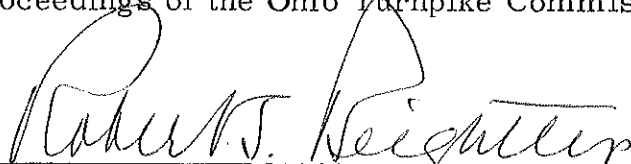
There being no further business to come before the Commission, a motion was made by General Beightler, seconded by Mr. Chastang, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Beightler, Chastang, Teagarden, Preston, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:40 o'clock p. m.

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



Robert S. Beightler, Secretary-Treasurer