

MINUTES OF THE ONE HUNDRED AND SIXTY-SECOND MEETING
March 5, 1963

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 March 5, 1963 with the key members of the staff: the Executive Director, the General Counsel, the Comptroller, and the Director of Information and Research; the Resident Engineer of the Consulting Engineers, Mr. Harvey A. Harnden; an examiner in the Auditor of State's office, Mrs. Russel Lucas; representatives of the Associated Press, the United Press International, and the Columbus Dispatch; 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: Redman, Chastang, Teagarden, Masheter, Shocknessy.

Absent: None.

The Chairman announced all members present.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of February 5, 1963 which had been examined by the Members of the Commission and on which 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: Chastang, Teagarden, Masheter, Redman, Shocknessy.

Nays: None.

The Chairman declared the minutes stood approved as submitted, all Members having voted in the affirmative.

The Chairman reported that the revenue for February was estimated at \$1, 446, 000, making that month once again the best February since the turnpike was opened. He said the revenue in February 1962 was \$1, 395, 000. He said the revenue for February 1963

was even better than that for February in 1960, the leap year when there was an extra day. He said the revenue for February was \$224,000 greater than that of February of 1961 which was a down time. He said it was the ninth consecutive month in which the Commission's revenue was better than for any of the corresponding months in prior years.

The Chairman reported also that nothing more satisfying for him as Chairman and for the Commission had occurred since the last meeting than the letter the Commission received from the Governor under date of the 18th of February 1963. He said all of the Members received a copy of it but he would like to bring the letter to the attention of the meeting so that it too might become part of the permanent records of the meeting. He said the letter had even appeared in the press through one of the columnists to whom the Governor released it. The Chairman read the letter, the text of which follows:

"February 18, 1963

"Mr. James W. Shocknessy, Chairman
Ohio Turnpike Commission
Columbus, Ohio

"Dear Mr. Shocknessy:

"There has just been delivered to me a copy of the Ohio Turnpike Commission's Annual Report for 1962.

"I note that you say, '1962 was a good year for the Ohio Turnpike, ' when I read on page 8 of the report this significant statement, namely:

'Accompanying the increase in revenue in 1962 was a reduction in operating and maintenance expenses.'

"I realize just why you could publish such a glowing and highly satisfactory report.

"Ohio can well be proud of the management of the affairs of the Ohio Turnpike Commission under your able and skillful chairmanship. It is well for the people of Ohio to know that not only have you practiced efficiency and economy in the business affairs, but you have also combined salesmanship to produce ever increasing revenues, this too is of paramount importance.

"May I then take this opportunity in behalf of all citizens of Ohio to personally thank you and to congratulate you and through you, all the members of the Commission, the loyal staff and employees for making this splendid report possible.

"With kindest personal regards,

"Sincerely,

"James A. Rhodes
"Governor

"JAR:ms"

The Chairman said he thought any of the Members who see the Governor ought to tell him that the Commission appreciated the commendation and the expression of confidence which was given.

The Chairman reported also that since the last meeting the Commission had received some rather meaningful letters from people who had reason to look at the Commission frequently and analytically. He said one letter was from Mr. William F. Morgan, Vice President of Blyth & Co., Inc. who were original underwriters of the Ohio Turnpike revenue bonds. He read Mr. Morgan's letter, as follows:

"February 25, 1963

"Mr. James W. Shocknessy
Chairman
Ohio Turnpike Commission
Columbus, Ohio

"Dear Jim:

"I have read with much interest the letter of February 18 written to you by Governor James A. Rhodes with respect to the Annual Report of the Ohio Turnpike for 1962.

"I heartily agree with your Governor's comments concerning the fine management of the affairs of the Turnpike under your leadership. The progress of your organization has been such that it is usually pointed out as being outstanding among the organizations active in the toll road field. The record in the year 1962 of having higher revenues accompanied by reduced operating and maintenance expenses,

is another evidence of the fine management team which functions under your leadership and supervision.

"There was a time when we used to get questions concerning the outlook for the Ohio Turnpike project. Such questions are no longer heard because the general opinion of the market place is that the Ohio Turnpike project has a well established, high grade position. The bonds are now selling on a basis which evidences this standing in the financial community.

"It is hard for a bond man to try to write a letter along the lines of your Governor. However, we think you have done a great job and hope that Father Time will make it possible for your leadership to continue for many years in the future.

"With sincere personal regards, and the hope that you will come in to see us soon, I am

"Yours sincerely,
"Bill
"William F. Morgan
"Vice President

"WFM:am"

The Chairman said another letter was from Mr. L. A. Stoner, President of the Ohio National Bank of Columbus, the Trustee. He asked that the letter be incorporated in the record of the meeting. The text of the letter follows:

"March 5, 1963

"Dear Jim:

"This will acknowledge copy of the Ohio Turnpike Commission Annual Report for 1962.

"It was a real delight to see what has been accomplished over the last five years, particularly the last year, when revenues increased and expenses decreased. We note that the administrative expense was less in 1962 than in any of the previous four years, for which you are to be highly complimented.

"It must have given you a great deal of satisfaction, as well as it did the trustee, to retire over \$10,746,000 in bonds during 1962 and \$4,687,000 in 1961.

"The Ohio National Bank is proud to be the trustee, and to be working with you in this worthwhile endeavor.

"Sincerely,
"L. A. Stoner
"President

"Mr. James W. Shocknessy, Chairman
"Ohio Turnpike Commission
"Columbus 15, Ohio"

The Chairman said also the Commission had a letter from Mr. Ewing T. Boles, president of The Ohio Company, which also was one of the original underwriters of the Ohio Turnpike revenue bonds. He asked that the letter be incorporated in the record of the meeting. The text of the letter follows:

"March 1, 1963

"The Honorable James W. Shocknessy
Chairman
Ohio Turnpike Commission
Columbus, Ohio

"Dear Jim:

"It has been my good fortune to know Jim Rhodes for quite some time and I have had a very high opinion of his abilities. Recently, however, he has grown more in my estimation for two reasons. One is his taking recognition of the very difficult and trying job that you have had as Chairman of the Ohio Turnpike Commission and recognizing that you have contributed of your unusual abilities to making it an outstanding success. As has been pointed out, this is widely recognized not just in the State of Ohio but throughout the length and breadth of the United States.

"The other statement of the Governor's, namely that he expects to balance the budget without any new taxes, and that he is dedicated to no new taxes, makes me understand all the better why he admires the job that you have done.

"We might all well wish that the State of West Virginia and those who have the responsibility for the West Virginia Turnpike Commission would either seek out your services or come and sit at your feet to learn how to cope with their difficult and unsolved problem.

"My heartiest congratulations.

"Sincerely yours,

(S) "Ewing

"ETBoles

"hjp"

The Chairman also requested that the letter from Mr. F. E. Heppel, Vice President of the BancOhio Corporation be incorporated in the record of the meeting. The text of the letter follows:

"March 6, 1963

!Mr. James W. Shocknessy
Chairman
Ohio Turnpike Commission
Columbus, Ohio

"Dear Jim:

"Just a line to remind you of my appreciation and respect for your ability in the management of the Ohio Turnpike.

"It was indeed a pleasure to read the letter submitted to you by both Governor Rhodes and William F. Morgan, Vice President of Blyth & Company Incorporated.

"Over a period of years under several administrations you have accomplished remarkable results and I, for one, recognize your integrity and ability. From a BancOhio and Ohio National Bank viewpoint, we are proud to be associated with you.

"Very truly yours,

(S)

"Fred
"F. E. Heppel
"Vice President

"a"

The Chairman reported further that the Members had received copies of a letter he addressed to Mr. Brady Black, executive editor of the Cincinnati Enquirer, under date of the 19th of February 1963 in response to a very friendly, pleasant letter that Mr. Black had sent to the Chairman under date of February 15, 1963 in which he said two of his fellow Cincinnatians had advised him that it might be feasible for the operation now to be passed along to the Highway Department. He said Mr. Black asked: "If it is feasible, is it permissible under the turnpike setup?" The Chairman said that was rather an informal question but he considered that it was worth thoughtful treatment. He read his letter to Mr. Black, as follows:

"17 South High Street
Columbus 15, Ohio
February 19, 1963

"Mr. Brady Black
Executive Editor
The Cincinnati Enquirer
617 Vine Street
Cincinnati 1, Ohio

"Dear Mr. Black:

"I have your letter of the 15th asking whether or not 'it might be feasible for the operation of the turnpike now to be passed along to the Highway Department' and 'is it permissible under the turnpike setup?'

"Two years ago I spontaneously advised Governor Di Salle, through his then assistant but now Judge of the Supreme Court of Ohio, Rankin Gibson, and more recently, also spontaneously, I advised the Director of Highways, Mr. P. E. Masheter, for communication to Governor Rhodes, that assuming no further toll road construction in Ohio consideration might be given quite properly by the Governor and the General Assembly to abolishing the Ohio Turnpike Commission and consigning its duties and responsibilities, including the operation of the Ohio Turnpike, to an administrator constituted somewhat like the administrator of the Bureau of Unemployment Compensation is constituted. It is my belief, however, that the operation of the Ohio Turnpike should remain distinct from the operation of the Department of Highways even if the Director of Highways were ex-officio administrator of the Ohio Turnpike. The revenues of the Ohio Turnpike will

perforce by virtue of the indenture under which the bonds for its construction were sold be separate from other revenues.

"As to the second of your questions, I have given no consideration to the kind of legislation which would be required to accomplish the purposes of such a change without violating the constitutionally protected provisions of the indenture but would trust to the General Assembly in its wisdom to act appropriately and lawfully if the governor and the General Assembly determine the change should be made. Accordingly, I would interpose no objection to an enactment.

"Very truly yours,

"James W. Shocknessy
"Chairman

The Chairman said that pursuant to the second paragraph of his letter to Mr. Black, he asked Mr. Henry J. Crawford of Squire, Sanders & Dempsey, fiscal counsel to the Commission, whether he had any opinion with respect to that. He said Mr. Crawford replied by letter under date of February 23, 1963 as follows:

"I have not undertaken any study of the provisions of the trust agreement securing the Commission's outstanding bonds with a view to determining how such a change over can be handled without violation of the rights of the bond holders. As this would entail detailed and careful study, I will not undertake it until such time as there may be a specific request to consider the questions involved."

The Chairman said he did not consider there was any reason nor any need at that time to undertake such a study as Mr. Crawford said would be required in order to determine what kind of legislation might be needed in order to change the structure of the Commission. He said he wanted it further understood he was not making any recommendation with respect to the matter, which he considered the business of the Governor and the General Assembly. The Chairman said he had always opposed and would continue always to oppose lobbying by administrative agencies merely to preserve their own domain. He said he had never done it and he never expected to and he was sure the other Members of the Commission felt the same way. He said he merely wanted to let the record show that the matter had been brought up.

The Director of Highways said he discussed the Chairman's

original comment to him as well as the Chairman's letter to Mr. Black with the Governor, who said that with his hands full with trying to save money he did not want, at that time, to do anything to discourage the activity of a Commission such as the Ohio Turnpike Commission which had done such a wonderful job. The Chairman thanked the Director of Highways. He said the Governor said almost the same thing to him when he told the Governor about the letter.

The Chairman reported further that the Pennsylvania Turnpike Commission in a news release dated the 26th of February 1963 said that the federal and state taxes paid by motorists on fuel purchased at the 26 service stations on the Pennsylvania Turnpike totalled nearly \$5,000,000 in 1962. He said the staff of the Ohio Turnpike Commission made such a survey in 1960 and it showed that turnpike users paid a total of \$3,509,800 in taxes on gasoline purchased at the 16 service stations on the Ohio Turnpike. He said it would seem that the proportion of service stations on the two turnpikes were comparable to what taxes paid on gasoline in Pennsylvania and gasoline in Ohio would be. He said he thought the information was good information for the Commission to have because very frequently statements were made that the Ohio Turnpike Commission did not pay taxes. He said such statements were the reason the Ohio study had been gotten out and asked that it be kept current annually.

The Chairman reported further that under date of the 24th of February 1963 the New York State Thruway Authority put out a release for morning newspapers of February 25th relative to driver-inattention accidents in areas of billboards. He said the release stated that accidents per mile in areas of billboards were three times greater than on sections without billboards. He said he brought the matter up especially to emphasize the fact that the Commission had always felt that the absence of billboards on the Ohio Turnpike was not only an aesthetic advantage but also contributed to safety on the turnpike. The Chairman said the New York State Thruway Authority release said it had had a special study made by its Consulting Engineers, Madigan-Hyland, Inc. of New York City, of accidents on the New York State Thruway during 1961 and 1962 and that the consultants had been asked to tell the Authority the relationship, if any, between the number of accidents and existing advertising devices along the route of the Thruway. He read from the release as follows: "Our (the consultants') analysis of the data for the last two years showed, however, that almost one-third of the 1,550 accidents attributed to driver inattention on the Thruway Mainline occurred on the one-eighth of the Thruway mileage upon which the motorists were exposed to advertising devices."

The Chairman said he considered that the most significant statistic that was offered in the release. He said that Mrs. Inez Robb, a columnist, brought the New York Thruway findings related in the release to public attention on a national basis in a column entitled "Billboards" which had appeared in the Columbus Citizen-Journal of March 4, 1963.

The Chairman reported also that the Executive Director had received a request from toll collectors for an increase in wages based upon the cost of living. He said the Commission had generally handled such requests in a manner comparable to the method followed by the General Assembly for state employees. He said the Executive Director had the matter and had a committee to consider the request and would have whatever hearings were appropriate and would bring the matter to the attention of the Commission in due course.

The Chairman reported also that the Executive Director, the Director of Information and Research and the Comptroller were trying to organize for posterity the archives of the Commission. He said the Commission was pretty busy over the years building a turn-pike and he was not at all certain that all the minutiae attendant upon its construction and operation was saved but the Commission had a reasonably good assortment and a good collection of memorabilia of all kinds and of documentary substantiation of its activities. He said that anything that anybody had in his own files which might be of significance for the archives might be turned over to the archivist, whom he designated to be the Director of Information and Research.

The Chairman said that in the absence of any questions the report of the Chairman was concluded and would be incorporated in the record 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. Traffic and Revenue Report for January 1963.
2. Financial Report as of January 31, 1963.
3. Draft of the Minutes for the February 5, 1963 meeting.
4. Detail of investment transactions for February 1963.

The Assistant Secretary-Treasurer reported further that the Trustee currently had in the Redemption Account about \$224,000 so that

the Commission might expect some bonds to be purchased by the Trustee before too long with that money.

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

The Executive Director reported that despite all the Commission's efforts and the efforts of other agencies to educate the traveling public, vehicles still became disabled on the turnpike when their drivers failed to fill the gas tanks of their vehicles at the appropriate time. He said that in 1962 the Ohio Turnpike disabled-vehicle contractors served 6,852 patrons with fuel. He said that based upon miles of travel that was a slight improvement over the experience of previous years but still left much room for improvement.

The Executive Director said also that in the belief that the greatest improvement could be obtained by giving special attention to tourists, the Commission started in 1959 to log every out-of-gas incident in the months of June, July and August. He said that in that three-month period in 1959 there were 2,266 incidents but the most amazing finding was the determination that more than 28% of those incidents occurred within 15 miles after the vehicles involved passed a service station on the turnpike. He said that on the assumption that a passenger car traveled about 15 miles per gallon of gas and that a gauge would register empty when the fuel tank contained only one gallon of gas, it was concluded that the gauges on most of the vehicles involved in the out-of-fuel incidents registered empty at the time the vehicles passed a service station. He said the survey was repeated in 1960 and the findings were almost the same. The Executive Director said that during the survey of 1960 it was concluded that signs mounted on bridges over the turnpike suggesting that the patron "Check Gasoline Supply" followed by a sign at the next overhead structure advising the distance to the next service plaza might be productive in reducing the number of incidents. He said that in the fall of 1960 locations for signs were selected in advance of the Vermilion Valley and Portage Service Plazas because of the greater number of out-of-fuel incidents in the 15-mile segments of highway following those plazas.

He said the effect of the signs had been observed for two years and the results were something less than dramatic. He said that in the 15-mile section related to Vermilion Valley Plaza there were 47 incidents in June, July and August of 1959; 74 incidents in 1960 and 47 incidents in both 1961 and 1962. He said that based upon the figures obtained in 1959

there had been no improvement in numbers of incidents but that the ratio of incidents to traffic had dropped from 53.3 per million vehicles passing that location in 1959 to 47.0 incidents per million vehicles in 1962.

The Executive Director said also that the results obtained by the signs in advance of Portage Plaza seemed to be better in that the number of incidents there had dropped from 49 in 1959 to 31 in 1962, and the ratio of incidents to one million vehicles passing through the 15-mile segment had dropped from 58.3 to 36.0. He said that even though the results obtained by the signs were much less than had been hoped for, the figures indicated some improvement in experience and on the basis of that improvement two more locations for a series of the signs had been selected. He said the survey for the entire year 1962 indicated that some improvement in the number of incidents between the Maumee-Toledo Interchange and the Ohio-Indiana line might be obtained if signs were erected in that area so that locations had been selected in advance of Tiffin River Service Plaza on the eastbound roadway and in advance of Oak Openings Service Plaza on the westbound roadway for signs to be erected in the spring of 1963.

The Executive Director reported further that the continuing studies of traffic behavior at the interchanges had resulted in a determination that some improvement was necessary in the signs advising patrons of basic directions. He said the signs advised the patrons of the proper roadway to select to travel eastwardly or westwardly after they left the toll plaza and entered the turnpike. He said the signs were slightly above eye level and increasing volumes of traffic tended to obstruct the signs from view. He said the first need for such an improvement became apparent several years before at the Stony Ridge-Toledo Interchange, and in 1960 the first overhead directional sign was erected there. He said the sign served its intended purpose well and its design had been adopted for other interchanges. He said materials for the new signs had been ordered and the new-type signs would be erected at all interchanges except Bryan-Montpelier and Wauseon Interchanges where, because of low volumes, the problem did not exist.

Mr. Chastang suggested that a reduction in the number of passenger cars running out of fuel might be accomplished if the drivers of passenger cars entering the turnpike were to be given oral education by the toll collectors on the importance of checking the fuel-tank gauges on their vehicles. The Executive Director said the suggestion was a good one and would be tried.

The Executive Director reported further that bids for furnishing needs in traffic zone paint for 1963 were opened on February 12, 1963. He said the estimated needs for the year were 20,460 gallons of white paint and 1,980 gallons of yellowpaint. He said those quantities were approximately the same as the quantities used in previous years. He said that of significant note and contrary to the general trend in prices for materials, 1963 was the sixth consecutive year in which the low prices bid for white paint were lower than those of the previous year and the third consecutive year in which the prices bid for yellow paint were lower than those for the previous year. He said that in 1956 the Commission paid \$3.65 per gallon of white paint and in 1963 would pay \$1.695 per gallon, and that in 1956 the Commission paid \$3.80 per gallon of yellow paint and in 1963 would pay \$1.49 per gallon. He said in both instances the price was less than one-half that of seven years before. The Executive Director said also that based on the requirements for paint for 1963 and the difference in prices from 1956 to 1963 the savings amount to \$44,500. In response to questions he said that eight bids were received in 1963 and that the low bid for white paint was \$1.695 while the high bid was \$2.94, and that the low bid for yellow paint was \$1.49 while the high bid was \$3.15. He said the low bid was by a Cleveland paint manufacturer and one thing that must be kept in mind was that delivery costs were substantially less for a paint manufacturer in Cleveland than anybody else. In response to a question by the Director of Highways the Executive Director said that the traffic paint used on the Ohio Turnpike was bought on the basis of laboratory tests and in accordance with specifications of the Ohio Department of Highways except that the Commission required only five pounds of beads per gallon of paint instead of the six pounds per gallon required by the Department of Highways. He said that while it might be possible to get a little longer service out of a certain traffic paint it would not be helpful unless it would be possible to get twice the service out of the paint used because the turnpike roadways were repainted each spring and if the paint would last thirteen months instead of twelve months it would be of no help.

In response to a question by the Chairman the Executive Director said that the last bids taken on salt were lower than the year before and that there was quite a bit of competition evidenced in the bids. He said the prices of salt were coming down. In response to a question by Mr. Chastang the Executive Director said that the use of salt on new concrete had a detrimental effect on the concrete but that the concrete on the Ohio Turnpike was way beyond that stage. He said the use of air-entrained cement in the concrete of the Ohio Turnpike had improved the resistance of the concrete to salt considerably.

In response to a question by Mr. Chastang as to whether there was anything that could be done to make bridges safer with respect to ice formation on the bridge roadway the Executive Director said that if there was anything that could be done he certainly would like to know about it. He said the Commission had followed every experiment even those involving the installation of insulation of the underside of bridges and that there was nothing he knew of that could be done to protect the bridge decks within reason economically.

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

The Chairman of the Committee on Service Plazas, Mr. Teagarden, reported that the Howard Johnson Company had informed the Committee it would install a cafeteria at Towpath Service Plaza and would make some improvements in its cafeteria at Great Lakes Service Plaza which would add to its service to the public.

The Chairman of the Committee reported further that the women's rest room at Erie Islands Service Plaza had been opened. He said the men's rest room at that service plaza was expected to be completed in about a month. He said also that construction work to improve rest rooms at the Vermilion Valley and Great Lakes Service Plazas was progressing satisfactorily and should be completed about Decoration Day. He said the Gladieux Corporation was making improvements to its cafeteria at the Tiffin River Service Plaza which should be completed very soon. He said that bids on equipment for cafeterias at the Vermilion Valley, Wyandot and Erie Islands Service Plazas should be opened on March 25, 1963 by the Gladieux Corporation and that work on the cafeterias would start soon thereafter. He said the corporation expected it would require about four weeks after the bids were open for the work to be completed.

The Chairman of the Committee reported also that both the Howard Johnson Company and the Gladieux Corporation had been very cooperative and that apparently both companies realized as well as the Commission did that they had to make the changes and improvements he described in order to bring about better service to the public. He said the public could be pretty hard to please and while it was not expected to have everybody satisfied in all respects, he thought the two companies were going to put forth every effort possible to try to give better service and better treatment to the public.

Mr. Chastang said he had thought the Commission could never find a Chairman for the Committee on Service Plazas who would be more dedicated than Maj. Gen. Robt. S. Beightler, U.S.A. (Ret.) was but that he thought Mr. Teagarden was ranking with General Beightler. Mr. Teagarden said he was not doing what he was doing as Chairman of the Committee for the Commission primarily but was doing it for the public. He said that when the public was satisfied then the Committee was satisfied. He said he had got a good committee and it had been doing an expert job. The Chairman said he agreed with Mr. Chastang and wanted to say that Mr. Chastang made a Secretary-Treasurer equal to General Beightler as Secretary-Treasurer. Mr. Chastang said he thought Mr. Shocknessy was a good Chairman of the Commission.

The Chairman said the report of the Committee on Service Plazas would be accepted as offered. He ascertained that there would be no reports by the Director of Highways, the General Counsel, the Consulting Engineers, or the Director of Information and Research.

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

Resolution No. 2-1963

"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 February 5, 1963, 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 February 5, 1963, 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, Chastang, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 2-1963.

The Members agreed that the regular meeting scheduled to be held on the first Tuesday of April 1963 would not be held on that date and that if any meeting were to be held during the month of April it would be at the call of the Chairman.

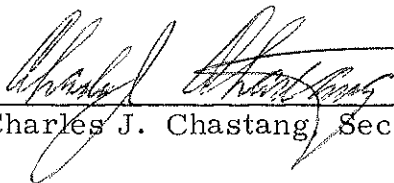
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, Teagarden, Masheter, 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



Charles J. Chastang, Secretary-Treasurer