

MINUTES OF THE ONE HUNDRED AND SEVENTY-FOURTH MEETING
April 6, 1964

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the conference room of the Division of Right of Way of the Ohio Department of Highways at 139 East Gay Street, Columbus, Ohio at 11:00 A. M., eastern standard time, on April 6, 1964 with the key members of its staff; representatives, Mr. H. A. Harnden and Mr. L. Frank Harris, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; a representative, Mrs. Russel Lucas, 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: Masheter, Teagarden, Chastang, Shocknessy.

Absent: Redman. No explanation for the absence of Mr. Redman was offered.

The Chairman announced that a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of March 3, 1964 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 present responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that the first quarter of 1964 revenue from the operation of the Ohio Turnpike was greater than that of any similar period since the toll road was opened. He said total income of approximately \$5,202,000 for January, February and March exceeded that of the first three months of 1963, the best previous first quarter, by

\$425,000. He said also there was no doubt that the early Easter and the fact that March in 1964 included five week ends contributed to a March record for revenue which was really remarkable. He said he had seen the time when he thought that nearly \$2,000,000 was good revenue for July or August but now March revenue was \$1,997,000 which was \$217,000 better than for any preceding March. He said that when March was within \$3,000 of \$2,000,000 that was really something to take pride in.

The Chairman reported further that the Commission had a letter addressed to the General Counsel of the Commission under date of March 20, 1964 by Mr. Henry J. Crawford of fiscal counsel on the proposed tripartite agreement between the Commission, the Secretary of Commerce of the United States, and the State of Ohio. He directed that the letter be incorporated in the minutes. The letter follows:

SQUIRE, SANDERS & DEMPSEY
Counsellors at Law
1857 Union Commerce Building
Cleveland, Ohio 44114

March 20, 1964

"Lockwood Thompson
General Counsel
Ohio Turnpike Commission
Berea, Ohio

Re: Tripartite Agreement

"Dear Judge Thompson:

"I have reviewed the redrafted Agreement which conforms to the draft sent with your letter of March 6 and the substituted page one with your letter of March 10th.

"With regard to the power of the Commission and power of the Director of Highways, reference is made to my letter of January 4, 1964.

"However, as the redrafted Agreement protects the Commission with respect to making full use of its power to refund bonds and as the Agreement does not impose on the Commission any financial obligation for the construction of approaches, but

is made so that the Secretary of Commerce may make available funds authorized for the Interstate System pursuant to United States Code Title 23, Section 129(d), it would seem to me to be advisable and proper for the Commission to sign the Agreement.

"I return herewith the copy which you sent to me.

Very truly yours,

/s/ Henry J. Crawford

HC/jp
Enclosures

cc: Chairman
Executive Director"

The Chairman said the Chairman of the Committee on Interchange Development, Mr. Chastang, had a resolution concerning the agreement.

The Chairman reported further that there was an article in the Elyria (Ohio) Chronicle-Telegram dated the 29th of February 1964 which did not come to the attention of the Commission until after the March 1964 meeting entitled "After 10 Years Turnpike Proves \$\$ Blessing". He said the newspaper considered the turnpike an unmitigated blessing as distinguished from what ten years before it had said it would be.

The Chairman reported further that a column written by Truman Twill which appeared in the Canton Repository of March 20, 1964 said "The Ohio Turnpike is the reason General Motors chose the Lordstown site" for a Chevrolet-Fisher body plant in Trumbull County which would employ about 4,800 workers. He said he hoped that was true and he had no doubt that many, many, many businesses had been located in the vicinity of the turnpike because of its existence. He said the statement to the effect that that vast facility was going to be there because of the turnpike was certainly something that the State of Ohio could take satisfaction in. He said the General Motors plant was probably the biggest facility that had come into the state in a long while.

The Chairman reported further that the Chairman of the Sandusky County Democratic Executive Committee, Mr. Walter H. Aufderheide, had written a letter to one of the Members and said "We would like to have Mr. Norbert Ahner as our next County Chairman. As you know, he is a toll collector on the Ohio Turnpike at Exit 6, Fremont, Ohio.

He was a former County Chairman here and City Councilman and Safety Service Director . . . We wondered if this would be permissible." The Chairman said that after consultation with the Chairman, the Executive Director wrote Mr. Aufderheide accordingly. He read the Executive Director's letter, as follows:

"April 3, 1964

"Mr. Walter H. Aufderheide, Chairman
Sandusky County Democratic Executive Committee
1605 Birchard Avenue
Fremont, Ohio

"Dear Mr. Aufderheide:

"Mr. O. L. Teagarden has referred your letter addressed to him under date of March 17, 1964 to this office for reply.

"The Ohio Turnpike Commission does not advise its employees with respect to political activity or affiliation but it does expect that employees shall not become involved in any activity that would conflict with their responsibilities as employees of the Commission. If an employee became involved in activities conflicting with his responsibilities as an employee of the Commission a choice would have to be made.

"Because Mr. Ahner is involved in rotating shifts and a scheduled work week involving all seven days it would appear that the potential of conflict would be substantial were he to assume the responsibilities of a County Chairman.

"We hope this explanation will be helpful to you in making a determination.

"Very truly yours,

/s/ C. W. Hartford
"C. W. Hartford
"Executive Director

"cc: Chairman
O. L. Teagarden
Director of Information & Research
(each w/copy of Aufderheide letter)"

The Chairman reported further that the Commission had received a letter addressed to the Chairman under date of April 1, 1964 by the financial Secretary-Treasurer of Local No. 868 of the Hotel and Restaurant Employees and Bartenders' Union. He read the letter as follows:

HOTEL AND RESTAURANT EMPLOYEES AND BARTENDERS' UNION
LOCAL No. 868
Toledo, Ohio

"April 1, 1964

"James W. Shocknessy, Chairman
Ohio Turnpike Commission
682 Prospect St.
Berea, Ohio

"Dear Sir:

"This communication is to advise the Commission as to the status of Contract negotiations between our Local Unions, (this Local and Local #274 in Cleveland), and the Gladieux Corporation, involving specific Units on the Turnpike.

"Currently involved are the Fallen Timbers Unit, the Tiffin River Unit and the Indian Meadows Unit, however contracts covering other Units will be open shortly.

"Wages paid by the Gladieux Corporation in the Turnpike Units are much lower than our members receive in other operations, yet the Company has steadfastly refused to discuss any adjustments or increases in monetary items. They have displaced employees and curtailed working hours of other employees through the installation of vending machines at the Fallen Timbers Plaza, yet refuse to make adjustments for the losses in earnings suffered by our members.

"If it becomes necessary to take economic action in order to achieve an equitable settlement of this dispute, it is the intent of the Local Unions to place pickets on all of the Gladieux operations on the Turnpike. It is for these reasons that we now bring this dispute to the attention of your office.

"If the Commission can be of any assistance in the settlement of this dispute, it will be greatly appreciated. If not, we herein solicit

concurrance of your office with our members rights of peaceful picketing, to properly advertise this dispute to the paying guest on the Turnpike.

"Your cooperation in these matters is appreciated.

"Sincerely,

/s/ "Dale Stormer

"Dale Stormer

"Financial Sec. -Treas.

"OEIU

Local #19

DS/dm

cc: John Vinegard Local #274"

The Chairman said the letter had not been answered. He said he brought it to the meeting so that he could be advised by the Members. He said he would like their advice and consent to reply. The Chairman said it had always been the Commission's purpose to promote harmony among all employees of its own and of concessionaires on the turnpike. He said it had also been the Commission's continuing course of conduct to refuse to become involved in disputes involving Concessionaires and their employees, purveyors, or anyone doing business with the Concessionaires. The Chairman said also that it was the Commission's further purpose to conduct itself in such a fashion as to see that its concessionaires operated so that the captive traffic on the Ohio Turnpike would be served adequately and would be assured of safe conduct across the turnpike. He said that in furtherance of its view, a view which had been theretofore expressed often and made manifest in its course of conduct, the Commission had always made it known that it did not consider picketing to be permissible within the limits of turnpike property. He said the Commission had no control over picketing which might occur at entrances to service plazas from other roads. The Chairman said all the service plazas were served by accesses from county or state roads other than the turnpike which employees customarily used to enter the service plazas from public roads other than turnpike and from which deliveries were made to the areas in the service plazas where the deliveries were consigned.

The Chairman said also that aside from the fact that control under the law of the turnpike's property was within the jurisdiction of the Commission it was the Commission's view that it would be unfair for the captive traffic on the turnpike for it to be subjected to picket lines at

entrances to the plazas because travelers must enter the plazas not merely to go to the restaurants for food but to go to the rest rooms and to procure fuel oil, gasoline and whatever services might be required. The Chairman said also that many people, including him, would be unwilling to cross a legitimate picket line. He said he stayed out of the Neil House in Columbus for years because there was a picket line there which, he thought, finally had been determined to be an illicit one. He said his view was he would have been doing violence to the principles he had enunciated for 25 years before that picket line was put up if he were to cross it. The Chairman said also there were many people traveling the turnpike who while suffering the urge of nature to relieve themselves or to get food, gasoline, fuel oil or other goods or services would be unwilling to cross a legitimate picket line. He said the Commission had respect for the right of labor to picket peacefully but did not believe it either lawful or practicable under existing turnpike conditions for a picket line to be thrown across an access to a service plaza from the turnpike because of a labor dispute which a concessionaire might have with employees.

The Chairman said it was to be understood that the Commission would not give its sanction to a picket line which would deny the traveler on the Ohio Turnpike freedom of ingress to any of its service plazas.

The Chairman said also the Commission would take no position against peaceful picketing on public ways other than the turnpike which served the turnpike's facilities.

The Chairman said also that the General Counsel, as in the past, would be required to maintain the legal position of the Commission. He said that that was not the first time the Commission had dealt with such problems. He said the Olympic Commissary Company at Portage Service Plaza some years before had had the same problem. He said the Gladieux Corporation had had it at Fallen Timbers Service Plaza. He said the Texaco Company at Blue Heron Service Plaza had had the same problem and in that instance pickets were thrown up and were then advised by the Deputy Executive Director, accompanied by the Ohio State Highway Patrol, that they would be considered loiterers.

The Chairman said also the whole public had to be served. He said it was like a railroad strike, that it got pretty close to a strike against the public although he wouldn't consider the situation indicated by the letter to be covered by the Ferguson Act. He said picketing would be just about intolerable for the reasons he had mentioned. He said he noted especially that Mr. Stormer complained that employees had been displaced because of the use of vending machines. He said

vending machines were being used only from 9:00 P. M. until 6:00 or 7:00 A. M. The Executive Director said the vending machines displaced just one employee.

Mr. Chastang said the Commission just could not set a precedent as envisioned by Mr. Stormer's request because it was unworkable. He said applying a picketing situation to the gasoline station at a service plaza would mean that a traveler who was out of gas could not get gas and oil so therefore he would become a nuisance on the turnpike because he would have to haul gas and oil from some other place. He said nobody objected to peaceful picketing but the picketing contemplated by Mr. Stormer's letter was not in that category.

Mr. Teagarden said he concurred heartily in what the Chairman said. He said the Chairman had his support in doing whatever was necessary to handle the situation.

Mr. Chastang said he thought the union would be reasonable. Mr. Teagarden concurred in that statement. The Chairman said the unions had always been reasonable. He said that however he wanted everybody to know just what the Commission was doing and just where it stood. Mr. Masheter said he concurred heartily.

The Chairman said he assumed that the Executive Director, the Deputy Executive Director, and the General Counsel would be conferring with the Ohio State Highway Patrol and with whatever peace officers there were in the areas where strikes were threatened. He said he wanted the record to show that the designated staff members would confer with whatever authorities there were with jurisdiction to maintain law and order.

The Chairman reported also that the Commission was still getting letters commending its 1963 annual report. He said just that morning he had seen one of the Ohio Turnpike bondholders, Mr. Phillip Burgess, who said the annual report was wonderful. The Chairman said he had seen a letter from the Chairman of The White Motor Company, Mr. Robert F. Black, to the Director of Information and Research complimenting him on the report. The Chairman said he passed compliments on to the Director of Information and Research and to everybody who worked with him in preparing the report. He said he thought especially the people who were responsible for the art work ought to get some kind of letter of commendation from the Assistant Secretary-Treasurer on behalf of the Commission.

The Chairman reported further that the Commission had received the Auditor of State's report for 1963. He said the report was delivered to him and he thought it was noteworthy that that was the earliest the report had been delivered. He congratulated Mrs. Lucas in its preparation and on the fairness of it. He asked Mrs. Lucas to advise the Auditor of State that the Commission at its meeting received the report formally and extended its respects to him for the fairness of the presentation of the audit. He said the Commission had had perfectly fine relations with the Auditor of State who for many years had had very competent people working at the Commission's headquarters especially Mrs. Lucas in the eight years she had been the representative of the Auditor of State. He said General Chester W. Goble, Deputy Auditor of State, had always taken a special interest in the report.

The Chairman said that in the absence of further questions the report of the Chairman would be 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. Traffic and Revenue Report for February 1964.
2. Financial Report as of February 29, 1964.
3. Draft of the minutes for the March 3, 1964 meeting.
4. Detail of investment transactions for March 1964.

The Assistant Secretary-Treasurer reported further that the Auditor of State's report for 1963 was generally the same as had been furnished in the previous several years. He said it was very factual. He said there were no errors and no findings in the report.

The Assistant Secretary-Treasurer reported further that the transfer from the Revenue Fund in April fell just \$9,000 short of filling the entire Reserve Maintenance Fund requirement for 1964. He said it was the first time the Commission had ever gone as far on the Reserve Maintenance Fund on the April transfer. He said the May revenue would go to fill up the remaining \$9,000 in the Reserve Maintenance Fund and the balance would go into the Redemption Account where it would have to stay until the first day in June 1964.

The Chairman said that in the absence of questions the report of the Secretary-Treasurer would be 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 with respect to the renovation of the service plaza facilities that contracts 40C through 45C, covering the work to be completed by May 15, 1964, was substantially on and in some respects ahead of schedule. He said the first phase of contract 42C and 43C which provided for renovation of the ladies' rest room at nine service plazas: Indian Meadow, Oak Openings, Fallen Timbers, Blue Heron, Commodore Perry, Towpath, Brady's Leap, Mahoning Valley and Glacier Hills, was nearing completion. He said new marble partitions, new tile on the floor, and new tile on the wall had been installed in each rest room. He said the ladies' rest rooms at the nine service plazas should be opened to the public within the next two weeks, at which time the second phase of the work, providing for renovation of the mens' rest rooms in the same plazas, would be started.

Mr. Teagarden reported further that the first phase of contracts 44C and 45C, providing for renovation of the old counter area at four service plazas: Commodore Perry, Middle Ridge, Great Lakes and Brady's Leap, had progressed through nearly all of the demolition and rough-in work, and the finishing work, including wall and floor coverings, had been started. He said that those renovated areas should be available for the restaurant operators to use in serving the public within the next three weeks and that the old dining room areas would then be made available to the construction contractors for renovation work therein. He said the second phase of the work was not as extensive as the first phase and should progress rapidly and be completed on schedule.

Mr. Teagarden reported further that bids on contract 46C for the construction of travel-trailer ports at Blue Heron, Wyandot, Great Lakes and Brady's Leap Service Plazas were opened on April 2, 1964. He said bids were received from seven contractors resulting in getting two to four bids on each port. He said the bids were being reviewed by the staff and the Consulting Engineers.

Mr. Teagarden reported further that contracts 54C and 55C for truckers' shower rooms to be relocated at Commodore Perry, Middle Ridge, Great Lakes and Brady's Leap Service Plazas had been reviewed by the oil companies affected and each had furnished a letter suggesting some modifications of the basic plan. He said those suggestions would be discussed with the architect that week and a decision made upon them.

He said also that the plans and specifications for enclosing the outside carry-out facility at Tiffin River Service Plaza and converting it to additional seating capacity for the cafeteria there should be completed the following week for review by the staff and by the Consulting Engineers and for subsequent advertising for bids.

Mr. Teagarden reported further that vending food service at Fallen Timbers Service Plaza had been in operation for approximately one month. He said the public's reaction to the service at first was quite mixed, that commercial drivers began bypassing the plazas and stopping at the next plaza. He said that during the first two weeks of the operation the night-time business at Fallen Timbers dropped approximately 30% and at Wyandot, the next plaza, it had picked up approximately the same amount. He said the second two weeks' reading showed the percentage of drop at Fallen Timbers to be approximately 12% thus indicating a more favorable acceptance by the public. He said bus passengers were beginning to use the service quite extensively as it enabled them to get some food even during a rest stop. He said that in general the experiment with food vending service was of too short duration to make any factual determination, but experience so far indicated it might become well accepted by patrons who were in a hurry and did not want full meals.

Mr. Teagarden reported further that plans for other work scheduled for later dates in 1964 were progressing satisfactorily.

The Chairman said the next meeting of the Commission would be at the beginning of the summer season and he would like the Commission to be advised at that time about progress of the programs for renovation of service-plaza facilities in the form of a resume of what had been done. He said the Commission had done a lot of talking the previous fall about what it was going to do during the quiet months in the rehabilitation of the facilities offered at the service plazas and so he would like, if possible, to receive in narrative form the report generally of what had been accomplished and what the Commission was able to offer the public in 1964 as contrasted with what it was offering at the end of 1963. He said he would like the report also to say what the Commission expected to accomplish after the end of the summer travel season. He said he wanted to be sure that everybody who took the Commission at its word the previous fall that it was going to do something would know that the Commission was not just talking but that it had been doing.

The Chairman said that in the absence of any questions the report of the Committee on Service Plazas would be accepted as offered. He said the report of the Committee on Interchange Development would be received.

The Chairman of the Committee on Interchange Development, Mr. Chastang, reported that since the last meeting the Executive Director and his staff had been working diligently on the interchange between the Ohio Turnpike and Interstate Route 71 and the matter was at a point where a motion could be in order to approve the tripartite agreement. He said the agreement did not yet have the approval of the Bureau of Public Roads. He said that if there would be any substantial change in the agreement the Commission would have to redo the language.

A resolution approving tripartite agreement between the Ohio Turnpike Commission, the Secretary of Commerce of the United States, and the State of Ohio was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 5-1964

"WHEREAS the State of Ohio, acting through the Director of Highways of the State of Ohio, proposes to construct certain segments of the Federal Interstate Highway System serving as approaches to and crossings of the Ohio Turnpike, and the State desires that the cost of constructing such approaches and crossings be made eligible for Federal-aid Interstate funds under the provisions of Sec. 129 of the Federal-Aid Highway Act of 1958, and subsequent amendments;

"WHEREAS the Secretary of Commerce of the United States, acting by and through the Federal Highway Administrator, has approved the location of Ohio's interstate system in the vicinities of its proposed crossings of or connections with the Ohio Turnpike;

"WHEREAS an agreement has been prepared by and between the Ohio Turnpike Commission, the Secretary of Commerce of the United States, and the State of Ohio whereby the cost of constructing all interstate system projects approaching the interstate portions of the Ohio Turnpike comprising eight presently contemplated crossings of or connections with the interstate system and additional future crossings can be made eligible for Federal-aid Interstate funds in line with the Federal-Aid Highway Act; and

"WHEREAS such agreement has been approved by the Commission's executive director, chief engineer, consulting engineer, and general counsel, and it is now before the Commission for approval as to its terms;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission's executive director be, and hereby he is, authorized to enter into the proposed agreement with the State of Ohio and the Secretary of Commerce of the United States on terms and conditions substantially therein set forth. "

The Chairman said that minor changes in language of the contract might be consented to by the Executive Director and that he might execute the agreement without coming back to the Commission. He said the Commission was remitting to the Executive Director his discretion to execute the contract unless there should be a substantial difference.

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

Ayes: Chastang, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members present voting in the affirmative. The resolution was identified as No. 5-1964. The Chairman said the liberal interpretation which the Commission placed upon the resolution was part of the record. The Executive Director said that in a conference with the Department of Highways that morning a few of the coming problems with respect to interchanges other than that between the Ohio Turnpike and Interstate Route 71 were discussed. The Chairman said the reason the Commission had a Committee on Interchanges was that the interchange with Interstate Route 71 was not the only interchange that the Commission would have on the interstate system.

The Chairman said the report of the Committee on Interchange Development was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that District 10 of the Ohio State Highway Patrol held classes for all its personnel in the conference room at the Berea headquarters with one-half of the personnel attending on March 23 and 24 and the other one-half attending on April 2 and 3. He said the purpose of the school was to review policies and procedures and to retrain officers in those areas. He said instructors were mostly from the headquarters staff of the Highway Patrol in Columbus. He said it appeared from the reports he had received that the school was a success and a great deal had been achieved.

The Executive Director reported further that each spring and fall the Commission's field supervisory personnel were brought into the Berea headquarters for a similar conference. He said that the spring foremen's conference was held on March 25. He said one item of interest was a report from the Portland Cement Association on concrete pavement repair. He said the staff was quite flattered with a remark by the Association representatives that the Commission's maintenance and repair procedures on Portland cement concrete were the most advanced in the nation, and that the Association itself had learned a great deal from the procedures used on the Ohio Turnpike. He said the Association representatives said the Association hoped the Commission would be receptive to a plan to bring representatives of other authorities to view the procedures used and the results obtained on the Ohio Turnpike. He said the Association representatives had been told the Commission would be happy to cooperate in any reasonable manner.

The Executive Director reported further that there were 507 bridge structures at 360 locations on the turnpike and that all those bridges required painting sooner or later. He said that in 1959 two bridge painting crews were established and had been able to complete about 20 bridges per year. He said it was expected to accelerate their schedules in 1964, but even so the two crews could not handle the work load and it would be necessary to contract some of the work. He said the Commission in 1964 awarded its first bridge-painting contract for the Cuyahoga River twin bridges because of the height of the work and the size of the project. He said that in 1965 the Commission would probably contract the painting of the Maumee River bridges which was also a difficult job and over water. He said that in subsequent years the Commission likely would contract the painting of some of the smaller bridges, depending upon both need and the Commission's ability to keep up with that need with its own crews.

In response to a question by Mr. Chastang as to whether enlarging the Commission's painting crews had been considered, the Executive Director said the Commission had had difficulty establishing bridge painting crews for summer time while still finding gainful employment for them during the winter. He said the existing two crews were about as many as could be handled.

The Executive Director reported further that Mr. Ralph L. Berry who had been office manager, personnel officer and purchasing agent for the Commission since the transfer of the Commission's headquarters to Berea, had submitted his resignation effective April 15, 1964. He said Mr. Berry had done a commendable job for the Com-

mission, and the staff was sorry to see him leave. He said Mr. Berry was leaving the Commission for a position in sales having a brighter future and that the best wishes of his associates on the staff would go with him. The Chairman directed the Executive Director to advise Mr. Berry that that was the Commission's feeling also. The Executive Director said that a successor to Mr. Berry had not been named but probably would be named later that week.

The Executive Director reported also that because there were so many problems common to the Highway Department and the Ohio Turnpike Commission which required correspondence with many individuals and offices of the Highway Department both in Columbus and in the divisions of the Department, he had suggested to the Chief Engineer of the Department that a useful purpose might be served by establishing a central file in the Department where copies of correspondence might be housed for a complete record. He said the Chief Engineer had established such a file in his offices and a similar file had been established in the Executive Director's office in Berea and each staff member of the Commission had been instructed to send copies of any correspondence with the Department to those files.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted as offered. He ascertained that there would be no reports by the Director of Highways, by the General Counsel, or by the Consulting Engineers. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that two years previous when the Seattle World's Fair was being held the Commission prepared for distribution a folder showing how to get to and from the Seattle Fair by using turnpikes, including the Ohio Turnpike. He said there was being prepared a similar folder in connection with the New York World's Fair which would have on the reverse side the eastern turnpike system map which had proven very popular and which, it was believed, had brought a lot of traffic to the turnpike. He said the New York World's Fair folder would be ready for distribution in several weeks.

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

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

Resolution No. 6-1964

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, and the director of information and research of the Commission, have by various written and oral communications fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting on March 3, 1964, 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 March 3, 1964 hereby are ratified, approved, and confirmed."

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

Ayes: Teagarden, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with the four Members present voting in the affirmative. The resolution was identified as No. 6-1964.

There being no further business to come before the Commission a motion was made by Mr. Masheter, seconded by Mr. Chastang, that the meeting adjourn subject to call of the Chairman.

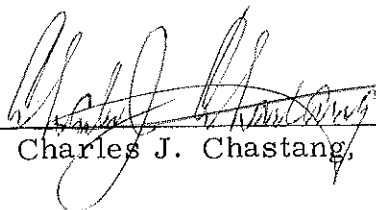
A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Masheter, Chastang, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:05 P. M.

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



Charles J. Chastang, Secretary-Treasurer