

MINUTES OF THE ONE HUNDRED AND SEVENTY-FIFTH MEETING
May 5, 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, 139 East Gay Street, Columbus, Ohio at 11 A.M., eastern standard time, on May 5, 1964 with the key members of its staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; 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: Chastang, Teagarden, Redman, Shocknessy.

Absent: Masheter.

The Chairman said that the Director of Highways, he was advised, was out of the state and that under the law when a Director of Highways was out of the state the Assistant Director of Highways acted as Director with all the powers of the Director. He said Mr. C. H. Makeever, Assistant Director of Highways and Chief Engineer of the Department, was present.

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 April 6, 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, Makeever, Redman, Shocknessy.

Nays: None.

The Chairman said the minutes stood approved as submitted and corrected with all Members having voted in the affirmative.

The Chairman reported that the income from operation of the Ohio Turnpike in the month of April 1964, reflecting the absence of the Easter traffic, was about \$137,000 less than that of April of 1963.

The Chairman reported further that the group concerned with expediting the completion of construction of Interstate Route 71 met for a special, commemorative anniversary conference on the 20th of April and even had a cake. He said the Executive Director attended the meeting. He said at the meeting there were reviewed accomplishments of the year and of the I 71 group. He said the group had every reason to believe that the accomplishments were good.

The Chairman reported further that the restaurant renovation program was proceeding, that the Members had all been getting reports on it, and that the chairman of the Committee on Service Plazas, Mr. Teagarden, was going to give a resume later in the meeting.

The Chairman reported further that the Members had read in the newspapers that the wife of the President had traveled over the Ohio Turnpike, completing what was probably the longest motor trip a President's wife ever made.

The Chairman reported further that he had been handed the Executive Director's copy of a memorandum from the General Counsel to the Comptroller telling him that a claim for \$39.73 which the Commission had against J. Russell McKarns, the owner of the pig pens adjacent to the Tiffin River Service Plaza, for the damage caused when some of the pens blew over into the plaza during a storm had been paid by the State Automotive Insurance Company.

The Chairman reported further that he had seen in a clipping from a newspaper that the AFL-CIO central body in Toledo, Ohio had sent a resolution to the Ohio AFL-CIO supporting the right of members to picket on public property at Ohio Turnpike plazas, and asking the state labor organization to assist in resolving a current dispute with plaza operators. He said the clipping further quoted the resolution as saying that plaza employees currently might not picket on turnpike property. The Chairman said he was interested especially in the clipping because at least it indicated that the letter he had written to the official of the union which had requested the right to picket on turnpike property had been received. He said he had gotten no reply to the letter.

The Chairman said that in the absence of any questions the report of the Chairman would be received 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 March 1964.
2. Financial Report as of March 31, 1964.
3. Expense and Budget Report, First Quarter 1964.
4. Draft of the minutes for the April 6, 1964 meeting.
5. Detail of investment transactions for April 1964.

The Assistant Secretary-Treasurer reported further that it appeared that the money the Trustee would have available in the Redemption Account for purchases of Ohio Turnpike revenue bonds starting June 1, 1964 would be substantially higher than it was the previous June.

In response to a question by the Chairman, the Secretary-Treasurer said the expense and budget report for the first quarter 1964 was satisfactory. The chairman for the Committee on Budget and Finance, Mr. Redman, said it looked as though the Commission had been conservative, actually spending less than the budgeted amount by considerable amount. He said he wanted to give credit to the previous chairman of the Committee, Mr. Chastang.

The Chairman said that in the absence of further 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 as follows:

"Last fall the Commission announced that it was going to do something about improving services for the travelers stopping at the sixteen service plazas on the Ohio Turnpike. Immediately following this announcement the Commission's Service Plaza Committee and the General Consultant in cooperation with the restaurant operators undertook a study to develop recommendations. This study was completed and a report was submitted to the Commission under date November 29, 1963.

"The report presented a schedule of work to be accomplished in part by May 15, 1964 and the balance at subsequent dates. To be completed by May 15, 1964, the report called for: renovation of the food service and gift shop areas at four service plazas, refurbishing of the men's and women's public rest rooms at nine

service plazas, modernization of the air conditioning system at fourteen service plazas, construction of an additional dining room at one service plaza, enlargement of the snack bar at five service plazas, and construction of travel trailer ports at four service plazas. To be completed at subsequent dates in the year 1964 the report called for enlarging the men's and women's public rest rooms at four service plazas, constructing a new front entrance including canopy-covered walks and other exterior changes at two service plazas, and relocation of truckers' showers at four service plazas. The report called for similar work to be performed within the next two to three years at all other service plazas, except that all work related to rest rooms will have been completed in 1964.

"On January 21, 1964 the plans and specifications for the first contract were completed and the contract was advertised for bids. Subsequent thereto thirteen contracts were awarded for materials or work to be completed for this summer. These contracts included all the work set forth in the report as scheduled for completion by May 15, 1964 except for two of the travel trailer parking facilities, which will be constructed by the Commission's maintenance forces.

"This summer the patrons of the service plazas on the Ohio Turnpike will find:

Two additional cafeterias, (making a total of 8),

Completely renovated food service areas at 4 plazas,

Greatly enlarged carry-out sections at 6 other plazas,

Additional dining area at one plaza,

Completely refurbished public rest rooms for both men and women at 9 plazas,

Completely modernized air conditioning systems at 14 plazas,

Travel trailer ports or special parking areas at 4 plazas.

"At Commodore Perry, Middle Ridge and Great Lakes Service Plazas the completely renovated food service areas will accommodate a greater number of people and will provide them with a choice of service including cafeteria, dining room, carry-out and stand-up snack bar. At Brady's Leap Service Plaza

where the food service area is also being completely renovated, a cafeteria was not included due to the nature of traffic at this plaza but the traveler will have a choice of dining room, carry-out, stand-up snack bar and sit-down counter service. At these four service plazas the food service areas are phased with folding partitions that can be closed to reduce the spaciousness of the area commensurate with the volume of traffic thereby giving the patrons a cozy, comfortable dining atmosphere. In addition to providing a choice of service the remodeling will facilitate service out of the kitchen thereby affording the customer faster service.

"At Tiffin River Service Plaza additional dining area will be available, increasing the seating capacity from 100 to 190. This service plaza is a meal stop for many scheduled busses as well as a popular choice for charter bus meal stops. The increased facility will afford speedier service for the customer and smoother operation for the concessionaire.

"In addition to the enlarged carry-out facilities provided at Commodore Perry, Middle Ridge, Great Lakes and Brady's Leap Service Plazas similar enlarged facilities were provided at Indian Meadow, Tiffin River, Wyandot, Erie Islands, Vermilion Valley and Towpath Service Plazas. Each of these carry-outs is approximately double its previous size and will afford faster service to more people simultaneously.

"Care of public rest rooms has always been a problem attributable not only to the carelessness of some patrons but also to the size of the rooms, inadequate ventilation and lighting, and types of wall and floor coverings, and of partitions and doors. During the winter of 1962 and 1963 the public rest rooms at Erie Islands, Vermilion Valley and Great Lakes Service Plazas were enlarged and modernized. For this summer rest rooms at Indian Meadow, Oak Openings, Fallen Timbers, Blue Heron, Commodore Perry, Towpath, Brady's Leap, Mahoning Valley and Glacier Hills Service Plazas have been completely refurbished. All these facilities now have improved air conditioning, improved ventilation and lighting, and finishing materials that are easy to maintain in a clean, sanitary, odor-free condition. The attractiveness of these facilities should lead also to less carelessness by patrons, thus contributing to what we hope will be continuously attractive rest rooms. The rest rooms at the remaining four service plazas will be enlarged and modernized before the end of 1964.

"When the traffic is the heaviest on the Ohio Turnpike the season of the year is the hottest. For pleasant dining air conditioning is a must today. The old air conditioning systems had served this need well but with age of the equipment and increased traffic we no longer had the air conditioning capacity and dependability to provide comfort. This summer new air conditioning systems will be in operation at fourteen of the sixteen service plazas excluding only Erie Islands and Vermilion Valley Service Plazas. The air conditioning capacity at these two plazas had been increased with the enlargement and modernization of the public rest rooms early in 1963. Further enlargement of the air conditioning systems at these two plazas will not be required until the food service areas are renovated.

"Increasing travel by travel trailer has created a problem in the service plaza parking lots as well as pointing up a need for special parking areas at Blue Heron, Wyandot, Middle Ridge and Brady's Leap Service Plazas. At Blue Heron and Wyandot Service Plazas the travel trailer ports will accommodate twenty trailers each for overnight stops. The ports will offer paved drives and parking stalls, individual electric outlets and waste water drains, illumination, central water station and central sanitary station. At Middle Ridge and Brady's Leap Service Plazas the travel trailer ports will accommodate ten to fifteen trailers and will offer: stoned drives and parking spaces, some illumination, central water station and central sanitary station.

"Further renovation work scheduled to be started this summer for completion prior to Christmas includes: (1) relocated and modernized truckers' showers at Commodore Perry, Middle Ridge, Great Lakes and Brady's Leap Service Plazas, (2) enlarged and modernized public rest rooms for both men and women at Tiffin River, Wyandot, Middle Ridge and Portage Service Plazas, and (3) new entrance, canopy over walkways, lounge treatment, modification of parking lots and driveways, landscaping and shelters for picnic tables at Middle Ridge and Brady's Leap Service Plazas.

"In conclusion, much has been accomplished in the way of providing improved facilities and service for the travelers on the Ohio Turnpike this summer. The program will be pursued to the end that all service plazas are modernized commensurate with traffic demands."

In response to a question by the Chairman as to whether it was the Committee's belief that the facilities were going to be wholly adequate in those places where they had been enlarged, Mr. Teagarden responded that he thought they would be adequate.

In response to a question by Mr. Chastang as to whether traffic in and out of the carry-out sections might create congestion, the Executive Director replied that some minor jams in the lobbies of the restaurants probably would be experienced but would be alleviated with the expanded remodeling of the lobby areas.

The Chairman said that on Memorial Day he would like to have some of the Commission's own observers on duty at the service plazas to listen to what the people had to say. He said he wanted to know how travelers felt about what was being done and had been done, and to get a public opinion poll taken by the Commission's representatives. He said the program he had in mind would contemplate the Commission having some policing of the service plazas especially on the days of greatest congestion. He said he wanted to be sure there was a rapport between the Commission's people and the managers of the plazas so that there would not be any rows between the Commission's observers and the management. He said he wanted it understood that the managers would know the Commission was going to have somebody observing in their plazas. The Executive Director said the program would be carried out.

In response to a question by Mr. Chastang about how the travel trailer ports would be policed the Executive Director replied that the operators of the service plazas concerned had not agreed to police the ports and he thought the Commission would police them. Mr. Chastang said he thought it was important that the Commission get off on the right foot with respect to the ports, that it have strict instructions. The Executive Director said that would be done.

Mr. Teagarden said he thought the Members would be surprised to see the changes that had been made in the plazas in such a short period of time. He said the four restaurants at which the food service areas had been completely renovated would provide better service for the public. He said the operators had considerable work to do in addition to that which was being done by the Commission. He said he understood that the work being done by the operators was pretty much on time.

The Chairman said the reason he had asked the Committee on Service Plazas to give a narrative report at the meeting was that the

Commission was then at a time where it faced the summer and where it was up to the Commission to give a progress report on the promises it made the previous fall and on their fulfillment or partial fulfillment. He said the Commission was on schedule on the things it promised. He said the Commission had not completed its program. He said the whole renovation program was bound to take two or three construction seasons and the construction season on that work happened to be different from the ordinary construction season. He said that anybody who had had anything to do with the program had made great progress.

Mr. Teagarden said the Committee on Service Plazas planned a meeting with the operators after the 15th of May as soon as the operators should be through with their part of the work to discuss with them the importance of their giving attention to the service which the Commission was going to expect them to provide. He said the Committee was not going to take it for granted that that was what was going to happen. He said the Committee was going to let the operators know that the Committee was not going to be asleep on the job and that it depended on them doing the job without calling their attention to it.

The Members agreed that they would meet on the second Tuesday of June 1964 because the first Tuesday of that month would be so close to the Memorial Day week end and it was desired to have the week end figures and experience available for the June meeting. The Members agreed also that the meeting in July would not be held on the first Tuesday of that month but would be held on the second Tuesday of that month in order to have the figures and experience for the 4th of July week end available for that meeting.

The Chairman said that in the absence of further 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 he had a letter from the General Counsel on the tripartite agreement among the Commission, the Department of Highways and the United States Bureau of Public Roads concerning a suggestion by the General Counsel of the Bureau of Public Roads, Mr. Dowell H. Anders, that there be a change in the first numbered paragraph of the agreement. Mr. Chastang said he thought Mr. Anders's point was well taken. He asked the General Counsel of the Commission to make a report on the matter.

The General Counsel reported that he and Mr. Harold B. Talbott and Mr. George Smith of the office of the Attorney General of Ohio and Mr. Henry J. Crawford of Fiscal Counsel had gone to Washington on April 24, 1964 to the office of the General Counsel of the Bureau of Public Roads. He said the Regional Engineer of Region Two of the Bureau, Mr. August H. Schofer, and other engineers and lawyers from the Bureau were present. He said the agreement was discussed and the representatives of the Commission and the Department of Highways were told that the only language Mr. Anders had any question about was that in Section 1 which referred to the Commission's right to refund the Ohio Turnpike revenue bonds. The General Counsel reported further that Mr. Anders said the Bureau was not yet giving an opinion. General Counsel said also that Mr. Anders said he thought he might not have as much objection if the language were changed somewhat to say that any refunding would not extend the time of maturity of the bonds and that it would not increase the amount of the bonds. The General Counsel said also that it was agreed by the conferees that the representatives of the Commission and of the Department of Highways would return to Ohio and work over the agreement again. He said he and Mr. Crawford had since worked over the language and had submitted their proposed changes to the Director of Highways the previous Friday. He said he was informed the night before by Mr. Talbott that the Director of Highways and his lawyers were agreeable to the language which Mr. Crawford and the General Counsel were submitting. He said that submission would go on to the Bureau of Public Roads in Washington the following day. He said the Bureau understood that it was a matter which should be expedited as promptly as possible.

The Chairman said that on the previous day it was said both before and during the conference on expediting construction of Interstate Route 71 that the Mayor of Strongsville had said publicly, and had been supported by the President of the Strongsville Council, that he wanted work stopped on I-71, that no further work was to proceed until he had an agreement that the Commission would not close Interchange 10 in favor of the interchange between the Ohio Turnpike and I-71. The Chairman said he said publicly the day before that the Commission's judgment and conduct with respect to the interchange with I-71 as affected by or affecting Interchange 10 was not related to the construction of I-71 through Strongsville. The Chairman said also that he had said over a period of many months at I-71 conferences that the two matters were independent, severable, and in no way interdependent. He said the Commission's determination with respect to Interchange 10 would be based upon the overall, general good of the whole public as affected by the use of Interchange 10 as it was currently operated and the interchange with I-71. The Chairman said also that if the City of

Strongsville made any effort to block the construction of I-71 in order to force the Commission to give a promise that it would not make any changes on Interchange 10, the answer was the Commission would not give such a promise. He said the Commission would not be pressured by Strongsville and interests there to make any promise affecting the turnpike in order to accomplish the completion of I-71 because the Attorney General of Ohio and the Director of Highways would see that I-71 moved on in accordance with the consent agreement and the ordinance that had been obtained there.

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

The Executive Director reported that he had received in the mail the day before from the Director of Highways a proposal in connection with the extension of Interstate Route 90 to the Ohio Turnpike west of Elyria to connect into the Ohio Turnpike. He said the initial plans were to carry traffic between the Ohio Turnpike and Interstate Route 90 through Interchange 8 which was a very cumbersome way to do it. He said the Director of Highways had proposed to build an extension of Route I-90 westerly from Ohio Route 57 to connect into the Ohio Turnpike about 3.1 miles westerly of existing Interchange 8 and, in some manner to be determined, to permit the Commission to put a toll plaza at that point to service the new interchange. In response to a question by the Chairman the Executive Director said the new interchange would be a partial interchange and that it would not replace existing Interchange 8. He said Interchange 8, which was in Elyria, was needed for local service. The Executive Director said also that his first impression of the proposal was that it was a very logical solution because it served the traffic best of any manner in which it could be served. He said the proposed new interchange would be a little more expensive to operate for the Commission but that he believed the Commission would have to make that sacrifice in order properly to serve the public. The Chairman said the public on I-90 had to be served and the public on the turnpike had to be served to get to I-90.

In response to a question by the Chairman, Mr. Makeever said he thought the proposal was a good proposal.

The Chairman said he thought the proposal was a sensible solution. He said there was not any doubt because the Commission had been in business longer and had been serving the public longer than the current interstate program that the Commission was going

to have to make many accommodations. He said that was why the Commission had the Committee on Interchange Development as a special committee not merely for the interchange with Route I-71 but for all the connections that were going to have to be made between the turnpike and other highways.

The Executive Director said also that he had brought the matter up only because it had been received the day before. He said the Committee on Interchange Development had not had the matter yet.

The Executive Director reported further that on April 6 he had reported the resignation of Mr. Ralph L. Berry as Purchasing Agent effective April 15. He said Mr. Robert A. Meywes was appointed successor to Mr. Berry effective April 16, 1964. He said Mr. Meywes was Mr. Berry's assistant and was a qualified successor. He said Mr. Meywes started work initially as a toll collector at interchange No. 11 with the opening of the turnpike to traffic and was selected for the position of Assistant to Mr. Berry on September 27, 1956 so that he had served approximately eight years in that office. He said that experience had served Mr. Meywes well in an immediate assumption of all the responsibilities of the position of Purchasing Agent.

The Executive Director reported further that under date of March 30, 1964 the Mayor of the City of Newton Falls, Mr. Philip A. Starr, addressed a letter to the Ohio Turnpike Commission requesting that the Commission change the name of Interchange No. 14 from the Warren Interchange to the Newton Falls-Warren Interchange. He said that in support of his request Mayor Starr cited the fact that Newton Falls had become a city and had established a municipal court since the interchanges were named and that General Motors Corporation was building a new Chevrolet plant in the area. He said he informed Mayor Starr that while the Commission respected the desire of the community to memorialize Newton Falls by renaming the interchange, the names were not selected on that basis but on the basis of providing information to the traveler on the Ohio Turnpike. He said he told Mayor Starr that the Commission had carried on a comprehensive program to bring the Ohio Turnpike to the attention of motorists and operators of commercial vehicles throughout the United States and Canada and had distributed millions of maps showing the names and locations of interchanges and those names and locations had become firmly fixed in the minds of highway users, automobile clubs and other travel agencies providing routing to the traveling public. The Executive Director said also he told Mayor Starr further that the names of interchanges were selected on the basis of conditions

prevailing in 1954 and changing conditions, particularly the coming of the interstate system of highways, might at some time require a review of interchange names and that, if so, further consideration would be given to his request at that time.

In response to an observation by the Chairman the Executive Director confirmed that Interchange 14 currently made note by means of a sign that Newton Falls was served by that interchange. The Chairman said he did not have any grievance with the desire of the City of Newton Falls. He said he thought that just as the Executive Director had said the fluidity of conditions would dictate name changes as time went on but he did not think it was required at that time. In response to a question by Mr. Teagarden the Executive Director said Newton Falls was not on Ohio Route 5, the state route with which the turnpike connected at Interchange 14.

The Executive Director reported further that the coming of spring weather brought a drastic change in the work being done by the Commission's maintenance forces. He said the men who had been engaged in snow and ice control just several weeks before suddenly found themselves mowing grass and performing tasks wholly unrelated to their winter-time operation. He said that currently the two bridge-painting crews were in action as were the mud-jacking and pavement-repair crews. He said pavement striping was in progress and about 77 percent complete. He said that with favorable weather the line striping would be completed that week and would thereby be substantially ahead of the record set in 1963 when the work was completed on May 25. The Executive Director said also that 1964 was the seventh consecutive year in which the prices bid for white traffic paint were lower than for the preceding year. He said that although the price for white paint in 1964 was only one-half cent per gallon less than in 1963 there was comfort in the fact that the price did not increase. He said yellow traffic paint in 1964 was one cent below the price paid in 1963 and 1964 was the fourth consecutive year in which there had been a reduction over the previous year. He said that in both instances the price of traffic paint was less than one-half the price that was paid for the first paint purchased by the Commission in 1956.

In response to a question by the Chairman about the status of the corrective work on the roadway at milepost 15 the representative of the Consulting Engineers, Mr. Harnden, said the last readings taken just a few weeks before indicated there had been no motion. He said there was another lift of the fill to be placed on the counter-balance which was being constructed at that point.

The Executive Director reported further that at the last meeting of the Commission he reported the Commission had contracted the painting of the twin bridges over the Cuyahoga River Valley. He said the contractor commenced work on April 27, 1964.

The Executive Director reported further that in the fall of 1963 the construction of open-faced sheds for the storage of salt and calcium chloride at each of the eight maintenance buildings by the Commission's own forces as time permitted had been authorized. He said the sheds were all under way and would be completed for use by fall.

The Executive Director reported further that the Commission's water supply for Brady's Leap Service Plaza, which came from wells at that site, bordered on inadequacy during the summer months. He said a new well was being drilled at the site approximately 300 feet deep to supplement the supply. He said the well driller expected to start work that week.

The Executive Director reported further that as soon as weather permitted the replacement of a number of pavement slabs that for various reasons needed replacement and the resealing of approximately one-four to one-third of the berm mileage would be started. He said those and many smaller projects planned for the summer and fall together with the highway construction problems affecting the turnpike and an expected substantial increase in tourist traffic all forebode a very busy year on the turnpike.

The Chairman said the report of the Executive Director would be received as offered. He ascertained that there would be no report by the Director of Highways. He said the report of the General Counsel would be received.

The General Counsel reported that the journal entry went on in the case of L. P. Berardi, et al v. Ohio Turnpike Commission, et al about ten days before. He said he had been in consultation with the attorneys for the Director of Highways that morning and that an appeal was going to have to be filed in the matter that week.

The Chairman said the report of the General Counsel, both that portion and the portion previously submitted, constituted his whole report and was received as offered.

The Chairman ascertained there would be no further report 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 the Commission's New York World's Fair folder had been printed in the Commission's printing shop and copies had been sent to the Members and to the press. He said orders for thousands of the folders had been received, sight unseen, from automobile clubs and other travel agencies all over the United States and Canada. He said the folder had been well received.

The Chairman said the report of the Director of Information and Research would be 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. 7-1964

"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 April 6, 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 April 6, 1964 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, Makeever, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 7-1964.

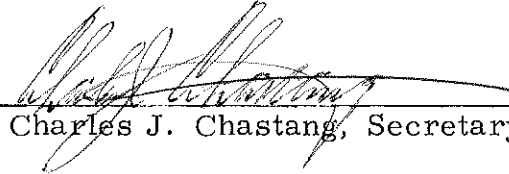
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call by the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, Makeever, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:03 P. M.

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



Charles J. Chastang, Secretary-Treasurer