

MINUTES OF THE ONE HUNDRED AND SEVENTY-SIXTH MEETING  
June 9, 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 June 9, 1964 with the key members of the 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 who said that with the consent of the Members who were present and in the absence of both the Secretary-Treasurer and the Assistant Secretary-Treasurer, the Director of Information and Research could serve as temporary Secretary-Treasurer for the meeting. The Members indicated their consent.

The roll was called and the attendance was reported to be as follows:

Present: Teagarden, Redman, Masheter, Shocknessy.

Absent: Chastang.

The Chairman announced that a quorum was present. He said Mr. Chastang was in trial at Youngstown, Ohio.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of May 5, 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: Redman, Teagarden, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that once again and for the seventh

consecutive time the Memorial Day week-end was free of fatal accidents. He said that as the author of the slogan "Stay Alert and Stay Alive" he was rather proud of the fact that on the days of greatest burden when the public was alerted to the necessity of staying alert in order to stay alive, the public did so. He said it was nothing less than memorable that the long holiday week-ends were likely to be freer of fatal accidents than ordinary Sundays and week days. The Chairman congratulated the Executive Director and the Ohio State Highway Patrol and everybody in the Commission who had anything to do with maintaining the conditions of safety over the Memorial Day week-end.

The Chairman reported further that the income from operation of the Ohio Turnpike for May was approximately \$2,308,000 which was \$156,000 more than the best previous revenue for May. He said that in the last three years every month had exceeded in revenue the corresponding month of the preceding year except for a couple of months, one of them being April 1964. He said the trend had been consistently up.

The Chairman reported further that progress on construction of Interstate Route 71 was all that could be reasonably expected and more than might have been hoped for a year before that time. He said that the previous day at the Interstate Route 71 conference he had gone around the conference table and polled everybody at the meeting including the representative of the Bureau of Public Roads and the representatives of the consulting engineers and asked if anybody had any apprehension about fulfilling the construction schedule and nobody did.

The Chairman reported further that there were purchased for the benefit of the Commission in June by the Trustee, Ohio Turnpike bonds in the face amount of \$1,780,000, making the year's total of purchases \$1,981,000 with a total of \$28,601,000 purchased that far, leaving a balance under the Commission's \$326,000,000 original debt of \$297,000,000, approximately. He said the average price paid for the bonds was 98.64, the highest paid was 98.69 and the lowest paid was 98.50.

The Chairman adverted to a decision which was handed down in the Superior Court of New Jersey on April 29, 1964 holding that employees of the New Jersey Turnpike Authority were "persons in public employment". He said that in the opinion the court said:

"It would be a derogation of the authority of this State's legally constituted public officials to permit public employees to strike, for the right to determine conditions of employment and rates of compensation rests exclusively with the Turnpike.

For this reason, a strike would be unable to accomplish the relief sought. Not only would a strike be ineffectual, but any such action, the intended result of which is the disabling of government, is inimical to the public interest and will not be tolerated."

The Chairman said also that the Court went ahead to say that the New Jersey Turnpike Authority was "under the affirmative duty to meet" with its employees or their representatives on grievances, but "any decision reached must be the result of the independent judgment of the Turnpike, taking into consideration, inter alia, the 'grievances and proposals' of its employees . . ." The Chairman said he mentioned that decision because it represented a position that the Commission had consistently taken with respect to collective bargaining. He said the Commission long had had an Employees Manual and long had had a grievance procedure so that the Court in New Jersey, without knowing it, had in the decision expounded the procedures that the Commission had long followed with respect to Ohio Turnpike Commission employees. He said the Commission had always taken the position that employees might organize and that the Commission would always listen to employees or their representatives but would not bargain collectively with representatives because the Commission's position was that under the law of Ohio, as the judge had said in New Jersey, there was no authority for public employees to bargain collectively. The Chairman said the matter was the matter of the public agency employment. He said also there had been some misunderstanding, however, of the letter he wrote on the date of April 10, 1964 to Mr. Dale Stormer, Financial Secretary-Treasurer, Local No. 868, Hotel and Restaurant Employees and Bartenders' Union, of Toledo. He said he had read in the newspapers recently that at the Ohio AFL-CIO convention in Cleveland, Ohio a resolution had been adopted calling for "the right to picket on public property". He said the newspapers described the resolution as "a reaction to the refusal of James W. Shocknessy, Ohio Turnpike Commission chairman, to permit picketing of turnpike restaurants."

The Chairman asked the Director of Information and Research to address a letter to the new president, Senator Frank W. King, of the Ohio AFL-CIO and send him a copy of the Chairman's letter to Mr. Stormer of April 10 and mention that the Chairman specifically did not say that picketing was not lawful on public ways. He said the specific sentence he used in that letter was: "The Commission will take no position against peaceful picketing on public ways, other than the turnpike, which serve the turnpike's facilities." He said he would like to call to Senator King's attention that there was no disagreement between the Commission and the representatives of labor as to the right of labor to picket public ways and that he certainly in his letter of April 10, which the Commission

approved, outlined the reasons for the Commission's position with respect to the entrances to the service plazas where gasoline and sanitary facilities as well as food and other facilities were available to the public. He said he wanted to keep the record straight on where the Commission stood. He said the Commission had always recognized the legitimate rights and aspirations of organized labor and he had personally a life-long record of so doing. He said the Commission's position as stated in the letter to Mr. Stormer was legitimate and understandable and was not in derogation of labor's rights to picket the public ways. The Chairman said he had not seen a copy of the resolution and directed the Director of Information and Research to ask Senator King to let the Commission have a copy of the resolution.

The Chairman reported that the Commission had had an enormously good response to its New York World's Fair brochure inviting visitors to "Beautiful Ohio". He said he questioned that the department of the State of Ohio responsible for diverting business to fairs in the State of Ohio was doing any more than the Commission was doing. He said The Canton Chamber of Commerce had written and thanked the Commission for including in its list of northern Ohio attractions the Professional Football Hall of Fame in Canton.

The Chairman reported further that during the month the Chairman of the Commission wrote a letter to Wilson Hirschfeld, assistant city editor of The Plain Dealer in Cleveland, congratulating him upon an award he received for a story of his which appeared in The Plain Dealer on March 18, 1964. He said the award was from the Greater Cleveland Safety Council. He said the letter of congratulation was written in view of the Commission's interest in safety.

The Chairman reported further that the Chairman of the Finance Committee of the House of Representatives of the General Assembly of Ohio, Mr. Ralph E. Fisher, had told him that Mr. Fisher's family had been using the cafeterias on the Ohio Turnpike and thought highly of them but that Mr. Fisher was of the opinion that the management of the cafeterias was not furnishing enough assistance to families going through the line. The Chairman said he would like the Executive Director to take notice of that and to get a letter off to Mr. Fisher telling him that the Chairman had brought the matter to the attention of the Commission and that the Executive Director would check with the operators of the cafeterias.

The Chairman reported also that he had read in the newspaper just that morning that one Governor attending the Governors Conference in Cleveland had paid a toll on the turnpike before the word got out that the Commission was not charging the Governors on official business in the

State of Ohio. He said that not charging the Governors who were in Ohio on official business was within the terms of the indenture. He said the Commission was doing its best to fulfill the admonition of Governor Rhodes to the whole state to be gracious to the visiting Governors. The Chairman said that lest somebody think that the Governor of Ohio had called him especially or spoken to him about the matter, the present Governor of Ohio no more than any other Governor had never asked him to do anything or extend any favor to anyone. He said the Commission had got a long record of Governors respecting the status of the Commission. He said Governor Rhodes had never once asked for any favor of any kind and he could say that that was true of any other Governor that the Commission had operated with.

The Chairman reported further that he had read some place that it was suggested that a study be made of the desirability of having the one hundred miles of the so-called Appalachian Highway in Ohio constructed as a toll road. He said he thought, and had so advised the man who asked him about it and who later, he understood, brought it before the Congress, otherwise. The Chairman said that any money spent to study the economic feasibility of that road as a toll road was wasted. He said he told the man who asked him that he would not consider it ever reasonable to make a study of the economic feasibility of a toll road in that location. He said everyone in the room knew that the State of Ohio spent more than a million dollars to study the economic feasibility of Interstate Route 71 as a toll road and found that I-71 between a connection with Ohio Route 40 and the Ohio Turnpike would not support a financial venture as a toll road. He said the Commission had learned that the most important thing a toll road must have was a connection with centers where traffic would originate. He said it was more important to the Commission that the Ohio Turnpike get traffic from Detroit to Youngstown and traffic from Detroit to Pittsburgh and from Pittsburgh to Chicago than it was that it get people who were making a crossing from one end of the United States to the other. He said that when the whole toll road concept came into being it was thought that it was the transcontinental, the long-haul traffic, that was important. He said the Commission as a result of its experience knew better and certainly the Indiana Toll Road Commission knew better. He said traffic on the Ohio Turnpike softened a few miles west of Toledo because the turnpike at that point was out of the area of greatest economic concentration. He said that softness continued almost to South Bend, Indiana.

The Chairman said also that those portions of the Ohio Turnpike and Indiana Toll Road between Toledo and South Bend were still a part of the bridge across the country but the reason traffic volume was low on that part was because economic centers were lacking. He said that to even propose spending \$300,000 to make an economic feasibility study of the

Appalachian Highway was fallacious. He said he was utterly and completely impatient when it was suggested to him that such a study be made. He said the road was going to be built but it had got to be built on the basis that it was intended to be built. He said he had never heard anything more preposterous than to propose that a road that was going to be built through a so-called "depressed" area which was a part of so-called Appalachia should be built as a toll road.

The Director of Highways said he agreed heartily with the Chairman.

The Chairman said that in the absence of any questions the report of the Chairman would be recorded as received. He said the report of the Secretary-Treasurer would be received from the Director of Information and Research, the acting Secretary-Treasurer.

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

1. Traffic and Revenue Report for April 1964.
2. Accountants' Report with respect to the Construction Fund for the period ending March 31, 1964.
3. Financial Report as of April 30, 1964.
4. Draft of the minutes for the May 5, 1964 meeting.
5. Detail of investment transactions for May 1964.

The Chairman said that in the absence of questions the report of the acting Secretary-Treasurer would be received as offered.

He said the report of the Chairman of the Committee on Service Plazas would be received.

The Chairman of the Committee on Service Plazas, Mr. Teagarden, reported as follows:

"Everything we had planned to have in service by Memorial Day was in service and in addition thereto the dining area at Tiffin River Service Plaza which was not included in the original plan was expanded to provide ninety additional seats.

"Over the Memorial Day week end nineteen toll collectors in uniform were assigned duty as observers in the service plazas during the greatest congestion hours to listen to what the people had to say and to make personal observations. Their reports were overwhelmingly favorable. They reported that patrons were pleased with the food, service, housekeeping and politeness of waitresses; that snack counters were very popular choice and patrons were handled promptly; that in the newly renovated plazas some patrons asked permission to walk through the areas to see the new furnishings and decorations; many patrons commented favorably on the renovated public rest rooms; and patrons seemed impressed that the Commission cared enough to ask their reactions. They also reported some patrons preferring cafeteria-type service because it is so much faster and others preferring table service because it is more leisurely.

"The only adverse comments of any significance concerned housekeeping in the public rest rooms at the four service plazas where the rest rooms have not yet been remodeled, the plazas being Tiffin River, Wyandot, Middle Ridge and Portage. Contracts for this remodeling have been advertised for bids and the bids will be opened tomorrow, June 10th. We did nothing to renovate those because we thought spending the money at this time would be just a waste. The contracts provide for beginning construction of the addition to the buildings this summer, with demolition and remodeling of existing facilities to take place after September 14 and with contracts completed by December 18, 1964.

"Staff members who were on the turnpike during the holiday period experienced similar reactions.

"Preparation of plans and specifications for the relocation of truckers' showers suffered some delay during the past two weeks because of the scarcity of mechanical engineers. However, Alden E. Stilson & Associates, who were contracting engineers during the construction of the Ohio Turnpike, responded to our call for assistance and cooperated by assigning a mechanical engineer to prepare the mechanical portion of the plans and specifications. Accordingly, this phase of the overall program will progress on schedule.

"On Friday, May 22, 1964, this committee made an inspection tour of the four service plazas, Brady's Leap, Great Lakes, Vermilion Valley and Commodore Perry, in which the food service areas were remodeled and one service plaza in which the snack

counter only was enlarged. That was at Middle Ridge. The committee met the operators of the Buddies, ABC and Howard Johnson's restaurants which included several managers of the plazas and reminded them that the Commission had fulfilled its part of the renovation work at the plazas for this summer and it was now the responsibility of the operators to provide the service and quality of food that would bring praise to the operators and the Commission. The operators gave assurance that they understood their responsibilities and would do everything in their power to perform satisfactorily. "

The Chairman of the Committee on Service Plazas reported further that the four restaurants which had been renovated were not only beautiful, they were appealing. He said the public liked them and the indications were that the public was spending more money in them. He said the Committee hoped to have at the next meeting some figures to show the increase in revenue. He said the Executive Director and his staff had done a wonderful job. He said the changes brought about in such a short period of time were unbelievable.

The Chairman said he was proud of what had been accomplished and especially proud because the Commission the previous October said what it was going to do on those service plazas before Memorial Day and the schedule had been fulfilled. The Chairman congratulated Mr. Teagarden and the Executive Director and Mr. Harnden as representative of the Consulting Engineers. He said once again the Ohio Turnpike Commission could take satisfaction. He said the Commission had the best organization of its kind in the world. He said he continued to get corroboration of his statements and views from everybody. He said he had the greatest respect for the Commission's organization and for all its accomplishments. He said he wanted at the same time to say something in behalf of the Department of Highways because he had never worked so closely with the Highway Department, obviously, as he had on the Interstate 71 business. He said he found there were loads and loads of dedicated people in the kind of business the Commission was in. He said Mr. Teagarden's report was just further proof of the good job the Commission had been able to accomplish through its staff, through its Consulting Engineers, and through everybody who had had a long term relationship.

The Chairman said that in the absence of questions the report of the Committee on Service Plazas would be recorded as received. He said that in the absence of the Chairman of the Committee on Interchange Development, Mr. Chastang, the report of that Committee would be received from the Executive Director.



The Executive Director said that it was reported to the Commission at its meeting on May 5, 1964 that the Commission had received a proposal from the Director of Highways on May 4, 1964 to relocate the proposed connection of Interstate Route 90 and the Ohio Turnpike in Lorain County from a routing by way of State Route 57 to Interchange 8 of the turnpike to a new location approximately 3.7 miles westerly from Interchange 8. He said that since the proposal of the Director would accommodate east west traffic following Interstate Route 90 only, a new connection at the proposed location would not and could not provide service already provided by Interchange 8. He said that, accordingly, if the new connection were established, Interchange 8 must remain in service and the proposed connection would require an additional toll collection facility. The Executive Director said also that when Interstate Route 90 was constructed between downtown Cleveland and the Ohio Turnpike much of the traffic currently entering and exiting the turnpike at Interchange 9 would be transferred to the new interchange and that alone would require additional toll facilities regardless of the proposal from the Director of Highways. He said that, in other words, very little of the traffic that would use the proposed new facility would be at the expense of existing Interchange 8.

The Executive Director said also that in his letter to the Commission the Director stated, "In order to complete agreements with the Bureau of Public Roads, it is necessary we furnish them evidence that the Turnpike Commission will be agreeable to the I-90 Turnpike Connection." He said Section 5537.04 of the Revised Code of Ohio provided that the Ohio Turnpike Commission might designate the locations, and establish, limit and control such points of ingress and egress from each turnpike project as were necessary or desirable in the judgment of the Commission and of the Director of Highways to insure the proper operation and maintenance of the turnpike. He said the request of the Director had been the subject of consideration by the Committee on Interchange Development and by the Consulting Engineers and the consensus favored approval of the designation by the Commission of a connection between the proposed Interstate Route 90 and the Ohio Turnpike, which was also Interstate Route 90 from the area of Interchange 8 to the Ohio-Indiana border, at a location approximately 3.7 miles westerly of existing Interchange 8. He said that under the proposal of the Director the only construction expense to the Commission would be the cost of the toll collection facilities necessary to the accommodation of the traffic.

The Executive Director said also it was the recommendation of the Committee on Interchange Development that the Commission take favorable action upon the request of the Director of Highways to designate

a connection of Interstate Route 90 with the Ohio Turnpike at a point in Lorain County approximately 3.7 miles westerly of existing Interchange No. 8 and to authorize negotiations with the Director of Highways for the development of details culminating in a form of agreement to be submitted to the Commission for its consideration at a later date.

The Chairman said the milestones of the Interstate System were being emphasized at the meeting and as the Commission prepared to connect with Interstate Route 90 a milestone would be laid.

The Director of Highways said he thought the recommended action fitted into the same philosophy which the Chairman of the Commission as chairman and as expeditor of the I-71 group had espoused which was that important highways should have direct connections. He said the Department of Highways felt very grateful for the fact that the Commission and its staff had worked with the Department in developing something the Department thought was good. The Chairman said there just could not be any doubt that the turnpike was best served by having connections at the proper point with other arteries which would feed traffic to it and which would serve the public.

A resolution approving request of Director of Highways for a connection of Interstate Route 90 with the Ohio Turnpike at a point in Lorain County approximately 3.7 miles westerly of present Ohio Turnpike Interchange No. 8 was moved for adoption by Mr. Redman, seconded by Mr. Teagarden, as follows:

Resolution No. 8-1964

"WHEREAS Revised Code of Ohio, Section 5537.04 (J) provides that this Commission may designate the locations, and establish, limit, and control such points of ingress to and egress from the Ohio Turnpike as are necessary or desirable in the judgment of the commission and of the Director of Highways to insure the proper operation and maintenance thereof;

"WHEREAS the Director of Highways of the State of Ohio finds it advisable to cause Interstate Route 90 to connect with the Ohio Turnpike Project No. 1 at a point in Lorain County approximately 3.7 miles westerly of the present Ohio Turnpike Interchange No. 8, such location being on that part of the Ohio Turnpike which is a part of the Federal Interstate Highway System and which will provide a higher order of traffic service than can be obtained over the present routing of Interstate Route 90 through Interchange No. 8;

"WHEREAS the Director of Highways of the State of Ohio in order to complete agreements with the Bureau of Public Roads has been advised that he should furnish evidence that this Commission will look favorably upon the proposed Interstate Route 90 connection with the Ohio Turnpike;

"WHEREAS this Commission is of the opinion that the proposed connection of Interstate Route 90 with the Ohio Turnpike would promote the purposes of the Ohio Turnpike Act, particularly as set forth in Revised Code of Ohio, Section 5537.03; and

"WHEREAS an agreement will eventually be required between the Director of Highways of the State of Ohio and this Commission for the sharing of costs of the construction of the proposed connection under which the highway portion from the turnpike crossing by Interstate Route 90 to the toll collection facility will be borne by the State of Ohio with reimbursement in part by Federal aid Interstate funds, and this Commission will be called upon to bear the costs solely of the toll plaza to be constructed and its related facilities;

"NOW, THEREFORE, BE IT

"RESOLVED that this Commission does hereby formally designate a connection of Interstate Route 90 with the Ohio Turnpike at the location deemed and adjudged advisable by the Director of Highways at a point in Lorain County approximately 3.7 miles westerly of Interchange 8 on the Ohio Turnpike; and

"FURTHER RESOLVED that the Commission's Executive Director be, and he hereby is, authorized to negotiate with the Director of Highways of the State of Ohio the terms of an agreement for sharing the costs of such connection, any such proposed agreement to be approved, in the first instance, by General Counsel, and thereafter submitted to this Commission for formal approval."

The representative of the Consulting Engineers, Mr. Harnden, said that the Consulting Engineers were on record as approving the resolution.

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

Ayes: Redman, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the four Members present voting in the affirmative. The resolution was identified as No. 8-1964.

The Executive Director reported further for the Committee on Interchange Development that the Director of Highways by letter dated May 25, 1964 submitted a number of exhibits and preliminary plans pertaining to the problems of Interchanges 15 and 16 arising from the crossing of and connection with the Ohio Turnpike of Interstate Route 80 at Interchange 15 and Interstate Route 680 at Interchange No. 16. He said that included in the letter was a request for a conference to be attended by representatives of the Department of Highways, the Bureau of Public Roads, and the Commission. He said it was expected that that conference would be held as soon after June 15 as arrangements could be made. He said the submission included two possible solutions at Interchange 15, both of which preserved most of the existing interchange but both of which required the relocation of the toll collection facilities. He said the solution proposed for Interchange 16 was quite complicated and not very much of the existing interchange would serve in the proposed plan. He said most of the existing facility would have to be removed. The Executive Director said the plans were submitted for informational purposes only at that time and indicated possibilities only. He said the plans had been referred to the Committee on Interchange Development and the Consulting Engineers for study and suggestions. He said it would appear there might be alternative solutions at both the interchanges and those possibilities would be explored at the forthcoming conference. He said Interchange 15 served state route 18 and the Ohio Turnpike and that Interchange 16 served state route 7 and the Ohio Turnpike and that both interchanges were located in the Youngstown area.

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

The Executive Director reported that lightning struck the Vermilion Valley Service Plaza building the previous Sunday and tore off a great portion of the chimney and a portion of the roof. He said the loss was covered by insurance.

The Executive Director reported further that with respect to the progress on the restaurant rehabilitation program he would like to pay tribute to the Deputy Executive Director, Mr. Russell S. Deetz, because he had devoted all his working time to the program and because without his efforts he did not think the program could have been achieved. He said

Mr. Deetz had done a magnificent job. The Chairman said the Commission congratulated Mr. Deetz on all he had done over the years.

The Executive Director reported further that in establishing the influence of a holiday on traffic on the Ohio Turnpike the staff had made an empirical determination of the influence of the various holidays related to the day of the week on which the holiday had occurred, or, in the case of Easter, the month in which it occurred. He said the determinations did not necessarily coincide with the yardsticks used by others and particularly that used by the National Safety Council. He said that for the Memorial Day holiday in 1964 the Commission used Thursday to Monday, inclusive, and for 1963 when Memorial Day was on Thursday, the period Wednesday to Sunday, inclusive, had been used. He said the National Safety Council used 6:00 P. M. Thursday night to midnight Sunday night in 1964. He said accordingly, the Council's statistics did not include Monday when the Commission had about 11,000 vehicles more than the previous Monday. He said he mentioned that because the staff had found through experience that holidays did not necessarily end at periods or begin at periods which were generally used and in relating any statistics the Commission might give out publicly it must be kept in mind they were on the Commission's own basis of a determination of what constituted a holiday. He said that on that basis there were about 33,000 vehicles more on the turnpike during the Memorial Day holiday in 1964 than in a comparable period of 1963 and the cash revenues were \$43,000 greater. He said the increases in both vehicles and revenue were about 14%. He said the total of vehicles for the period was 265,000.

The Executive Director reported further that traffic statistics for the previous week end continued to show an unusual increase over a comparable period for 1963, with traffic up about 12.6% and cash revenue up about 12%. He said if that increase held for the remainder of the summer, the staff's predictions concerning the influence of the World's Fair on traffic would be fully supported.

The Chairman said that in the absence of questions, the report of the Executive Director would be recorded as offered. He said the report of the Director of Highways would be received.

The Director of Highways said he wanted to thank the Chairman for the kind words about the Department of Highways. He said that President Johnson had highlighted the need for reducing accidents on highways in general. He said the Ohio Turnpike had a very favorable record in that respect. He said he suggested that perhaps it would be a fine thing if the Commission would assemble and tabulate the statistics on turnpike

safety and get them before the public. The Chairman said that was a good suggestion. He said that some things such as the Executive Director's report on statistics ought to be published.

The Chairman said the report of the Director of Highways would be recorded as offered. He said the report of the General Counsel would be received.

The General Counsel reported that the tripartite agreement, the form of which the Commission had approved a few months before, had been submitted to the Bureau of Public Roads and the General Counsel of the Bureau was still holding it. He said he would follow through with the Bureau.

The General Counsel reported also that counsel for the S. J. Groves & Sons Company wrote a letter to the Federal District Court in Toledo, Ohio stating it was obvious no settlement was going to be worked out in the case of S. J. Groves & Sons Company v. Ohio Turnpike Commission and requesting the case be set down for the fall term with a judge assigned to hear it. He said the indication in the letter was that the Groves Company understood that Judge Frank L. Kloeb would not want to sit in the case. The Chairman said there was no reason Judge Kloeb couldn't sit in that case because the mere fact he had granted a motion for summary judgment did not disqualify him. He said Judge Kloeb was a good judge who knew all about the case. He thought the shame of it was that Judge Kloeb was so well educated on the facts of the case and was not going to get to try it.

The Chairman said the report of the General Counsel would be recorded as offered. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that the Commission had had a great response to the suggestion contained in its New York World's Fair folder that people going to and from the Fair might wish to visit points of historical and recreational interest in Ohio. He displayed a number of requests from all over the country for information about those points of interest. He said articles about the folder and the Ohio points of interest were published in the Philadelphia Enquirer, Chicago Tribune, and Los Angeles Herald-Examiner, among other newspapers. He said there was not too much assembled information available to send in response to the inquiries but some information had been received from various departments of the state for distribution. He said the Department of Development the previous year had asked the Commission if it might put in each of the Ohio Turnpike service plazas some

folders of theirs but that no further action had been taken by that Department although the Department had been informed that the folders could be placed in the service plazas.

The Chairman said that in the absence of questions the report of the Director of Information and Research would be recorded as offered. He said the report of the Consulting Engineers would be received.

The representative of the Consulting Engineers reported that with regard to the progress on the restaurants the architects should be included among the ones to receive commendations. He said they were largely responsible for the burden of design as well as for the supervision of construction. He said they had done a remarkable job in a very short time. The Chairman said he was perfectly willing to give them a credit.

The Chairman said the report of the Consulting Engineers would be recorded as offered.

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

Resolution No. 9-1964

"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 May 5, 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 May 5, 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, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the four Members present voting in the affirmative. The resolution was identified as No. 9-1964.

With the consent of the Members the Chairman said that the meeting for July would be held on the second Tuesday in July when information fully collated on the Fourth of July week end would be available. He said he thought it would be desirable to skip the meeting in August when many people would be taking vacations. He urged the Executive Director to make efforts to see that annual leave be taken by the staff so as not to have to be carried over to another year.

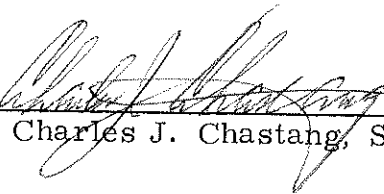
There being no further business to come before the Commission a motion was made by Mr. Redman, seconded by Mr. Masheter, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Redman, Masheter, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:23 o'clock P. M.

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



Charles J. Chastang, Secretary-Treasurer