

MINUTES OF THE ONE HUNDRED AND SEVENTY-SEVENTH MEETING
July 14, 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 in Columbus, Ohio at 11:00 A. M., eastern standard time, on July 14, 1964 with the key members of the staff; representatives, Mr. F. S. Cresswell and Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; a representative, Mr. Hugh S. Jenkins, Deputy Auditor of State, 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, the attendance was reported to be as follows:

Present: Chastang, Teagarden, Masheter, Shocknessy.

Absent: Redman.

The Chairman announced that a quorum was present. He said Mr. Redman was out of the city and was not expected back until late that day.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of June 9, 1964 which had been examined by 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 approved with the four Members present voting in the affirmative.

The Chairman reported that he and the Director of Highways had been just about constantly together since the previous Thursday after the Governor of Ohio, just before he left for San Francisco, called him on the

telephone and suggested that he join with the Director of Highways to see what could be worked out with respect to the prospective strike by members of Local 18 of the International Union of Operating Engineers against the members of the Ohio Contractors Association which would close down highway construction. He said he and the Director of Highways went into conference with the representatives of the union and the contractors the previous Friday morning at 10:00 o'clock and had been either in conference or on the telephone almost constantly until 9:00 o'clock of the morning of the meeting of the Commission, at which time they were able to determine that everybody who had been likely not to be at work was at work. He said there was what looked like an impasse the previous Friday evening when the conference concluded and it looked as though there was an impasse as late as 4:30 o'clock the previous Saturday afternoon when Mr. Karl Rothermund, executive secretary of the Ohio Contractors Association, called him and said he thought the matter was hopeless, negotiations could not be fruitful, and the contractors would not be willing to enter discussion before some time late in the week. The Chairman said also that after consultation with the Director of Highways and with the Federal mediator he announced that the negotiations had broken down and that it appeared there would be a strike on Monday but that until there was a picket line he and Mr. Masheter would be available for consultation and discussion and to do whatever was required to keep the work going on Monday. He said that on Sunday morning, however, he and the Director of Highways were advised that the contractors would have a meeting of their negotiating committee on 1:00 P. M. on Sunday, and Mr. Frank P. Converse, general business manager of the Union, called him and the Director of Highways on the telephone and said he was ready to come to Columbus on request. He said the contractors met and Mr. Converse and his committee traveled to Columbus and they met. He said the Federal mediator was on hand and the Director of Highways and the Chairman, who were not negotiators per se, stood by. The Chairman said the negotiating committees met separately and jointly all day from noon to midnight and joined the Director of Highways and him about midnight in the conference room at 139 East Gay Street and by 1:00 o'clock Monday morning the Federal mediator, the Director of Highways and he were sure that they had an agreement that would be satisfactory to the two committees but they were under instructions that they were not to say so because neither committee wanted to take the responsibility of saying that the thing was concluded until it had been, for practical purposes, ratified. The Chairman said that providentially it rained in sheets on Sunday all over the state so it wouldn't have been possible for work to be done on Monday anyhow and that while the record might show there was a strike for Saturday, Sunday and Monday from midnight on Friday there was no work interrupted by a strike because work was interrupted by the inability to get on the job. He said that by 2:30 o'clock Monday afternoon the Director of Highways and he were able to announce jointly through the

Federal mediator that tentative agreement had been reached. He said that about 9:00 o'clock the night before the meeting Mr. Converse called both the Director of Highways and him on the telephone and advised them that 1,500 of the members of the union had met in Cleveland and had given ratification to the proposed agreement and that he was prepared to so state and so advise and to give us the word that there would be no cessation of work on Tuesday. The Chairman said that every job in Ohio that would have been affected by the strike of the operating engineers was operating as if there had been no strike threat.

The Chairman said also that he congratulated the Director of Highways on keeping the jobs going. He said he did not know that he had ever found any service more immediately satisfying than that one because the Director of Highways and he had gone from what looked like the dark abyss of misunderstanding on Friday morning to a bright day of sunshine and understanding on Tuesday morning, in four days. He said he wanted to report to the Commission that he felt two members of the Commission had been able to render a service which was necessary for the state. The Chairman said that all the principals involved - the two principals especially: Mr. Converse speaking for the union and the negotiating committee of the contractors speaking through Mr. V. N. Holderman - expressed gratitude and satisfaction for the result and expressed gratitude to the Governor for the interest that he took in the matter. He said he was of the opinion that had the state through its Governor and others not taken the interest it had and not served as a catalyst in the negotiations, the negotiations probably would not have been concluded so that no working time would be lost.

The Chairman reported further that the June 1964 revenue was about \$3,008,000. He said it was the first June that the Commission had ever had a revenue of \$3,000,000. He said that made the revenue for the first six months of 1964 about \$600,000 more than any comparable six months.

The Chairman reported further that over the 4th of July week end once again the Ohio Turnpike had a fatal-accident-free week end. He said that a couple of weeks before he had decried the safety record that was being developed on the turnpike for the first six months of the year. He said it was a dreadful record. He said there were sixteen fatalities in the first six months of the year as compared to the same number for the twelve months of 1963. He said the fatal accidents involved almost without exception - there was one that was the result of a blowout - were due to driver inattention, a very general term including drowsiness, sleepiness, actually going to sleep. He said there were people killed in

those six months who were asleep when they died. He said it was appalling. He said that since the 4th of July two more fatal accidents had occurred. The Chairman said he did not know the answer. He said every engineering device that could be built into a highway to make it safe was built into the Ohio Turnpike. He said that engineers, however ingenious in trying to provide against the shortcomings of human beings, were not able to do it. He said the human being had to do something about protecting themselves. The Chairman said the Commission had put up more signs. He said the Commission had done as much as it could but was willing to do more if there was anything it could do to avoid the fatal accidents that it had been suffering. He said the other highways were having the same experience. The Chairman said all he could do was what the Commission tried to do over the years - to alert the public through all the media of communication to the need to be alert and attentive. He said the striking thing about the record for 1964 was that when the public was sufficiently conscious of the need to be alert to stay alive, it stayed alive. He said the proof of that was by what happened on week ends of greatest congestion. He said when people were most alert to the fact that there was heavy traffic and likely to be congestion accidents did not occur. The Chairman said on the Ohio Turnpike there were accidents at four o'clock in the morning, five o'clock in the morning, on quiet nights. He said accidents occurred on the turnpike because those people so many times who were driving at four and five o'clock in the morning when there had been a quiet night started out at four o'clock in the afternoon or five o'clock in the afternoon after having had a hard or a fatiguing day. He said people when they were starting out on trips - and everyone knew it - were more fatigued likely than at any other time because in addition to their regular duties that they were doing they were also getting ready to take the trip. He said sometimes a serviceman would start out from Norfolk, Virginia on a three-day pass to go to Chicago. He said the serviceman would leave at four or five o'clock in the afternoon and drive beyond his endurance. He said it happened not merely on the Ohio Turnpike.

The Chairman said also he had preached about it until worn out, and he had done everything he could do. He said the Commission was doing everything it could do he was sure. He said the Commission had talked to the safety councils. He said the Commission had talked to everybody.

The Chairman reported further that he wanted to take note of the fact that there was a very distinguished man in the room: Mr. Hugh S. Jenkins, who came as Deputy to the Auditor of State. He greeted Mr. Jenkins as an old friend and welcomed him on behalf of the Commission. He thanked Mr. Jenkins for coming and told him the Commission had worked with the Auditor of State's office for a long while and had had happy relations for many years. He said he knew that with Mr. Jenkins

at the helm relations would continue so. The Chairman said he had known Mr. Jenkins for many years and Mr. Jenkins had had a distinguished career of public service having served as attorney general of Ohio among other things. He said the Commission had been most gratified by the quality of the audit and the quality of the audit reports that had come out from the Auditor of State's office over the many years. Mr. Jenkins responded that if he could be of any assistance to the Commission, he should be so informed. The Chairman asked Mr. Jenkins to tell the Auditor of State that the Commission was glad Mr. Jenkins was coming over and the Commission would carry on with him as it had with all his predecessors on the job and with the Auditor of State's predecessors. He said he was sure Mr. Jenkins would find the Commission's people very cooperative and knowledgeable and any time he had anything he wanted to discuss with the Commission between meetings the Chairman was always available in the event that there was something Mr. Jenkins had not been able to secure from the Executive Director or something that had been brought to the Executive Director's attention when he was talking to the Chairman. He said that if it was something that should go to the Executive Director, it would go to him, but the Chairman was always available.

The Chairman reported further that District 10 of the Ohio State Highway Patrol had received the annual safety award for the greatest reduction in chargeable traffic accidents in the operation of its vehicles. He said Lt. W. B. Lohr, the Commander, received the award in Cleveland from Mr. R. D. Wayman, the president of State Troopers of Ohio, an organization of Ohio businessmen who aided dependents of deceased or disabled members of the Highway Patrol and promoted traffic safety generally.

The Chairman reported that the status of construction of Interstate Route 71 was so good that with the concurrence of the Director of Highways, he had discontinued the weekly meetings of the I-71 group. He said the meetings would now be held every other week instead of every week. He said that was evidence as almost nothing else was that he was satisfied with the progress of I-71.

The Chairman reported further that the service plaza renovation was proceeding and he had an article that the Members had received about the new travel-trailer facilities. He said the Commission had had quite a warm response to its travel trailer innovation which was, so far as he knew, the Executive Director's original idea. He said there was no doubt that it had been good for business and that it was a convenience to the public.

The Chairman reported further that there had been some delays on the Pennsylvania Turnpike which the Pennsylvania Turnpike Commission

had announced. He said the delays were due to tunnel bypass and new tunnel construction and that while the Ohio Turnpike Commission could do nothing about it, the Commission did get comments from a lot of people who were pretty bad tempered about the delay. He said he had no doubt the Pennsylvania Turnpike Commission was doing its best.

The Chairman reported further that there was a series of stories on the Florida Turnpike Authority which got a Pulitzer prize, not because the Authority was so good but because the job that was done on it by a newspaper man was so good.

The Chairman reported further that the Commission had a letter from The Buckeye Girls' State thanking the Commission for sending literature for use in connection with the 1964 session of Buckeye Girls' State.

The Chairman reported further that the Members had all seen that the Comptroller, John Soller, had taken office on July 1, 1964 as District Governor of forty Rotary Clubs in northeastern Ohio. He said Mr. Soller had been with the Commission for twelve years and he wanted to offer him the congratulations of the Commission on the recognition which he had received outside the Commission for his qualities which had won him over the years the Commission's respect. He said Mr. Soller had his best wishes.

The Chairman reported further that the tripartite agreement had been approved by the Bureau of Public Roads, and the Director of Highways and the Executive Director could sign it at that time. He said a lot of people had worked pretty hard on the agreement. At that point the tripartite agreement was signed by the Director of Highways and the Executive Director.

The Chairman said that in the absence of any questions the Chairman's report was accepted as offered. He said the report of the Secretary-Treasurer would be received. He said that on behalf of the Commission he expressed the Commission's gratitude to Mr. Chastang for the labor in its behalf that he extended in signing 26,000 Ohio Turnpike bonds in New York.

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 May 1964
2. Financial Report as of May 31, 1964
3. Detail of investment transactions for June 1964

4. Draft of the minutes for the June 9, 1964 meeting.

The Assistant Secretary-Treasurer reported further that during June 1964 the Trustee purchased \$1,910,000 face amount of Ohio Turnpike bonds, using money in the Redemption Account. He said the price paid varied from 98-1/2 to 98-3/4. He said money would be available for further purchases early in August.

The Assistant Secretary-Treasurer reported further that since the last meeting the rating on the Ohio Turnpike bonds by Moody's Investors Services, Inc. was raised from BAA to A. He said that development likely was the principal reason for a 1/2 point rise in the price for the bonds which currently was about 99-1/4 bid.

The Chairman said that in the absence of questions the report of the Secretary-Treasurer was accepted as offered. He said the report of the Committee on Service Plazas would be received.

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

"Restaurant sales of \$991,558 in June 1964 exceeded sales in June 1963 by \$41,971. This represents an increase of 4.42 percent.

"In the newly remodeled restaurants the sales for the month of June 1964 in comparison with the month of June 1963 increased 9.1% at Commodore Perry Service Plaza, 5.1% at Middle Ridge Plaza, 1.9% at Great Lakes Plaza, and 1.0% at Brady's Leap Plaza.

"The remodeled snack bars are continuing to receive good public acceptance. Sales in these areas have shown increases ranging from 31% at Commodore Perry Plaza to 120% at Great Lakes Plaza.

"At Tiffin River Plaza, where an additional dining area was provided, the restaurant sales increased 4.9% for a like period.

"The percentage increase at the remodeled restaurants, except at Great Lakes and Brady's Leap Plazas, in all cases was greater than the average percent increase for all restaurants. However, the period of time in the above comparison is rather short and because of the many variables in turnpike traffic the longer period for comparison is desirable and should give more factual statistics. Accordingly, following a full summer operation of these new facilities we will be in a better position to make comparisons.

"Over the Independence Day week end 19 toll collectors devoted 96 hours to observations in the service plazas to listen to what the patrons had to say and make personal observations. If any of you are interested, I have here the reports of all those men that made the test. Their reports repeated the experience of the Memorial Day week end by being overwhelmingly favorable. Patrons expressed pleasure with the food and service and the courtesy of waitresses.

"Only a relatively few patrons had any complaints; several reported receiving cold food that should have been hot; one received a warm milk shake that should have been cold, and several thought the prices were too high. But you are going to get some complaints. You aren't going to get by with everybody.

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

"Contracts were awarded for the enlargement and modernization of the public rest rooms at Tiffin River, Wyandot, Middle Ridge and Portage Plazas on June 19, 1964. With the completion of these contracts all public rest rooms on the Ohio Turnpike will have been remodeled, completing this phase of the service plaza renovation program."

The Chairman of the Service Plaza Committee reported further that he had some photographs in color taken at Great Lakes and Middle Ridge Plazas. He showed the photographs to the other Members, who were unanimous in expressing gratification for the results of the renovation program as shown in the photographs.

The Executive Director said the public acceptance of the so-called carryout snack bar which contained stand-up tables was amazing. He said people apparently were selecting that type of service during the summer season because it was available quickly. Mr. Teagarden pointed out that tables were available for snack bar patrons to sit at, if they wished.

The Chairman said the Commission was well on the way to having the restaurant problem licked. Mr. Teagarden read a letter which had been received from a patron, as follows:

"Mrs. Richard M. Upright
38 West Case Drive
Hudson, Ohio

"July 3, 1964

"Mr. James W. Shocknessy
Ohio Turnpike Commission
Berea, Ohio

"Dear Mr. Shocknessy,

"Since I complained last year about the poor food and service at the plazas I feel it is only fair to write and thank you for correcting this situation.

"On a recent trip west it was a pleasure to use the cafeteria style restaurants, not only for better service but for good food.

"Sincerely,

/s/ "Mrs. R. M. Upright"

The Chairman said people liked food better if they got it quickly. He said they were in good humor when they started looking for it but once they started to wait and were annoyed by the time the food came they didn't like it either. He said he was of the opinion that the Commission was in awfully good condition currently with respect to the restaurants.

The Chairman thanked Mr. Teagarden for his report. He said the report was accepted as offered. He said the report of the Committee on Interchange Development would be received.

The Executive Director reported for the Committee on Interchange Development that the special accomplishment of the Committee had been the culmination of the tripartite agreement.

The Executive Director reported further for the Committee that it was reported to the Commission at its meeting on June 9, 1964 that the Director of Highways had submitted for information and discussion some possible solutions for problems at Interchanges 15 and 16 arising from the planned construction of Interstate Routes 80 and 80S at Interchange 15 and Interstate Route 680 at Interchange 16. He said those interchanges served Route 18 west of Youngstown and Route 7 south of Youngstown. He said that in both cases the new highways were located in close proximity to the existing interchanges, presenting difficult problems in handling both local traffic and traffic using the interstate locations. He said a conference for the purpose of discussing problems and possible solutions which was attended by representatives of the Bureau of Public Roads, the Department

of Highways, the Ohio Turnpike Commission, and the Commission's Consulting Engineers was held in the offices of the Department of Highways on June 29, 1964. The Executive Director said also that as a result of that conference there was a better understanding by all conferees of the problems involved in designing and constructing interchanges at those locations and the realization that a solution could result only from a bold approach to the problem; that a bold approach was justified in view of the importance of those interchanges and the need to incorporate the Ohio Turnpike into the Interstate System of Highways so that it could best serve the travelling public. He said representatives of both the Department and the Commission were exploring all the possibilities in an effort to develop the most practicable solution. He said that regardless of the final solution there was bound to be a change in local traffic patterns and the Commission might expect opposition similar to that encountered in resolving the problems in connection with the interchange planned with Interstate Route 71.

The Chairman said that in the absence of questions 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 on June 18, 1964 Governor Rhodes announced a general increase in pay ranges for personnel in the Highway Patrol effective July 1, 1964. He said that because the Commission's contract with the Department of Highway Safety was on a reimbursement basis those increases would reflect in the costs of policing on the Ohio Turnpike. He said the application of the general increase was two-fold in that there was an immediate adjustment in salaries paid for each class of employee and new salary ranges had been established which in effect raised the ceiling for each class. He said that that would permit additional adjustments the next year and in some cases for the next two or three years for those who were in the top step of their respective pay ranges. He said that because of the manner in which those adjustments were spread over several years the full effect would not accrue for several years. The Executive Director said the major impact, however, would likely develop as of July 1, 1965. He said also that while the Commission estimated, in preparing the budget for 1964, an increase in costs of patrolling because of possible salary adjustments, the estimate would be a little short of actual needs but because of the minor differences between the estimates of the year before and the current estimates, no budgetary problems stemming from the action of the Highway Patrol were foreseen. In response to a question by Mr. Chastang, the Executive Director said he did not believe any adjustment in the budget would be needed because the increases were spread over several years and allowance had been made for a possible increase.

The Executive Director reported further that the adjustments had stimulated some reaction from the employees of the Commission to pay ranges the Commission had adopted for their position and the matter was currently under study.

The Executive Director reported further that in 1964 the period from Thursday, July 2, to Monday, July 6, both inclusive, was used for the holiday period on the turnpike and compared to a five-day period in 1963 beginning on a Wednesday and terminating on a Sunday. He said in 1963 the Fourth of July was on Thursday and in 1964 was on Saturday. He said that during the holiday period for 1964 there were almost 320,000 vehicles that used the turnpike and that figure was 40,000 more than for the holiday period of 1963. He said unaudited cash revenue for the 1964 holiday was up about \$58,000. He said that that very favorable experience was continuing on into July and indicated another record month for July.

The Chairman said the report of the Executive Director was accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways reported that the Chairman had adequately covered the report of the activities of the Chairman and the Director of Highways of the previous four days. He said he regretted that his ability in expression of feelings was not equal to that of the Chairman but he could only say that he could match the Chairman in his sincerity in trying his best to help the Chairman in the resolution of the strike problem. He said the Chairman's innate and consuming desire to serve the good of Ohio as evidenced by his past record had never been better demonstrated than in that crisis. He said the Chairman had shown great modesty in his report. He said the Chairman was the driving force in those four days and without his bulldog tenacity in refusing to accept defeat, failure would have been admitted Saturday afternoon. He said he had been willing to admit failure but the Chairman encouraged him and they kept going. He said that Mr. H. J. Montoney, the Federal mediator, cooperated and kept them advised continuously as soon as he received information from both sides and that that was very helpful in the deliberations. He said his gratitude could not be overemphasized to the Chairman and to Mr. Converse and to the representatives of the Ohio Contractors Association and to Mr. Montoney, and, very definitely, to the news media for their help in covering the situation and their general forbearance in not pressing for information which would prejudice the success of the conference.

The Director of Highways reported further that it was a great deal of pleasure to sign the tripartite agreement. He said that without

the cooperation of the Chairman, the Executive Director, Mr. Gerald A. Donahue, First Assistant Attorney General of Ohio; Mr. Harold Talbott of the Attorney General's office, and the General Counsel of the Commission, the signing would never have been done.

The Chairman thanked Mr. Masheter for his kind words. He said he wanted to mention that the Director of Highways and he had had a terrifically satisfactory experience with the Bureau of Public Roads during the past 15 or 16 months that he had been in the program for completing the construction of Interstate Route 71. He said he did not know what had been done before that but he had come into the program quite apprehensive about positions the Bureau might take. He said he had been told by so many people that the Bureau was obstructionist. The Chairman said the Bureau had been anything but obstructionist. He said in the tripartite agreement matter he thought the Bureau was a little bit sensitive about things but the engineers of the Bureau had been all anybody could ask for and an awfully good result had been had. He said the result would not have been as good as it was on the I-71 highway program if the Bureau had not helped as much as it did. He said the Ohio division engineer for the Bureau, Mr. William E. Reed, sat in with the Director of Highways and him during the highway-strike negotiations the previous Friday afternoon which was indicative of the Bureau's interest.

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

The General Counsel reported that there was substantially no difference between the tripartite agreement as signed and the agreement as approved by the Commission on April 6, 1964. The Chairman said the record should show that the Commission at that time ratified the signing of the agreement and interpreted the current agreement as within the specific terms and interpretation of the resolution of April 6, 1964, and that the Commission ratified it, and that the agreement was signed in the presence of the Commission at that meeting, and that it was the Commission's interpretation that the agreement signed was within the limits of the resolution of April 6, 1964.

The Chairman said also that he had waited until the offering of the General Counsel's report to congratulate him on behalf of the Commission. He said that the General Counsel, Judge Lockwood Thompson, who had as long a record in public service as anybody, had recently been named by the Mayor of Cleveland to be Chairman of a Board of Ethics which was to develop a code of ethics for employees and elected officials of the City of Cleveland. The Chairman said that not merely on the basis

of his experience with Judge Thompson but on the basis of his experience of more than thirty years when Judge Thompson came down to Columbus to establish liquor as a respectable commodity in Ohio he had had not only affection and warmth for Judge Thompson but great respect for him for his competence and for his desire, always, to serve. He said he saw Judge Thompson serve at the Ohio State University twice as a member of the University Board and as Chairman of that Board; he saw him as a Judge of the Court of Appeals, and he saw his decisions and he knew that Judge Thompson was not only a good man but that he was a competent lawyer, a sincere, wholesome, responsible and safe public official. He said Judge Thompson currently was chairman of the Cleveland Public Library Board. He said Judge Thompson had done great service for the City of Cleveland and for his state over long periods of time. He said he thought the Commission had a right to be proud of the turnpike family because its members were good where they were employed primarily and they were good outside. The General Counsel thanked the Chairman.

The Chairman said the report of the General Counsel was accepted as offered. He determined that the Consulting Engineers had no report. He said the report of the Director of Information and Research would be received.

The Director of Information and Research said the Executive Director had asked him to report on the four travel trailer facilities which were opened late in June 1964. He said a tally of the use of the facilities during June showed that 120 travel trailers from 24 states, the District of Columbia, two provinces of Canada and the United States Navy had made use of the facilities. In response to a question by Mr. Chastang, the Executive Director said no unusual problems with the travel trailers had been experienced.

The Director of Information and Research said also that registration sheets posted at the travel trailer facilities had produced comments from the users of the facilities. He read several of the comments from one of the registration sheets as follows:

"This place is much appreciated;" "Most appreciated spot on this road;" "The best spot on the Pennsylvania or Ohio Turnpike;" "Glad to find this spot;" "Excellent, other states should take heed;" and, from a Lt. Colonel and his lady from Fort Lee, Virginia, "This is wonderful, wonderful, wonderful."

The Chairman said he thought the travel trailer ports were an innovation that had well merited their construction. He said it was remarkable how well the public liked them. He said that if the Commission had got something the public liked it would have to extend those facilities.

The Executive Director said the biggest problem currently was trying to avoid being overwhelmed with patronage of the facilities. In response to a question by Mr. Chastang, the Executive Director said no police trouble or health or sanitation problems had been experienced as a result of use of the facilities.

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

Resolution No. 10-1964

"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 June 9, 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 June 9, 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 said the resolution stood adopted with all four Members present voting in the affirmative. The resolution was identified as No. 10-1964.

The Members agreed that since the Commission had met later in July than it ordinarily would, the August meeting could be dispensed with in the absence of some emergency, in which event the Chairman would call a special meeting. The Members agreed also that they did not want to meet in September before Labor Day and therefore would meet Tuesday, September 8, 1964 in the conference room at 139 East Gay St., Columbus, Ohio.

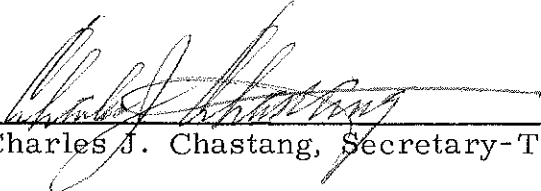
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:25 P. M.

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



Charles J. Chastang, Secretary-Treasurer