

MINUTES OF THE ONE HUNDRED AND NINETIETH MEETING  
September 7, 1965

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways Building at 139 East Gay Street, Columbus, Ohio at 11:00 A. M., eastern standard time, on September 7, 1965 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, the roll was called, and the attendance was reported to be as follows:

Present: Redman, Chastang, Teagarden, Masheter, Shocknessy.

Absent: None.

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 August 3, 1965 which had been examined by the Members of the Commission and upon 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 responded to roll call. The vote was as follows:

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

Nays: None.

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

The Chairman reported that ten years of operation of the Ohio Turnpike would be completed on September 30, 1965. He said that most of those who were at the table were up on the turnpike that fateful night, September 30, 1955, when the turnpike was opened by the then Governor Lausche from border to border of the state. He said that during the ten years revenue had totaled approximately \$237, 000, 000, meaning that nearly \$600, 000, 000 had been expended in the construction and operation of the turnpike. He said also that during that period 127, 000, 000

vehicles would have traveled over the turnpike.

The Chairman reported also that revenue in August 1965 was an all-time record for monthly income from operation. He said the estimated August income was \$3,758,000. He said it exceeded the previous monthly record set just in July 1965 by \$159,000 and the record for August 1965 was \$162,000 more than August of the previous year. He said August was the sixteenth successive month in which turnpike revenue surpassed that of the corresponding month the previous year. He said the greatest volume of traffic for one day on the Ohio Turnpike in its whole history was recorded on August 15, 1965 when 87,080 vehicles passed through the toll gates.

The Chairman reported also that turnpike bonds in the amount of \$2,927,000 were purchased in August. He said the transfer of August revenue early in September was entirely to the Redemption Account. He said it was expected that bond purchases during September would be approximately \$3,500,000. The Chairman said also that for the first nine months of 1965 bonds in the amount of \$9,460,000 would have been purchased as compared with \$7,842,000 for the same period in 1964. He said the amount of bonds outstanding would then be \$276,511,000, which would be approximately \$50,000,000 that the Commission would have paid off.

The Chairman reported also that the Commission pursued its plan for a continuing safety program when it announced on September 1 to the public that "only drivers who are sound in mind and sound in body are wanted on the turnpike". He said the announcement said also that "Intensive policing by the Ohio Highway Patrol and intensive surveillance by turnpike personnel will be the rule on the Ohio Turnpike over the Labor Day weekend". He said the Commission had a good experience and completed the Labor Day weekend without a single fatal accident. He said that once again it showed that when the drivers were aware of the hazards of driving, experience was better than when there were fewer vehicles on the turnpike. He said that with fewer vehicles on the turnpike the Commission had a poorer experience than when they were in greater number. He said everyone was highly gratified that the Commission got through the weekend without a single fatal accident.

The Chairman reported also that in August there were six accidents in which there were deaths and that there were six deaths. He said three accidents were due in some measure to driver sleepiness or inattention. He said one accident involved a skid on wet pavement by a vehicle with worn and smooth tires. He said another accident occurred

when the driver of a passenger car parked his vehicle without lights in the driving lane and a car ran into him. He said that was just inexcusable. He said in the sixth accident the driver lost control during a passing movement.

The Chairman reported also that cooperation by toll collectors in the safety program was mentioned in the Norwalk Reflector of July 31, 1965 relating how a senior toll collector, Claude Latham, at the Sandusky-Norwalk Interchange noticed that the driver of an exiting passenger car was in physical distress. He said Collector Latham notified the Highway Patrol which investigated and called an ambulance to take the driver to the Norwalk Hospital where he died eight days later.

The Chairman reported also that the ten-year contracts with operators of the service stations on the turnpike would expire September 30, 1965. He said bids had been received pursuant to advertising. He said the Committee on Service Plazas in its report would report and recommend on the bids.

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

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

1. Traffic and Revenue Report for July 1965.
2. Financial Report as of July 31, 1965.
3. Accountants' Report for the period ending June 30, 1965.
4. Draft of the minutes of the August 3, 1965 meeting.
5. Detail of investment transactions for August 1965.

The Assistant Secretary-Treasurer reported also that the Commission had a proposal from its fiscal counsel, Squire, Sanders & Dempsey, that since there were no assets or liabilities remaining in the Construction Fund, the March 31 and September 30 audits be dispensed with provided no objection was interposed by the Trustee, Consulting Engineers, or principal underwriters. He said a letter had been sent to each of those seeking consent to the discontinuance of those

two audits. He said replies had been received from the Trustee and the Consulting Engineers expressing agreement. He said no replies had been received from the principal underwriters. He said the semi-annual audits as of June 30 and December 31 would, of course, be continued.

The Chairman said that in the absence of any questions the report of the Secretary-Treasurer would be accepted as offered. He said the report of the Committee on Budget and Finance would be received.

The Chairman of the Committee on Budget and Finance, Mr. Redman, reported that the Committee met the previous week and that the preliminary budget for 1966 had been set. He said there would be quite a substantial increase in expenses over those of the 1965 budget. He said that contributing to the increase would be higher costs for the operation of the Highway Patrol, an increase in hospitalization benefits, an addition of major medical coverage as recommended by the Committee on Employee Relations, and an increase in the employers' contribution to the Public Employees Retirement System. He said another major increase was required to take care of higher salaries and wages which were effective as of January 1, 1965. Mr. Redman said also that it would appear that a supplement to the 1965 budget would be required. He said that the preliminary budget for 1966 would be completed for presentation to the Commission at its meeting in October. He said that revenue in 1966 was estimated at \$30,000,000.

In response to a question by the Chairman, the Executive Director said that it would appear from his discussion with the Consulting Engineers that \$3,000,000 should be put into the Reserve Maintenance Fund in 1966. The Chairman commented that that was a substantial increase but that there was not any doubt that the Commission was at the place where reserve maintenance had to be picked up and that he assumed reserve maintenance would have to be picked up every year thereafter. He said the Commission had been in business ten years and expenditures for maintenance were bound to increase. He said that certainly by the fifteenth year the Commission was bound to have some substantial increases in maintenance and would have some need to resurface the highway.

In response to a question by Mr. Redman as to whether the interchange being constructed to connect the turnpike and Interstate Route 71 would mean increased revenues the Chairman replied that the Commission should get increased business but one thing he was sure of was that the Commission would lose business if it did not have the connection. He said the connection was a public convenience that was required.

In response to a question by Mr. Chastang, the resident engineer of the Consulting Engineers, Mr. Harnden, said the Indiana Toll Road Commission had resurfaced a good many of the bridges on the Indiana Toll Road. The Executive Director said the Ohio Commission had done some test resurfacing of bridges using the linseed oil treatment. He said some materials had been tested, none of which were completely successful. He said that repairing the concrete deck was something that was going to have to be done on a number of bridges in the fall of 1965. He said he thought that sooner or later some kind of treatment was going to have to be applied to those decks.

In the absence of further questions the report of the Committee on Budget and Finance was accepted as offered. He said the report of the Committee on Service Plazas would be received.

The Chairman of the Committee on Service Plazas, Mr. Teagarden, reported that during the past month very few complaints had been received from the public about the restaurants. He said that over the Labor Day weekend extra personnel from the staff were at all of the service plazas to assist the public. He said complaints during that period were at a minimum.

Mr. Teagarden reported also that there was sent to the Commission Members information regarding the bids received pursuant to advertising for operating the service stations on the turnpike for a period of ten years commencing October 1, 1965. He said the information included the bids received, which were opened on August 12, 1965, from 17 petroleum companies, and the minutes of the meeting of the Committee on Service Plazas held on August 20, 1965 together with the Committee's recommendations on the awarding of the contracts. He said other information sent to the Members included that which the Committee felt the Members should have to aid them in deciding whether the Committee's recommendations would meet with their approval. He said the Committee believed that award of the contracts as recommended would give the Commission approximately \$700,000 more in revenue for the year beginning on October 1, 1965 than in the preceding twelve-month period considering that the same amount of gasoline would be used in 1965 and 1966, beginning October 1, as was used in the previous 12 months.

A resolution awarding contracts SS-1, SS-2, SS-3, SS-4, SS-5, SS-6, SS-7 and SS-8 of 1965 was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

Resolution No. 18-1965

"WHEREAS pursuant to Resolution No. 14-1965 of the Commission the executive director and general counsel were authorized to advertise and solicit bids for Contracts SS-1, SS-2, SS-3, SS-4, SS-5, SS-6, SS-7 and SS-8 of 1965, which are contracts for the operation of dual service stations (i. e., pairs of service stations, each pair having individual stations located opposite each other, on both sides of Ohio Turnpike Project No. 1) to be located at the eight dual service plazas of Ohio Turnpike Project No. 1;

"WHEREAS advertisements of notices for the taking of bids for each of the aforesaid contracts duly took place and bids for the performance of each of said contracts were thereafter received and duly opened and read as provided in the published notices for said bids and said bids are before this Commission meeting;

"WHEREAS said bids have been analyzed by the Commission's executive director and consulting engineer, and as well by the Commission's Service Plaza Committee, and the Committee on Service Plazas has tendered its recommendations in the form of a written report with respect to said analyses and said Committee has therein made its recommendations predicated thereon;

"WHEREAS all of the aforesaid bids for contracts respectively were solicited on the basis of the same terms and conditions with respect to all bidders and prospective bidders;

"WHEREAS the bid of Socony Mobil Oil Co., Inc. for Contract SS-1 (location - Indian Meadow and Tiffin River in Williams County) at the bid price of 7.72 cents per gallon on all gasoline sold at service plaza No. 1, of Gulf Oil Corporation for Contract SS-2 (location - Oak Openings and Fallen Timbers in Lucas County) at the bid price of 7.90 cents per gallon on all gasoline sold at service plaza No. 2, of Socony Mobil Oil Co., Inc. for Contract SS-3 (location - Blue Heron and Wyandot in Sandusky County) at the bid price of 7.65 cents per gallon on all gasoline sold at service plaza No. 3, of Gulf Oil Corporation for Contract SS-4 (location - Erie Islands and Commodore Perry in Sandusky County) at the bid price of 8.38 cents per gallon on all gasoline sold at service plaza No. 4, of Texaco, Inc. for Contract SS-5 (location - Middle Ridge and Vermilion Valley in Lorain County) at the bid price of 9.77 cents per gallon on all gasoline sold at service plaza No. 5, of The Atlantic Refining Company for Contract SS-6 (location - Great Lakes and Towpath in Cuyahoga County) at the bid price of 8.51 cents per gallon on all gasoline

sold at service plaza No. 6, of Texaco, Inc. for Contract SS-7 (location-Portage and Brady's Leap in Portage County) at the bid price of 9.77 cents per gallon on all gasoline sold at service plaza No. 7, and of The Atlantic Refining Company for Contract SS-8 (location - Mahoning Valley and Glacier Hills in Mahoning County) at the bid price of 9.12 cents per gallon on all gasoline sold at service plaza No. 8, have been by the Commission determined to be, in consideration of the public interest, the best of all the bids received for said contracts, respectively, and the Commission has been advised by its general counsel that each of said bids conforms to the requirements of all applicable statutes and to the terms and conditions in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bids, respectively, as the best bids for the performance of said contracts; and

"WHEREAS the Commission is satisfied with the capacity and ability of the aforesaid bidders to perform their respective obligations pursuant to their respective bids;

"NOW, THEREFORE, BE IT

"RESOLVED that pursuant to bids and specifications the bid of Socony Mobil Oil Co., Inc. offering to pay the Commission the sum of 7.72 cents per gallon on all gasoline sold under Contract SS-1 at service plaza No. 1 (Indian Meadow and Tiffin River), the bid of Gulf Oil Corporation offering to pay the Commission the sum of 7.90 cents per gallon on all gasoline sold under Contract SS-2 at service plaza No. 2 (Oak Openings and Fallen Timbers), the bid of Socony Mobil Oil Co., Inc. offering to pay the Commission the sum of 7.65 cents per gallon on all gasoline sold under Contract SS-3 at service plaza No. 3 (Blue Heron and Wyandot), the bid of Gulf Oil Corporation offering to pay the Commission the sum of 8.38 cents per gallon on all gasoline sold under Contract SS-4 at service plaza No. 4 (Erie Islands and Commodore Perry), the bid of Texaco, Inc. offering to pay the Commission the sum of 9.77 cents per gallon on all gasoline sold under Contract SS-5 at service plaza No. 5 (Middle Ridge and Vermilion Valley), the bid of The Atlantic Refining Company offering to pay the Commission the sum of 8.51 cents per gallon on all gasoline sold under Contract SS-6 at service plaza No. 6 (Great Lakes and Towpath), the bid of Texaco, Inc. offering to pay the Commission the sum of 9.77 cents per gallon on all gasoline sold under Contract SS-7 at service plaza No. 7 (Portage and Brady's Leap), and the bid of The Atlantic Refining Company offering to pay the Commission the sum of 9.12 cents per gallon on all gasoline sold under Contract SS-8 at service plaza No. 8 (Mahoning Valley and Glacier Hills), be, and they hereby are, determined to be, respectively, the best of all of said bids and are accepted; and that the chairman and the executive director, or either of them, be, and each of them hereby is, authorized to

execute a contract with each of the successful bidders in the form heretofore prescribed by the Commission all pursuant to the aforesaid bids and specifications, and to take any and all action necessary or proper to carry out the terms of each of said bids and each of said contracts."

The Chairman said that whatever was in the contracts was incorporated by reference in the resolution. He said the Members went over the bids as they were analyzed. He said the Members had gone over the resolution intensively. He said the Commission had the recommendation of the Committee on Service Plazas and the recommendation of the Consulting Engineers. He said he wanted the recommendation of the Consulting Engineers incorporated in the business of the meeting. He read the recommendation as follows:

"J. E. Greiner Company  
Consulting Engineers

"1106 N. Charles Street  
Baltimore 1 Md.  
Reply to:  
682 Prospect Street  
Berea, Ohio

"C-720-30

"September 3, 1965

"Ohio Turnpike Commission  
682 Prospect Street  
Berea, Ohio

"Attention: Mr. C. W. Hartford, Executive Director

"Subject;       Service Station Operating Contracts  
                  Review of Bids

"Gentlemen:

"We have reviewed the bids received on August 12, 1965 for the operation of the service stations on the Turnpike. The bids received were for the operation of the eight pairs of service stations subsequent to the expiration of the present operation contracts on September 30, 1965. Our review concurs with the result of the Service Plaza Committee's meeting on August 20, 1965 and we recommend the award of these contracts as follows, the contracts being numbered from west to east:



"1-Socony-Mobile 7.72¢  
2-Gulf 7.90¢  
3-Socony-Mobil 7.65¢  
4-Gulf 8.38¢  
5-Texaco 9.77¢  
6-Atlantic 8.51¢  
7-Texaco 9.77¢  
8-Atlantic 9.12¢

"Very truly yours,

J. E. GREINER COMPANY  
by H. A. Harnden  
s/s H. A. Harnden"

cc:F. S. Cresswell

In response to a question by the Chairman, Mr. Harnden said the letter represented the opinion of the J. E. Greiner Company, the Consulting Engineers.

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

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 18-1965.

The Chairman said the Executive Director could proceed to enter into the contracts according to the terms of the resolution.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He said the report of the Committee on Safety would be received.

The Executive Director reported for the Committee on Safety that one phase of the Committee's studies on accidents and their causes was the relationship of accidents to traffic density. He said that currently the greatest density on the Ohio Turnpike was in that segment between Interchanges 7 and 9 and that because it was believed that the week end of August 15 would produce the greatest traffic volumes of the year a lane counter was operated at the Amherst Maintenance Building from 2 P. M. Friday the 13th, to midnight, Monday the 16th. He said the

greatest westbound volume occurred between the hours of 11 A.M. to 12 noon on Sunday when 836 vehicles were counted in the driving lane and 767 vehicles in the passing lane for a total of 1,603 vehicles. He said the greatest eastbound volume occurred between the hours of 7 and 8 P.M. when 755 vehicles were counted in the driving lane and 912 vehicles in the passing lane for a total of 1,667 vehicles.

The Executive Director said also that it was significant to note that although the ratio between vehicles in the driving lane and passing lane was normal on Sunday morning, the same was not true on Sunday evening for eastbound travel when the passing lane had a greater volume than did the driving lane. He said that same condition lasted over a three-hour period from 6 P.M. to 9 P.M. He said the lowest volumes occurred during the hours of 4 and 5 in the morning when volumes dropped to an average of about 200 vehicles per hour in each direction.

The Executive Director said also that because of the imbalance in the use of the eastbound roadway on Sunday evening the Committee speculated as to whether or not there was involved a capacity problem which would in turn affect operating speeds. He said that therefore on the following Sunday evening the speed of the streams was measured by use of concealed radar. He said it was found that the streams were operating normally. He said it was believed that the Sunday night peak in that area was caused by residents of the Cleveland area returning from the Lake Erie islands resort areas. He said a much more acute condition prevailed at any time there happened to be a storm on Sunday evening in the resort area and everyone decided to return home at the same time. He said that condition had happened twice during the summer.

The Executive Director said also that no attempt had yet been made to relate accident experience to those volumes but that it was expected that when that was done it would be found that there was a lower ratio during peak periods than at any other time.

The Chairman directed that a news article titled "Shocknessy's Safety Study Moving" which appeared in the Columbus (Ohio) Citizen-Journal of September 2, 1965 and in other Ohio papers be incorporated in the business of the meeting. He directed also that reference be made in the business of the meeting to an editorial titled "Fit to Drive on Free-ways" which was based on the article and which appeared in The Cincinnati (Ohio) Post and Times-Star of September 3, 1965. The text of the article follows:

"Shocknessy's Safety Study Moving" by Ed Heinke  
Ohio Scripps-Howard Bureau

"On the morning of July 1, Ohio Turnpike Commission Chairman and Interstate 71 expediter James W. Shocknessy stood on State Route 82, where it was newly intersected by expanding I-71, and told several hundred listeners: 'I think the safety people throughout the United States are going to have to make an effort to keep the inexperienced and the unsafe drivers off highways . . .

"Primarily, Shocknessy was referring to the aged, infirmed, inexperienced and tired driver.

"They were not merely the words in an oration to be forgotten once ceremonies were concluded.

"Shocknessy went into immediate action.

"Out of the speech pinpointing the core of the nation's traffic safety problem has been born one of the most minute, thorough traffic studies' committee, which while primarily concerning the Ohio turnpike and other state thoroughfares, may serve as a model for other communities in the nation.

"It was ordered organized by Shocknessy within the commission 'to consider all factors of safety affecting the travelling public on the Ohio Turnpike and on any other highways regarded as within the scope of the committee's work.'

"The Committee expects to complete its work in three or four months, according to Turnpike Executive Director C. W. Hartford.

"Working in cooperation with the National Safety Council, the American Automobile Association and Automobile Manufactures, in addition to its own excellent statistics-gathering facilities, the committee will make its report available to:

"States agencies, such as legislatures and the state administrations who have the power to recommend and adopt measures to achieve traffic safety.

"The people themselves. In Shocknessy's order creating the committee, composed of key personnel in the Turnpike Administration and its consulting engineers, he said:

"The Committee is to study all safety measures which can be designed for use on the Ohio Turnpike, including consideration of a heavy planting and the placement of obstacles in the median strip in the areas where the depth of the median ditch is less than four feet.

"In its study, the committee is also to concern itself with driver habits, driver physical and mental condition, durability of tires and cars, speed and all other factors which contribute to highway accidents."

The Chairman said that the progress report of the Committee on Safety would be 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 Interstate Route 77 was planned to cross under the turnpike about one-half mile westerly from the Cleveland Interchange. He said the crossing would require the construction of twin bridges to carry the turnpike over Interstate Route 77. He said that in order that those bridges could be constructed without interference to turnpike traffic the plans included a temporary relocation of the turnpike to the north and it would be about 1,800 feet in length. He said it was expected that the temporary road would serve approximately one year. He said the typical section of the temporary road provided for two twenty-four foot pavements with the turnpike's standard ten-foot berms on the outside and separated by a seven-foot median with double faced guard rail in the center.

The Executive Director said also that no traffic problems were expected because of the temporary road except for brief periods when the temporary road was connected and placed in service and again when it was disconnected and taken out of service. He said that at those times it would be necessary to confine traffic to a single lane in each direction. He said it was expected that the confinement could be limited to several hours' duration at the time of connecting and disconnecting the temporary road. He said the Commission had stipulated that the connection and disconnection should be made during the low-volume months and that no work might be performed between May 1 and September 14 that would in any way interfere with the free flow of traffic using the turnpike.

The Executive Director said also that it was understood that that project was scheduled for sale on November 26, 1965 so that if everything went as planned a temporary road should be constructed and placed in service by May 1 of 1966 and the bridges completed and in service not later than May 1, 1967.

The Executive Director reported also for the Committee on Interchange Development that on August 19 Mr. Harnden and he attended the public hearing in Boardman, Ohio for the proposed location of Interstate Route 680 to connect it with the turnpike east of Interchange 16. He said there was considerable opposition to the proposed relocation because of the fear that Interchange 16 would be closed. He said the opposition favored a connection with the turnpike at Interchange 16 but that the Commission and the Ohio Department of Highways had been unable to develop any feasible plan that would accommodate that location without giving up access to State Route 7. He said loss of access to State Route 7 would be a disservice to the travelling public and would be of more harm to the business in the area than could possibly result from the proposed relocation.

The Chairman said that 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 during the month of August it was estimated that over 1,000 patrons used the travel trailer facilities on the turnpike. He said an accurate count was not possible because many of those using the free facilities failed to register. He said that even so there were 813 registrations. He said every state in the union except several southern states and Hawaii were registered. He said there were seven registrants from Canada, one from the Canal Zone, one from Germany, two from France and one from Iceland. He said 108 Ohioans tried the facilities which was the greatest number from any one state. He said Pennsylvania was next with 100 registrants, followed by 91 from New York, 62 from Michigan and 54 from Illinois. He said the Commission was quite happy with the public's acceptance of the facilities.

The Executive Director reported also with respect to the Labor Day week end that during the period comprising Friday, Saturday, Sunday and Monday there were 15,439 more vehicles on the turnpike than on the corresponding days of the previous Labor Day week end and cash tolls during the period exceeded by \$22,319 those collected in the similar period in 1964.

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

The Director of Information and Research reported that one of the folder racks which were installed two months previously in the lobby of each

of the restaurants in the service plazas was on hand for inspection by the Members. He said the racks held only turnpike travel information and some state-issued travel information. He said the new Ohio Highway maps had been placed in the racks and the Ohio Development Department had been asked to supply the Commission with some others of the folders it issued. He said the racks had proven very popular with the travelling public. He said the chief problem was to keep them filled. He said good cooperation from the restaurant operators in that respect had been experienced.

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. 19-1965

"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 August 3, 1965, 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 August 3, 1965 hereby are ratified, approved, and confirmed."

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

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

Nays: None.

The Chairman said the resolution was adopted with all Members voting in the affirmative. The resolution was identified as No. 19-1965.

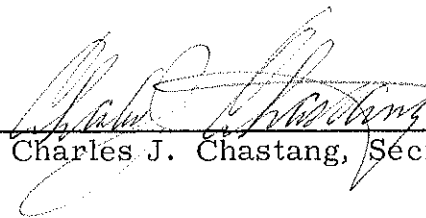
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Masheter, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:17 P. M.

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



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Charles J. Chastang, Secretary-Treasurer