

MINUTES OF THE ONE HUNDRED AND NINETY-EIGHTH MEETING
May 3, 1966

Pursuant to the bylaws of the Ohio Turnpike Commission permitting the Chairman to change the place of the meeting, the 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 May 3, 1966 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: Mr. Charles J. Chastang, Mr. O. L. Teagarden, Mr. James W. Shocknessy.

Absent: Mr. E. C. Redman, Mr. P. E. Masheter.

The Chairman announced that a quorum was present. He said Mr. Masheter had a death in his family and would not be able to attend the meeting. He said Mr. Redman advised at the last meeting that he would be on vacation and therefore would not be present.

The Chairman said also that it had always been the Commission's position that only the actual Members of the Commission constituted voting Members and that when the Assistant Director of Highways attended the meeting in the absence of the Director he was not a voting Member, that he could indicate the Director's positions but that as far as voting was concerned he would not vote. He said the Commission had never had an opinion on that subject either from the General Counsel or from the Attorney General. He said the Commission had just always taken the position that no person could vote through a substitute. The Chairman said that also there could be a question about it because the Director of Highways in his absence was represented by the Assistant Director of Highways, who acted as Director in the absence of the Director if the statute so stated. He said Mr. Makeever had raised the point, not in a controversial way. He said that for the purpose of the instant meeting the Commission would do as it had done but it did want to get an opinion on the subject. He asked the General Counsel to give an opinion as to whether or not in the absence of the Director of Highways the Assistant Director was entitled to full membership on the Commission. He said the Commission had always proceeded on the other basis because ordinarily a director could not be represented by a proxy on any corporation

board or any commission of the state but Mr. Makeever had cited statute as perhaps making a difference in his status.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of April 5, 1966 which had been examined by the Members of the Commission and on which the corrections suggested by the Members had been made be approved without reading.

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

Ayes: Chastang, Teagarden, Shocknessy.

Nays: None.

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

The Chairman reported that the revenue for April 1966 was approximately \$2, 558, 000, April being the 24th consecutive month in which revenue had exceeded that of the corresponding month of the previous year. He said April in 1965 had a revenue income of \$2, 392, 000.

The Chairman reported further that the previous day Mr. Fred. E. Heppel, Vice President of BancOhio Corporation, who was a member of the same organization as the Trustee, spoke to him and asked him casually but still pointedly what he knew about the bond market and why the Commission's bonds were down. He said he told him that the Commission ran the turnpike, that it did not run the bond market. He said an explanation of why the bond market was down would require a great deal more analysis by an economist than he was prepared to give. He said that for Mr. Heppel's benefit he was asking the representative of the Trustee, Mr. Bartholomew, to call upon Mr. Heppel before the day was over and advise Mr. Heppel that the revenue for April was \$2, 558, 000 as compared with \$2, 392, 000 for April of the previous year. He said Mr. Bartholomew should advise Mr. Heppel also that April was the 24th consecutive month in which the revenue of the Ohio Turnpike had exceeded revenue of the corresponding month of the previous year. He said Mr. Bartholomew should also tell Mr. Heppel what was the explanation of the Trustee for why the bond market was down. The Chairman said also that as far as he knew there was no factor in the operation of the Turnpike that would have any effect on the bond market, the revenue being in April what it was in comparison with the previous April.

Mr. Chastang said no person knowledgeable in business affairs should

consider the bond market at that time had any relation to the operation of the Commission. He said the Commission was doing better and better and the status of the bond market was one of the anomalies of the economic situation.

Mr. Teagarden said Mr. Heppel could ask the same question of every chairman of every turnpike, that all the turnpike bonds were down.

In response to a question by the Chairman, Mr. Bartholomew said the market was down generally.

The Chairman reported also that there were three fatal accidents in April resulting in one death in each accident and that in April there were two deaths of people injured in accidents in March. He said there had been six fatal accidents on the turnpike in 1966 with ten deaths. He said each fatal accident involved a rear-end collision except the last one in which an automobile being driven at a high speed on wet pavement skidded off the road and down an embankment.

Mr. Chastang said he wondered if there could be a small sign with short wordage somehow cautioning people about following too closely and suggesting that they turn out in ample time when approaching another vehicle. The Chairman said the Committee on Safety could consider the suggestion. He said the Commission was getting results from the Safety Committee that were well worthwhile.

The Chairman reported further that the Cincinnati Enquirer on April 8, 1966 in an editorial titled "The Ohio Turnpike's Success" had adverted to the turnpike's fatal accident experience as follows:

"The turnpike has not, of course, been free of fatal accidents but its rate of 2.6 deaths to 100 million vehicle-miles is well below that for Ohio rural highways. And it is here that the turnpike commission, through establishment of a committee on safety, is providing invaluable service to all Ohio motorists.

"With the controlled conditions possible on the turnpike, detailed studies have been undertaken of the factors involved in all accidents - including the driver's habits and physical and mental condition, as well as condition of the vehicle and peculiarities of the roadway."

The Chairman said the editorial said also:

"The Ohio Turnpike, now halfway through its 11th year of operation, has fairly well dispelled the doubts expressed by some who predicted a gloomy financial future for the tollway when it was still in its planning stages.

"And for what it is worth - and we feel it is worth a great deal - Ohio has gained as a by-product an unusual public relations tool. Somehow the turnpike commission has uncovered a special breed of friendly, helpful toll-collectors. It is a factor noted and appreciated by many visitors to our state."

In response to a question by Mr. Chastang, the Director of Information and Research said the editorial would be brought to the attention of the toll collectors through their publication "Green Light".

The Chairman reported also that the distinguished Vice Chairman of the Commission, who was a great working Member of the Commission, once again had agreed to take on a special duty. He said the Committee on Employee Relations had not had a Member of the Commission as its chairman and it was the only committee of the Commission which had ever operated without a Member of the Commission serving as chairman, and, accordingly, after discussion with the Executive Director, it was determined that Mr. Teagarden would be asked to assume the chairmanship of the Committee on Employee Relations. The Chairman said Mr. Teagarden with his usual spirit of cooperation agreed to serve. He said Mr. Teagarden was chairman of the Committee on Employee Relations. He said it was especially suitable that Mr. Teagarden would serve as the chairman because Mr. Teagarden in his private capacity as an entrepreneur, greatly respected, had had a great deal of experience in employee relations and he had also in his public capacity had a lot of experience managing committees of the Commission and managing other committees as mayor of his city and as a member of other public bodies. The Chairman thanked Mr. Teagarden and said the Commission was grateful to him for being willing to serve.

Mr. Teagarden said the committee that the Commission had had working was an excellent committee. He said he was sure it would be a pleasure to work with them. The Chairman said the committee had done a very good job.

The Chairman reported also that the status of Interstate Route 71 construction in Hamilton County was very satisfactory at that time and in Cuyahoga County it was touch and go. He said the count down on completion of I-71 was six months and that the six months began on May 1. He said there would be no moment of any day in that period when those working to complete I-71 could feel entirely comfortable because there was so much

to accomplish in order to move traffic into downtown Cleveland on I-71 by October 31, 1966. He said it was an almost impossible task but not one that he would call impossible at that time given good weather and good working conditions and no strikes.

The Chairman said that in the absence of questions the report of the Chairman was 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 March 1966.
2. Financial Statements as of March 31, 1966.
3. Draft of the minutes of the April 5, 1966 meeting.
4. Expense and Budget Report for the First Quarter 1966.
5. Detail of investment transactions for April 1966.

The Assistant Secretary-Treasurer reported further that the United States Government had offered in exchange for securities maturing the 15th of the current month 18-month 4-7/8% Notes at a price below par (998.50) to yield 4.98%.

The Assistant Secretary-Treasurer said also that the Commission had \$11,140,000 of those securities maturing May 15, 1966 on which it had had a yield of about 3.98%. He said the Trustee had advised that it would subscribe for the exchange. He said the 1% increase in yield would add \$4,640 to the Commission's May investment income and would add about \$9,300 to each month's investment income thereafter so long as the Commission held them or until maturity 18 months thereafter.

The Assistant Secretary-Treasurer said also that the Trustee purchased \$8,000 of Ohio Turnpike bonds for redemption with money resulting from the gain on matured Treasury Bills in April at a price of 95. He said that on June 1, 1966 there would be about \$1,978,000 in the Redemption Account available for the purchase of bonds. He said that if the current price of 95 held and allowing for transfers from the Reserve Account as the total of bonds outstanding was reduced, that amount should permit the purchase of about \$2,235,000 of bonds in June 1966. He said that it was

doubtful that any substantial amount of money would be available for purchases in July but additional purchases should be possible early in August and again in September, October and December.

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 Budget and Finance would be received.

The Executive Director reported for the Committee on Budget and Finance that the Comptroller, as secretary of the Committee, submitted under date of April 27, 1966 the expense and budget report for the first quarter of 1966. He said the report showed that for the first quarter expenditures were \$150,943 under budget and \$60,609 under expenditures of the first quarter of 1965. The Chairman said that was good. The Executive Director said the mild winter weather helped a great deal.

The Chairman said that in the absence of questions the report of the Committee on Budget and Finance was received 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 the remodeling of food service areas at Tiffin River, Blue Heron, Wyandot, Towpath and Glacier Hills Service Plazas was substantially completed. He said all facilities were available to the restaurant operators and they were in the process of moving in their new furnishings. He said that by the end of the current week operation of those restaurants should be nearly back to normal. He said the remodeling contractors would still have some odds and ends to clean up but it was expected that that work would be performed without inconvenience to the public.

Mr. Teagarden reported further that plans and specifications were received that week from the architect for the installation of water-usage control system for the men's rest rooms at Erie Island, Vermilion Valley and Great Lakes Service Plazas. He said a contract for that work would be advertised within the next two weeks. He said that work could be performed during the summer months with little inconvenience to the public.

Mr. Teagarden reported further that income from service stations for the first quarter of 1966 was \$102,129 greater than in the first quarter of 1965, representing an increase of more than 31%. He said income from restaurants for each of the first two months of 1966 was less than for corresponding months of 1965. He said that, however, the March income from restaurants reversed that trend and that for the first quarter of 1966 the income from restaurants was \$919 greater than for the first quarter of 1965, representing an increase of approximately one-half of one percent.

Mr. Teagarden reported further that the Commission had received a request from the restaurant operators for price increases on some food items. He said the Committee expected to meet Friday to review that request and to make recommendations.

The Chairman commented that the new fuel contracts were working out fine. Mr. Teagarden said not only were those contracts good financially but the service the companies involved were rendering the public was also excellent service. He said the Commission was not getting any complaints. He said the equipment the companies had installed was good equipment, better than was in use before, and they were prepared to give better service during the summer.

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

At the request of the chairman of the Committee on Interchange Development, Mr. Chastang, the Executive Director reported for the committee that a special subcommittee on the federal-aid highway program of the Committee on Public Works of the House of Representatives of the Congress of the United States had for some time been holding hearings on the federal aid highway program. He said a portion of the work of the subcommittee related to toll highways. He said one aspect of the study on toll roads included "limitations contained in federal and state laws which impede the construction of interchange connections between toll roads and major federal aid highways".

The Executive Director reported further that the limitations, especially with respect to federal aid, had been a continuing concern of both the Commission's Committee and the Highway Department in planning proper connections between the new interstate highways and the Ohio Turnpike. He said that, however, in no instance had design been sacrificed because of lack of financial support at the federal level.

The Executive Director reported further that in a letter addressed to Mr. John P. Constandy, assistant chief counsel of the special subcommittee, under date of March 2, 1966 the Director of Highways stated, "It is our position that Interstate Funds should be applicable to interchange facilities with the Turnpike, as is the case with other intersecting highways where such interchanges are required to serve the public."

The Executive Director reported further that the Director of Highways had arranged a visit of Mr. Constandy to the Berea office of the Commission on Thursday of that week to discuss interchange problems with the Commission. He said that since the Commission was in complete agreement

with the position of the Director of Highways he hoped the Commission would be able to fortify that position. He said he expected to bring to the attention of Mr. Constandy that patrons using the Ohio Turnpike had contributed more than \$30,000,000 in federal taxes on fuel consumed on the Ohio Turnpike for which they had received no direct benefits and that serious consideration ought to be given to that contribution.

The Executive Director reported further that the major inconsistency of the current pattern of financing resulted from the incorporation of toll roads into the Interstate System, taking credit for those miles of the toll roads in the system as completed segments of the Interstate System and then not participating in the financing of a connection to make a completed highway.

The Executive Director reported further that he was hopeful that the hearings would produce a more realistic approach to the needs of that traffic paying more than its fair share of the cost of building highways.

The Chairman commented that the position of the federal government had been totally unrealistic because if one had to rely on its financing to incorporate the Ohio Turnpike with its Interstate System there would result an hiatus between its system and the toll road because the federal government would not contribute to that portion of it.

The Executive Director reported further that the suit filed by the City of Strongsville against the Director of Highways in connection with the construction of I-71 and the new interchange between the Ohio Turnpike and I-71 was concluded on April 6, 1966. He said he immediately requested the Consulting Engineers to proceed with the preparation of plans for the connection between the old and new interchanges, both known as Interchange No. 10, stipulated to be constructed in the settlement of the suit. He said the plan would include a bridge to separate the traffic exiting from the turnpike destined for state route U. S. 42 from exiting turnpike traffic destined for I-71. He said that because the bridge would affect the completion of the construction of the contract for the toll plaza and the interchange then in progress it was imperative that a new project be progressed as quickly as possible to minimize conflicts that would prevail.

The Executive Director said also that in addition to the need for construction plans the Commission would have to acquire some right of way and he had arranged with Freeway Associates Inc. of Cleveland, then serving the Highway Department on several projects, to do that work. He said it was his hope to have the connection in service by the opening date of I-71.

The Executive Director reported further that the Director of Highways had submitted two proposals for the crossing of the turnpike by new highways. He said one was for the crossing of the turnpike by Interstate Route 475 westerly from turnpike interchange 4 and the second was for the crossing of the turnpike by state route 11 halfway between interchanges 15 and 16. He said I-475 was a bypass for Toledo on the west and commenced on the south at Interstate Route 75 just south of Perrysburg and terminated on the north side of Toledo by rejoining I-75 at that point. He said actually I-475 and I-75 would form an outerbelt for Toledo.

The Executive Director said also that service from the south to the Ohio Turnpike would be over U. S. Routes 24 and 20 and from the north over U. S. Routes 2 and 20. He said those connecting routes had been improved to handle the flow of traffic in that manner. He said plans did not then nor for the future include an interchange with the Ohio Turnpike. He said topographical limitations in the area would make an interchange difficult to obtain and very expensive to construct. He said that even so traffic might develop to the extent in the future that serious consideration would have to be given to an improvement in the traffic service at that location.

The Executive Director said also that State Route 11 was the identification of a proposed new highway extending from East Liverpool on the south to Ashtabula on the north. He said it would cross the Ohio Turnpike just east of Canfield and pass Youngstown on the west. He said it would intersect with and overlap for a short distance new Interstate Route 80 easterly of interchange 15. He said service to the Ohio Turnpike for the major moves from south on State Route 11 toward Cleveland would be by way of I-80 and the new interchange that would be constructed near Interchange 15. He said that again there would be no direct interchange between State Route 11 and the Ohio Turnpike nor would there be any need for one in the future. He said there would be need of expanded facilities between State Route 11 and existing State Route 7 near interchange 16 and that need was currently under study.

The Executive Director said also that agreements for both those crossings had been prepared and submitted by the Director of Highways and had been approved as to form by General Counsel. He said General Counsel prepared resolutions authorizing execution of the agreements. He said he recommended that the Commission take favorable action on those resolutions.

A resolution approving contract with the State of Ohio for Interstate Route 475 crossing over the Ohio Turnpike was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 8-1966

"WHEREAS the State of Ohio proposes to cause Interstate Route 475 to cross over the Ohio Turnpike Project No. 1 at a point west of Maumee in Lucas County, Ohio, at Ohio Turnpike Milepost 57.76, which said road completion will require the construction of a pair of bridges and approaches over the Ohio Turnpike;

"WHEREAS the Commission's General Counsel on the basis of various discussions by and between representatives of the State of Ohio and representatives of this Commission has submitted an Agreement setting forth the terms and conditions of the construction and providing that the cost and expenses of such construction shall be payable by the State of Ohio without cost to the Commission, said Agreement also providing generally for the terms under which the work shall be carried out in order to provide for safety and continuity of operations on the Ohio Turnpike; and

"WHEREAS such Agreement has been approved by the Commission's Executive Director, Chief Engineer and the Consulting Engineer, and is now before the Commission for approval as to its terms;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission's Executive Director be, and hereby he is, authorized to enter into an Agreement with the State of Ohio as approved by General Counsel and on the terms and conditions substantially as therein set forth."

In response to a question by the Chairman to Mr. Makeever, Mr. Makeever said he had no comment to make, that everything the Executive Director said was entirely in accord with the Director of Highways.

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

Ayes: Chastang, Teagarden, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with the three Members present voting in the affirmative. The resolution was identified as No. 8-1966.

A resolution approving contract with the State of Ohio for State Route 11 crossing over the Ohio Turnpike was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 9-1966

"WHEREAS the State of Ohio proposes to cause State Route 11 to cross over the Ohio Turnpike Project No. 1 at a point east of Canfield in Mahoning County, Ohio, at Ohio Turnpike Milepost 226.49, which said road completion will require the construction of a portion of State Route 11, including a pair of bridges and approaches over the Ohio Turnpike;

"WHEREAS the Commission's General Counsel on the basis of various discussions by and between representatives of the State of Ohio and representatives of this Commission has submitted an Agreement setting forth the terms and conditions of the construction and providing that the cost and expenses of such construction shall be payable by the State of Ohio without cost to the Commission, said Agreement also providing generally for the terms under which the work shall be carried out in order to provide for safety and continuity of operations on the Ohio Turnpike; and

"WHEREAS such Agreement has been approved by the Commission's Executive Director, Chief Engineer and the Consulting Engineer, and is now before the Commission for approval as to its terms;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission's Executive Director be, and hereby he is, authorized to enter into an Agreement with the State of Ohio as approved by General Counsel and on the terms and conditions substantially as therein set forth."

In response to a question by the Chairman, Mr. Makeever said the Director of Highway's thoughts on that matter were the same as those of the Executive Director.

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

Ayes: Chastang, Teagarden, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with the three Members present voting in the affirmative. The resolution was identified as No. 9-1966.

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

The Executive Director reported that the Commission at its meeting on April 5, 1966 authorized the award of a contract for the widening and resurfacing of original construction section C-16, extending from the Cuyahoga River bridges to and including Interchange 11, to the Northern Ohio Paving Company. He said the award was made the following day and on April 12 a pre-construction conference was held in the Administration Building attended by all interested parties. He said that on April 18 the contractor moved in and started work. He said work in progress included concrete pavement repairs, grading for the third lane, and drainage. He said there was some inconvenience to traffic but that had been expected and could not be avoided. He said that at most times during the work day traffic was limited to a single lane in each direction. He said every measure the staff could devise had been taken to prevent injury to workmen and patrons. He said that even so there were bound to be problems.

The Executive Director said also that the work on the project was progressing so rapidly that it was difficult to give an up-to-date report but that progress was on or ahead of schedule.

The Executive Director reported further that over the years the Commission had spent only nominal sums for the landscaping of the Ohio Turnpike. He said that because there were no construction funds available for that purpose the activity had been limited to modest amounts included in the Commission's annual budget and in the Maintenance Reserve Fund. He said most of the work till then had been done in connection with the buildings, of which the Commission had a total of 42. He said the only exception worth noting was a contractual requirement in a segment of the turnpike passing through the Cleveland Metropolitan Park district from Interchange 10 westerly for about one mile and even that area needed further treatment. The Executive Director said also that landscaping included erosion control, roadway delineating, soft barriers for out-of-control vehicles, screening from sight of disturbing vistas, including headlight glare from parallel roadways, trash dumps, unkempt abutting properties and a myriad of other distracting views. He said that if the work were properly planned, which basically would be the correction of deficiencies, the result would be a beautification of the highway and in keeping with the currently popular concept of a completed highway.

The Executive Director said also he had prepared a rough estimate of the cost based on pure conjecture for a basic nominal planting program and the estimate amounted to well over one million dollars. He said if such a program were undertaken the plantings would require maintenance in addition to that currently provided, and maintenance, including any supplementation of the program that could be provided by maintenance forces, would cost approximately \$100,000 annually.

The Executive Director said also that any program of that type, to develop in an orderly and constructive manner, must be based on a master plan and the Commission had none nor did it have any talent on the staff qualified to develop such a plan. He said the only alternative would be to engage a qualified consultant for that purpose and if that were done that day he doubted that there would be any quantity of plans available in time to proceed with major construction by planting time by spring of 1967. He said it was possible that some plans and specifications could be readied in time to advertise and award contracts early in 1967. He said he would expect that a program of that magnitude would require four to five years to complete.

The Executive Director said also that the first order of business in furtherance of that program would be to find a person or firm qualified to prepare a master plan and do it timely. He said that would be a chore because such persons and firms were in short supply so if there were no objections from the Commission to entering a program of landscaping in the manner he had outlined, he would start the wheels turning.

In response to a question by the Chairman, the representative of the Consulting Engineers, Mr. Harnden, said he did not think the Consulting Engineers would be qualified in landscaping architecture. He said the Consulting Engineers did have a landscape architect it engaged to assist at times but not permanently. He said the Consulting Engineers were heartily in favor of the program and endorsed it.

The Chairman said the turnpike was mature enough that the Commission could consider the beautifying of its highway as well as the utility of it.

The Members indicated that they had no objection to the program. In response to a question by Mr. Teagarden, the Executive Director said a survey of the complete 241 miles of the turnpike would be required. He said that through the years since the turnpike was constructed nature had been permitted to take over in certain areas as a continuation of adjacent planning. He said the Commission was not starting from scratch as would be the case on a new highway. He said the Commission had done some planting in the service plaza areas and some of the maintenance buildings but that planting was just a token contribution to an overall plan. He said the Commission was getting to a place where it should have a master plan that could be implemented as time and money should permit.

Mr. Chastang suggested that women's garden clubs might be interested in assisting in the program. The Chairman asked the Executive Director to let the head of the garden clubs' organization in Ohio know of the landscaping program.

The Chairman said that in the absence of further questions the report of the Executive Director was accepted as offered. He ascertained that there would be no report by the Committee on Safety. He said the report of the Director of Highways would be received.

Mr. Makeever said he had no report to make for the Director of Highways. In response to a question by the Chairman, Mr. Makeever said the Director of Highways certainly would be agreeable to going ahead with the master plan for landscaping the turnpike.

The Chairman ascertained that there would be no reports 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 the Commission had received a letter in appreciation of the turnpike travel trailer facilities from Mr. Robert M. Borg, president of BORG Pesticides, Inc. of West Suffield, Connecticut. He read the letter as follows:

"April 18, 1966

"Ohio Turnpike Commission
Department of Information and Research
Berea, Ohio 44017

"Gentlemen:

"We are writing this letter to compliment you on your foresight into serving the public. The excellent accommodations you have provided for travel trailers is a tremendous innovation and is greatly appreciated by any of us who travel this way. The only thing is you will need a lot more spaces as soon as the weather warms up!! Recently we made a trip to Aurora, Illinois, and we stopped at these areas both going and coming. There were about ten spaces available and every one was filled by 9 P. M. !! Thank you for your generous hospitality. Keep up the good work!

"Very truly yours,

/s/ Robert M. Borg
Robert M. Borg, President

RMB:s"

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

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

Resolution No. 10-1966

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, and the director of information and research of the Commission, have by various written and oral communications fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting on April 5, 1966, and the Commission has duly reviewed and considered the same;

"NOW, THEREFORE, BE IT

"RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting on April 5, 1966 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, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all three Members present voting in the affirmative. The resolution was identified as No. 10-1966.

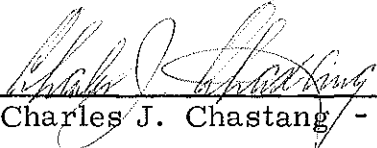
There being no further business to come before the Commission a motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:14 P. M., eastern standard time.

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



Charles J. Chastang - Secretary - Treasurer