

MINUTES OF THE TWO HUNDRED AND EIGHTH MEETING
June 6, 1967

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 daylight savings time, on June 6, 1967 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; a representative, Mrs. Russel Lucas, of the Auditor of State, 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. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of May 2, 1967, 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 responded to roll call. The vote was as follows:

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

Nays: None.

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

The Chairman reported that the Memorial Day week end safety experience was the best in the history of the turnpike. He said that although almost 250, 000 vehicles traveled a total of 20, 000, 000 vehicle miles on the turnpike between 6:00 P. M. on the Friday preceding the holiday and midnight of Memorial Day there were only 18 accidents. He said no life was lost and no accident was serious. He said that as of midnight Memorial Day the turnpike completed two fatal-accident-free months. He said April and May were fatal accident free. He said regrettably June was not going to be fatal accident free, that there had been a fatal accident the previous afternoon.

The Chairman reported also that reflecting the first surge of summer vacation travel which accompanied the Memorial Day week end, revenue for the month of May from operation of the Ohio Turnpike was approximately \$2, 629, 000 and exceeded the income for the corresponding month of all previous years. He said the May revenue record was established in the face of the unseasonable weather which hung on through the greater part of the month and no doubt discouraged a substantial number of motorists from making planned trips.

The Chairman reported also that the Research Department of the Federal Reserve Bank of Cleveland devoted a recent issue of its publication "Business Trends" to a review of the growth of traffic and toll on the Ohio Turnpike since October 1955. He said the material was broadcast by Mr. Charles R. Snow, an economist with the Federal Reserve Bank, over a Cleveland radio station. The Chairman said he wanted to mention that the Ohio Turnpike had been a business barometer ever since it became integrated in the economy of the nation. He said one could observe the traffic as it moved, revenue as it was produced on the Ohio Turnpike, and have a fair indication of what business conditions and economic conditions in the country were. He said the Federal Reserve Bank in its survey took note of that pattern.

The Chairman reported also that results of a survey of construction plans of turnpike authorities published in a recent issue of the magazine "Construction Methods and Equipment" indicated that the toll authorities, including toll bridge authorities, reported plans for spending \$421, 653, 000 for construction in 1967. He said the Ohio Turnpike Commission was listed for \$4, 000, 000. He said the survey indicated that estimates of toll road mileage under construction or contemplated in the United States totaled 2, 220 miles.

The Chairman said further that as the Commission resurfaced some of the Ohio Turnpike which, after twelve years use was in need of resurfacing, it saw the validity of the view demonstrated which it had fifteen years before that it would build a highway of cement which would be the best highway of its kind in the world at that time and that it would get 12 to 15 years' service out of that highway before resurfacing and that when it came to resurfacing it would have resurfaced with asphaltic concrete using the cement highway as a base which would once again make the highway the best highway in the world. The Chairman said the Commission produced a highway with cement over the objections of an industry which tried to make it put asphalt on approximately 15 years before. He said the Commission was currently putting the asphalt on as contemplated 15 years before it would when it got 15 years' service out of the road without having to resurface. He said it was the estimate of the Executive Director that over the years ensuing the Commission would probably resurface 200 miles of the 241 miles of the turnpike.

At the request of the Chairman the Comptroller reported that the Trustee so far in June had purchased \$365,000 worth of turnpike bonds at an average price of 94.91. The Comptroller said it was estimated, depending upon price, that there was still \$281,000 of bonds to buy in June, which would make a total of \$646,000 face amount. The Comptroller said that would reduce the outstanding bonds to \$253,039,000. The Chairman commented that that would make the total purchases about \$73,000,000. He said the trust indenture provided that the total turnpike bonds be retired by 1992 and the Commission would expect to retire them 13 years in advance of 1992.

The Chairman reported also that in recognition of the devoted service of Highway Director Masheter to his native state over a period of 40 years Governor Rhodes awarded a certificate of achievement to Mr. Masheter on May 8. He said the certificate noted that Mr. Masheter started with the Ohio Department of Highways in 1923 as a summer student worker in Adams County and that after receiving a civil engineering degree from Ohio State University in 1924 he returned to Adams County as assistant engineer. Mr. Shocknessy said that on behalf of the Commission he wanted to congratulate Mr. Masheter for this further recognition. Mr. Masheter thanked the Chairman.

The Chairman said further that he wanted to commend the work which had been carried on tirelessly by the Commission's Vice Chairman, Mr. Teagarden, as chairman of the Committee on Employee Relations over the past several months. He took note of the presence of Mr. William C. Hartman of Squire, Sanders & Dempsey who had been acting as special counsel to the Committee on Employee Relations in the negotiations which that committee had been conducting over a period of months.

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 & Revenue Report for April 1967.
2. Financial Statements as of April 30, 1967.
3. Draft of the minutes of the May 2, 1967 meeting.
4. Detail of investment transactions for May 1967.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He determined there would be no report by the Committee on Budget and Finance. 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 at the last meeting there was a report from one of the Members on conditions at some of the service plaza restaurants. He said he had contacted Mr. Virgil A. Gladieux, the president of the ABC-Gladieux Corporation, the concessionaire concerned, by telephone and acquainted him with the situation. He said Mr. Gladieux appeared to be quite surprised and said that due to considerable paper work on the part of some managers at those plazas they were sometimes negligent in their work. Mr. Teagarden said he told Mr. Gladieux that that was not an excuse he could accept and that those conditions would not be tolerated in the future and that the Commission expected him to do something about it immediately, and that the Commission was going to follow up with surveillance. Mr. Teagarden said that during the month of May he spent four days visiting the service plazas and found conditions with some minor exceptions due to conditions very satisfactory. He said the food seemed to be in ample supply at the cafeterias and the restaurants were kept pretty clean. He said Mr. Gladieux followed up the telephone conversation with a letter to him and also talked by telephone with the Executive Director. He said he thought the Gladieux Corporation was making an effort to do something.

In response to a question by Mr. Redman, the Executive Director said he had employed a well qualified shopper who was unknown to anyone on the turnpike except the Deputy Executive Director and himself. He said the shopper would report directly to him and her reports would be relayed to the Members. He said she would start working soon.

Mr. Teagarden reported also that during the Memorial Day holiday week end extending from Friday, May 26th, through Tuesday, May 30th, each service plaza was visited at least twice by the Supervisor of Patron Services or the Assistant Supervisor of Patron Services. He said their findings indicated that the standard of service offered the holiday travelers on the turnpike ranged from good to excellent.

Mr. Teagarden said further that traffic being spread through the five day period as it was, without any significant peaks, afforded the restaurant operators opportunities to train the newly employed, unskilled students who for the most part would carry the burden of serving the public during the long summer season. He said that early training should prove of value in eliminating much of the blundering that frequently took place with the first few peak periods of the summer season.

Mr. Teagarden reported also that the contractor for the construction of men's shower room and storage room additions at Wyandot, Vermilion Valley, Portage and Brady's Leap Service Plazas continued to make but slow progress. He said the strikes in some building trades and the abnormal weather conditions of the spring had contributed to the contractor falling behind schedule. He said it was not likely the contractor would be able to meet the July 17, 1967 completion date at all four service plazas.

Mr. Teagarden reported also that in cooperation with the Howard D. Johnson Company the Commission expected to resurface the floors in the gift shop and carry-out section at Great Lakes and Brady's Leap Service Plazas. He said the floors were reconstructed in the spring of 1964 with a material known as "Terrazzite". He said that material, although highly recommended for restaurant use, had been extremely difficult to keep clean and in good appearance. He said Howard D. Johnson Company would install carpet in approximately one-half of the area and the Commission would install vinyl tile in the remaining portion. He said a contract was currently advertised and, if satisfactory bids were received, the work should be completed during June.

Mr. Teagarden reported also that the Consulting Engineers, the J. E. Greiner Company, began a field study of the service plaza needs over the Memorial Day holiday week end. He said service plaza usage surveys were conducted both manually and with automatic counters at a number of service plazas. He said the survey team had an appointment with the officials of the Department of Highways on June 7 to discuss completion dates for highway improvements and projected volumes of traffic that might affect the turnpike. He said the program seemed to be progressing satisfactorily toward a September 25, 1967 report and plan date.

The Chairman said that in the absence of further questions, the report of the Committee on Service Plazas was accepted as offered. He said the report of the Committee on Employee Relations would be received.

The chairman of the Committee on Employee Relations, Mr. Teagarden, said the Chairman had singled him out as being the person responsible for a lot of accomplishments but he wanted to say that without the help of Mr. Hartman and especially of the Deputy Executive Director and the other members of the Committee, the things that had been accomplished would not have been what they were. The Chairman said that was like Mr. Teagarden; that big men knew there was enough credit to share.

Mr. Teagarden reported that consistent with the long-standing policy of the Commission of recognizing any organization as the spokesman for such

of its employees as specifically designated such organization as spokesman, the Commission had accepted Teamsters, Chauffeurs, Warehousemen and Helpers' Union, Local No. 20 of Toledo, Ohio, as spokesman for some of its employees in the maintenance and toll collection departments. He said in consequence of discussions at several meetings attended by the Committee on Employee Relations and representatives of the union, the Commission would make some modifications in the language of its Employee Manual relating chiefly to call-out, seniority, and grievance procedure.

Mr. Teagarden said further that as provided in Ohio law, the Commission would check off union dues upon request by any of its employees who might be members of a union. He said Local 20 had agreed that it recognized that strikes by public employees were illegal and contrary to law and it further agreed not to sponsor, participate in or call a strike. He said the union agreed also that in event the union sponsored, called or participated in a work stoppage or strike it should thereby forfeit the right to dues check-off and that upon the happening of such event the Commission would discontinue forever the check-off privileges of the union.

Mr. Teagarden said further that the Committee on Employee Relations would continue to meet from time to time with whatever other spokesmen its employees authorized to speak for them as it had done ever since the operation of the turnpike was begun in December 1954. He said those meetings had been productive over the years. He said that through them had from time to time been negotiated substantial improvements in wages and fringe benefits. He said that within the last year for instance wages had been increased almost 19 per cent and, in addition, two more holidays were provided, and major medical hospitalization for employees and their dependents and term life insurance for employees were made available by the Commission without cost to the employees.

Mr. Teagarden said further that it had always been the policy of the Commission that its employees had the unquestioned right to join or not to join any organization as they saw fit. He said it had always been the Commission's position also that neither membership nor non-membership in any organization would affect an employee's security in his job.

The Chairman said he thought the Committee's report represented a very happy result and personally he would like to see the report adopted. He said that if it should be adopted he had agreed with the president of Local 20 on a joint press release which the Commission would distribute immediately upon the adoption of the report. He said a great deal of work had been done by the Committee and he hoped the Commission would accept the report as offered and that the release could be distributed. The

Chairman said that without making any unfair comparisons with any other public agency which had had occasion to deal with union representation of public employees he wanted to say he thought the negotiations and conferences that had been held could be considered a model - as many other things the Commission had done could be considered as models - of how intelligent officials in a public agency could deal effectively with representatives of its employees. He said the union was offering to speak only for those employees who authorized it to speak for them just as other representatives spoke for others of the Commission's employees and had spoken for them in the past. The Chairman said he thought the dues check-off was only proper and right pursuant to the policy which was enunciated by the State of Ohio through the 103rd General Assembly which authorized public agencies to check off in the event of request specific by employees.

Mr. Chastang asked that the Commission's position with respect to membership or non-membership in any organization not affecting an employee's security in his job be made public so that the employee would know about it.

In response to an invitation by the Chairman to address the Commission, Mr. Hartman said he had with him a letter from Local 20 requesting dues check-off on the conditions which were agreed upon which he would submit to the chairman of the Committee on Employee Relations and, if the report was accepted, then the Commission should act upon the letter.

The Chairman said the union's request was very reasonably phrased. He read the letter as follows:

"INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN & HELPERS OF
AMERICA
Local 20

"435 South Hawley St.
Toledo, Ohio
43609

"Ohio Turnpike Commission
Berea, Ohio

"The undersigned Union hereby requests the Commission to check off monthly Union dues in response to revocable requests submitted by employees in writing on a form to be

adopted by the Commission. In making this request, the undersigned Union recognizes that strikes by public employees are illegal and contrary to law and agrees not to sponsor, participate in, or call a strike and recognizes that in the event the undersigned sponsors, calls, or participates in a work stoppage, strike, or other illegal concerted activity, it shall thereby forfeit its right to dues check-off and that upon the happening of such event, the Commission shall discontinue the check-off privileges of the undersigned.

"Respectfully submitted,

"By William Reagan /s/

"June 2nd, 1967"

The Chairman suggested that Mr. Teagarden append that letter to his report so that if the Commission adopted the report it would thereby adopt the letter and adopt the request. In response to questions by the Members, the Chairman said that employees who participated in the check-off arrangement could revoke at will. Mr. Hartman said the unit involved consisted of all of the employees of the toll collection and maintenance departments. He said that when the union should present check-off authorization cards from 30% of the employees employed in those two groups - toll collectors and maintenance workers combined - then dues check-off would start. He said there would be a 10-day period between the presenting of the cards and the first of the month. He said the earliest dues check-off would start with July 1, 1967 if the required authorization cards were in by the 20th of June. He said that otherwise the start of check-off would be postponed until August. In further response to questions by Members, Mr. Hartman said there was no provision in law for a collective bargain election involving employees of a public employer. He said the arrangement with Local 20 must not be confused with the way such arrangements were arrived at in private industry. He said Local 20 was not the sole representative of all the employees in the unit. He said the Commission had adopted an employee manual with a provision in it that any group of employees could choose to be represented by any group they chose. He said some number of employees had chosen to be represented by Local 20 and they would be so represented. The Chairman said those employees would be represented by Local 20 just as other employees had from time to time been represented by persons who appeared before the Committee on Employee Relations and spoke on behalf of employees. He said the Commission had had representatives come to the meeting of the Committee on Employee Relations who were speaking for the employees of a certain maintenance area or of a certain toll collection area. He said that policy and practice would continue.

In further response to questions by the Members, Mr. Hartman said that in his opinion the Commission as a public body could not enter into a contract with the union. He said there was no contract between the Commission and Local 20. He said the Commission and Local 20 had come to an understanding and the Employee Manual would be revised in certain places and the Commission would proceed with the check-off arrangement upon Local 20's meeting certain conditions, one of which they had met. He said the Chairman had said the Commission would negotiate with Local 20 on behalf of those people whom they represented, just as it was currently negotiating with other employees. He said the Commission was treating Local 20 just as any other organization of employees. Mr. Teagarden said the Committee on Employee Relations was meeting with employees other than those represented by the union. He said when those other employees had matters to discuss the Committee met with them.

Mr. Chastang said that as he saw it, Local 20 agreed it had no legal right to strike against a public body. He said that was a substantial statement. He said that on the other hand the Commission agreed that if Local 20 produced a certain number of signed cards - 30% - the Commission would grant the check-off and would continue to check off as long as it involved 20% of the employees of the maintenance and toll collection departments. Mr. Chastang said he did not see that the Commission was agreeing to anything except what it had a right to do and what the union had a right to request. He said he thought that overall it was a very good job. The Chairman said the union recognized it did not have a right to strike. He said one could not beat that for being a good agreement.

The Chairman adverted to the release which he had agreed could be distributed in event of adoption of the report of the Committee on Employee Relations. He read the release as follows:

"OHIO TURNPIKE COMMISSION
Berea, Ohio 44017

"TEAMSTERS LOCAL 20
Toledo, Ohio 43609

"FOR RELEASE
June 6, 1967

"In a joint statement, issued this date, the Chairman of the Ohio Turnpike Commission, James W. Shocknessy, and Lawrence N. Steinberg, President of Local 20, International Brotherhood of

Teamsters, announced recognition of the union as the designated representative of a substantial number of Turnpike employees in the maintenance and toll collection departments.

"As a consequence of discussions at several meetings attended by the Commission's Committee on Employee Relations and representatives of the Teamsters, agreement was reached modifying the commission's policy relative to union representation in grievance procedures, seniority and call-out pay. Agreement was also reached on check-off of union dues as presently provided for by Ohio law.

"Spokesmen for both the Commission and the Teamsters noted that present discussions would be resumed just as soon as the Ohio General Assembly acts either to adopt or reject proposed legislation now pending in Columbus relative to collective bargaining between public employees and their employers."

The Chairman said that in the absence of further questions the report of the Committee on Employee Relations, including the attachment which Mr. Hartman read and which was added after the report was offered, was approved as offered. He said the Director of Information and Research was authorized to distribute the release. The Chairman said the report of the Committee on Interchange Development would be received.

The chairman of the Committee on Interchange Development, Mr. Chastang, said the report of the Committee would be submitted by the Executive Director.

The Executive Director reported for the Committee on Interchange Development that under date of June 9, 1964 the Commission by resolution No. 8-1964 approved the request of the Director of Highways for a connection of Interstate Route 90 with the Ohio Turnpike at a point in Lorain County approximately 3.7 miles westerly of existing interchange No. 8. He said the geometrics of the connector were designed to accommodate I-90 traffic in the best manner possible.

The Executive Director said further that on May 31, 1967 by prior appointment a delegation composed of the County Commissioners and the County Engineer of Lorain County, a representative of the Lorain County Regional Planning Commission and a representative of the Elyria Chamber of Commerce conferred in the Commission's Berea headquarters with the Deputy Executive Director and himself. He said the purpose of the visit was to obtain the views of the Turnpike Commission concerning a proposal that the Director of Highways eliminate the connector and in turn connect I-90 into a proposed new north-south highway, and interchange the new north-south highway with the Ohio Turnpike.

The Executive Director said further that the Lorain County delegation was informed that in approving the original request of the Director of Highways the Turnpike Commission gave consideration only to the needs of I-90 traffic and was not concerned with the resolution of any problems of local traffic. He said the delegation was informed also that the Turnpike Commission, of course, would consider any alternative solutions that might be proposed by the Director of Highways, provided the alternative plan did not induce additional burdens of local traffic to the turnpike. He said the delegation was informed also that its plan of requiring I-90 traffic to negotiate two full interchanges as opposed to the currently planned direct connector was a disservice to I-90 traffic and lacked merit on that basis alone. He said the delegation was informed also that their plan possibly would induce additional burdens of local traffic that could not be accommodated by the Ohio Turnpike.

The Chairman said the report of the Committee on Interchange Development 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 during the first five months of 1966 there were 13 fatalities on the turnpike and during the first five months of 1967 there were 4. He said the 1967 record could be compared also to the average of seven and one-half fatalities for the first five-month period over the past ten years.

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

The Executive Director reported that at the meeting on May 2, 1967 he reported that a contract had been awarded to the Northern Ohio Paving Company for the resurfacing of original contracts C-22, 23, and ;24 and that work had started the week of April 10. He said he reported further that should everything progress as planned, the contract should be substantially completed by July 1. The Executive Director said further that on May 3 the International Union of Operating Engineers struck the highway contracting industry and the turnpike project was shut down. He said that at that time both eastbound and westbound traffic was on a segment of the eastbound roadway and the westbound roadway for approximately four miles was left in a condition deemed unsafe for use by traffic.

The Executive Director said further that on May 15 he requested the International Union of Operating Engineers to permit the project to go forward as an emergency project to the extent that the westbound roadway would be brought into a safe condition and thus permit the return of the westbound traffic to the westbound roadway for the duration of the strike. He said prompt approval was given by the union to his request and the

contractor resumed operations and brought the westbound roadway into proper condition to permit the return of traffic to that roadway on May 26. He said that at that time the contractor again ceased operation and the project lay dormant. He said all hopes of having the project substantially completed by July 1, 1967 were gone and the termination of the strike must be awaited before determining how best to proceed during the summer months.

The Executive Director reported also that the General Assembly of Ohio had enacted and the Governor had signed Amended Senate Bill No. 112 providing for an increase in length of certain vehicles permitted on the public highways. He said the effective date of the act was August 11, 1967. He said there were two significant changes of interest in the act to the Commission. He said the length of single units including two-axle buses, had been increased from 35 feet 0 inches to 40 feet 0 inches, and the length of a combination of vehicles coupled together had been increased from 60 feet 0 inches to 65 feet 0 inches. He said the current length limitations for those two types on the Ohio Turnpike were 35 feet 0 inches and 60 feet 0 inches, respectively - the same as the length limitations effective on public highways currently.

The Executive Director said further that he was not ready at that time to make a recommendation to the Commission to increase lengths permitted on the Ohio Turnpike to correspond with the new lengths that would be permitted on the public highways; however, he expected he would so recommend at the next meeting of the Commission. He said that should the Commission adopt the new length limitations the only positive effect would be a reduction of fees from overlength permits. He said he was not prepared at that time to estimate the loss of permit fees that would result from the increase in allowable length. He said basically the loss would derive from loss of permit fees obtained from fees obtained from house trailers because in increasing the permissible length by five feet the fee would be reduced by 5¢ a mile for the house trailer. He said there might be some pickup of revenue from two-axle buses over 35 feet in length which currently tended to avoid the Ohio Turnpike because of the requirement to pay the permit fee on the turnpike.

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

The General Counsel reported that the case of Virtle Hutchison against the Ohio Turnpike which had been filed more than eleven years before had been disposed of. He said there was still one case of long

standing in Williams County which remained unresolved.

The Chairman said that until the John May v. Ohio Turnpike Commission should be finally disposed of he would like to see information on the case kept current.

The Chairman said the report of the General Counsel was accepted as offered. He said the report of the Consulting Engineers would be received.

Mr. Harnden reported for the Consulting Engineers that Mr. Norman M. Lawler, one of the Consultant's engineers who performed traffic and economic studies, was in charge of the needs study of service plaza facilities on the turnpike. He said that to initiate the program Mr. Lawler had assembled and reviewed previous reports of traffic and other statistics that the Consultant had in its file. He said additional data in the files of the Commission had been requested and had been received and was being reviewed. He said the Consultant had requested new traffic counts which were being made over heavy volume periods on week ends. He said a preliminary review had been made of the status of construction for the Interstate Highway System.

Mr. Harnden said further that over the Memorial Day period, from Monday through Wednesday, counts were made of the vehicles and passengers entering and leaving the service plazas at Vermilion Valley and Portage. He said counts were made during that period of the usage of the dining areas and rest rooms. He said those counts were made by one man at each of those service plazas and were made also by mechanical traffic counters. He said the concessionaires had cooperated in providing counts of the patrons and the amounts of the checks from the restaurants, and the number of vehicles and passengers they contained at the gasoline service stations.

Mr. Harnden said further that those studies were being made to obtain new additional data to that already known by the Commission. He said that although those studies would probably confirm conclusions made from statistics obtained earlier, it was the Consultant's feeling that new and original data should be considered and if it did not confirm the earlier conclusions the reasons therefor must be determined.

Mr. Harnden said further that the Consultant had arranged a meeting with representatives of the Ohio Department of Highways to review with them the schedule of construction of the Interstate Highway System in the vicinity of the turnpike and to learn their anticipation of traffic on those highways. He said a meeting had been arranged with the managers of the Howard Johnson's restaurants to discuss various phases of their operation. He

said a similar meeting would subsequently be arranged with managers of the Gladioux Corporation restaurants.

Mr. Harnden said further that, as anticipated, the Memorial Day traffic was light. He said that, however, the observations made gave a general picture of the situation and indicated procedures to be followed in the future.

He said similar observations would be made over the 4th of July period when greater volumes of traffic were anticipated. He said that thus the study had been launched and preliminary procedures to be followed in the continuation of the studies were being developed.

The Chairman said the report of the Consulting Engineers was accepted as offered. He determined that there would be no report from the Director of Information and Research.

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

Resolution No. 10-1967

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, and the director of information and research of the Commission, have by various written and oral communications fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting on May 2, 1967, and the Commission has duly reviewed and considered the same;

"NOW, THEREFORE, BE IT

"RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting on May 2, 1967 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 declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 10-1967.

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 and that the next meeting of the Commission be held on Tuesday, July 11, 1967, at the same time and place. 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 12:41 P. M.

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



Charles J. Chastang, Secretary-Treasurer