

MINUTES OF THE ONE HUNDRED AND THIRTIETH MEETING
February 3, 1959

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session at its headquarters at 682 Prospect Street, Berea, Ohio at 11 A. M. Eastern Standard Time on February 3, 1959 with the key members of its staff, representatives of the Consulting Engineers, of the Ohio State Highway Patrol members of the press and others in attendance.

The Chairman said the meeting was in session and, addressing the Director of Highways of Ohio, Everett S. Preston, said the Commission was pleased to have a man who had been so well accepted by the whole public as Director of Highways as a Member of the Commission. He welcomed Mr. Preston on behalf of the Commission and assured him that he would have the same cooperation from the Commission that the Commission had always extended to the Director not only as a Member of the Commission but as the Director of Highways. He said the Commission and the Department of Highways often had problems that were common, that they rarely had problems that were conflicts. He said the interests of the Commission and the Department were generally the same, that both sought to serve the public, and the economy of the country in the best possible way for the country and for the state. He said that if the Commission and the Department ever had any conflicts they resolved them pleasantly. The Chairman said Mr. Preston was the fourth Director the Commission had had as a Member. He said the Commission had had as Members a Director, T. J. Kauer, who was afterward its own Chief Engineer during the construction of the Ohio Turnpike; that it had had the very great contribution of Samuel O. Linzell who succeeded Mr. Kauer; and that it had had a fine relationship and admirable contribution from Charles M. Noble as Director. He said he would like the record to show that the Commission did not get an opportunity to bid Mr. Noble adieu at a meeting because the last meeting he attended was so far in advance of his leaving the Department that it was not quite appropriate to bid him goodbye at that time. He said he would like the record to show and he would like the Secretary to let Mr. Noble know that the Commission that morning paid tribute to the services he had rendered as a Member. He said the Commission and Mr. Noble had had a very pleasant relationship and fine cooperation.

Mr. Preston thanked the Chairman and said it was indeed an honor to be part of the Commission. He said he hoped he would be able

to contribute in some small way. He said he certainly hoped there would be no conflicts.

The Chairman said the turnpike would not have been built had the Department of Highways not been as cooperative as it had been. He said the turnpike had started in the Department of Highways. He said the first studies were made by the Department. He said that regardless of things that were said the Highway Department over the years had been a great organization. He said good engineering had been done there, good work had been done there, and that people were prone to forget the greatness of some of the men who worked in the Highway Department in engineering and other professional capacities. He said he did not know what the Commission would have done had the Highway Department not been available, that not only the Highway Department itself made contributions but the Department lent the Commission men. He said most of the men had gone back to the Department but the Commission still had some from the Department.

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

Present: Chastang, Teagarden, Preston, Shocknessy.

Absent: Beightler.

The Chairman announced that a quorum was present.

A motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the minutes of the meeting of December 2, 1958 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: Teagarden, Chastang, Preston, Shocknessy.

Nays: None.

The Chairman declared the motion carried with the four Members present voting in the affirmative.

The Chairman read a letter addressed to him under date of January 22, 1959 from Governor Michael V. Di Salle. He said the letter was in response to an invitation the Chairman had extended to

the Governor to attend the meeting if he could arrange to do so. The letter from the Governor was as follows:

"January 22, 1959

"James W. Shocknessy, Chairman
"Ohio Turnpike Commission
"8080 Prospect Road
"Berea, Ohio

"Dear Jim:

"Thank you for your kindness in notifying me of the regular monthly meeting at Berea. At the present time I would rather not take the time to travel.

"I hope Everett Preston will find it possible to be with you. I do not feel that I should ask the Commission to change its meeting place merely to suit my convenience.

"I look forward to working with the Commission during the months ahead.

"Sincerely,

"MICHAEL V. DI SALLE,
"Governor

"MVD:MC"

The Chairman said that under date of January 31, 1959 the Governor had addressed another letter to the Chairman. He read the letter as follows:

"January 31, 1959

"James W. Shocknessy, Chairman
"Ohio Turnpike Commission
"8080 Prospect Road
"Berea, Ohio

"Dear Jim:

"This will acknowledge the receipt of your Tenth Annual Report dated February 1, 1959.

"On behalf of the people of the State of Ohio, I want to express my thanks to you and the members of the Commission for their fine work during the early days which marked the problems of acquisition of rights of way and construction and for the period in which the Commission has done a splendid job of operating in the interests of the public and the investors.

"Although this may very well be, in our lifetime, the last of the toll roads, it certainly will be a fitting memorial to those who have participated in it from its inception.

"Assuring you of my desire to continue the type of cooperation you have had in the past, I am,

"Sincerely,

"MICHAEL V. DI SALLE,
"Governor

"MVD:mfc"

The Chairman said those were certainly two very gracious letters and the Commission could feel secure that once again it had a Governor who would give cooperation and lend strength to it. He said the Commission had had the good fortune of having that same kind of cooperation from Governor Di Salle's predecessors. He said Governor Lausche went through all the tortures of the construction of the turnpike, its opening, and its early operation. He said Governor O'Neill was with the Commission for two years and always not only assured the Commission of cooperation but in fact gave cooperation to the Commission. He said the Commission had been very fortunate as a public body to have always had support from the Chief Executive of the State. He said he thought one of the reasons the Commission always got along so well with the Governor was because the Governor always knew what the Commission was doing.

The Chairman said General Beightler could not be present because Mrs. Beightler had had an operation at Walter Reed Hospital in Washington immediately after Christmas and when she had recovered sufficiently to travel they had gone to Florida where she was convales-

cing so that it was not convenient for General Beightler to be present.

The Chairman reported further that the Commission's annual report for 1958 was delivered to Governor Di Salle and to the General Assembly on the 30th of January.

The Chairman reported further that the Commission's earnings for 1958 were 1.52 over interest compared to 1.42 in 1957 and 1.06 in 1956. He said an earnings ratio of 1.50 was considered a very favorable position.

The Chairman reported further that the Commission had a letter from the Fiscal Counsel, Squire, Sanders & Dempsey, under date of January 27, 1959 advising that it was not necessary that any toll schedule revision be considered. He read a pertinent section of the letter as follows:

"Dear Sir:

"It is our opinion, based upon the information hereinafter referred to, that the Turnpike Commission does not have an obligation on or before February 15, 1959 to request the Consulting Engineers to make their recommendations as to a revision of the schedule of tolls, because the total amount deposited to the credit of the Sinking Fund in the fiscal year 1958 was not less than the amount required by Section 501 of the Trust Agreement."

The Chairman reported further that the Commission's traffic and revenue statement for January 1959 had been released to the public. He said the probabilities were that for the first January the Commission would have sufficient income to meet all expenses and interest requirements for that month. He said that in the past it had been necessary for January to be carried by other months but in 1959 the month of January might carry its own weight.

The Chairman said the Commission was glad to know that Colonel Fred Moritz, Superintendent of the Ohio State Highway Patrol, was getting along. He said the Commission understood that Sergeant H. W. Wheeler, who had been a member of District 10 of the Highway Patrol, the Ohio Turnpike Patrol, since the District was started had been promoted effective February 1, 1959 from First Sergeant to Lieutenant. He said the only thing wrong about that was that he would be moved because he was a good man. He said the Commission had been glad to have him and the record should show that the Commission congratulated

him and wished him well on his promotion.

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

1. Financial Reports as of November 30 and December 31, 1958
2. Traffic and Revenue Reports for November and December of 1958
3. Detail of investment transactions for December 1958 and January 1959
4. Auditors' Report for the period ending December 31, 1958
5. Cost and Budget Report for the year 1958
6. Report on Concessionaires for the year 1958
7. Draft of the minutes of the December 2, 1958 meeting.

The Assistant Secretary-Treasurer reported further that there was a small amount of government securities held in the Reserve Maintenance Fund which matured that month. He said the exchange offer of the Treasury had been accepted and that that was the first time the Commission had been able to realize a 4% yield on any of its investments.

In response to a question by Mr. Teagarden about the amount of interest income from investment of funds in the Bond Interest Account, the Assistant Secretary-Treasurer said that since investment of those funds was begun in the middle of July of 1958 the Commission's income had been approximately \$80,000. He said that when the supplement to the Trust Agreement authorizing investment of such funds was being considered, it had been estimated that over a year's time the average balance in the Bond Interest Account would be approximately \$7,000,000 and that the yield might average 1.5%. He said that on that basis the income would be \$105,000 in a twelve-month period. He said that when the Commission approved the supplement to the Trust Agreement on July 15, 1958 the 91-day Treasury Bills were yielding .96% whereas the January 29th Treasury Bills due April 30th had sold the previous week at an average yield of 2.975%. He said also that when the Ohio Turnpike revenue bonds were sold in July of 1952 it had been estimated that over the entire period that money would be available for investment from the Construction Fund the income would be \$6,700,000.

He said that as of the end of January 1959 the Commission's income from investment of the Construction Fund was \$17,163,923.75.

The Chairman invited Major S. B. Radcliffe, Deputy Superintendent of the Ohio State Highway Patrol, to address the Commission. Major Radcliffe read a letter addressed to the Chairman under date of February 2, 1959 by the Superintendent of the Ohio State Highway Patrol, Colonel Fred Moritz, as follows:

"February 2, 1959

"Mr. James W. Shocknessy
"Columbus, Ohio

"Dear Mr. Shocknessy:

"At the meeting of the Ohio Turnpike Commission in Berea on December 2, 1958, Major Radcliffe indicated that a further study would be made on the use of radar on the Turnpike, and also as to the sufficiency of the present manpower assigned.

"Since that time a further and more exhaustive study has been made on the subject of radar and we would like to submit the following for your approval:

"That radar be used for enforcing the speed sections of the Ohio Revised Code, and the Turnpike Rules and Regulations, as a supplement to the conventional practise of using a Patrol car speedometer in direct pursuit, whenever the District or Post Commander determines he has an accident problem which has developed due to vehicles traveling at excessive speeds.

"The study has further revealed we do have sufficient manpower to adequately cover the Turnpike under ordinary circumstances, but in order to further guarantee such coverage under unusual circumstances, such as a bad accident tying up traffic, etc., and after further studying the time off the Turnpike necessitated by the number of arrests and the furtherance of accident investigations, we would like to recommend that an additional 15 men be considered, making 5 additional men for each Post, to better insure complete coverage at all times.

"If both these proposals meet with your approval we will discuss, at your convenience, the details of the purchasing of the necessary radar equipment and the programing for the training of the ad-

ditional manpower recommended.

"Very truly yours,

"Col. Fred Moritz, Supt.
"Ohio State Highway Patrol"

In response to a question by Mr. Chastang, Major Radcliffe said the recommendation by Colonel Moritz meant adding 15 men to the existing complement of 60 patrolmen of the Ohio Turnpike Patrol. He said the patrolmen currently assigned to the Ohio Turnpike Patrol were trained in the use of radar. Lieutenant John L. Bishop, Commander of District 10, said he did not anticipate that more than three or four additional patrol cars would be required to implement Colonel Moritz' recommendations. The Chairman asked Major Radcliffe to report to Colonel Moritz that the Commission and the representatives of the Ohio State Highway Patrol discussed Colonel Moritz' recommendations and generally the Commission had indicated by poll of its Members who were present that it was in agreement and that the Commission's staff and the Ohio State Highway Patrol would work together and develop whatever procedure was necessary to make effective whatever was agreed upon.

The Executive Director reported that the Commission's staff and the Consulting Engineers were continuing their cooperative study of the median of the Ohio Turnpike to determine the possibility of increasing the efficiency of the median in containing out-of-control vehicles and that it was hoped to have a report in the hands of the Members prior to the next meeting of the Commission. He said some very interesting facts had been developed and the report might be of interest not only to the Commission but to other Authorities having similar problems.

The Executive Director said that as a part of the study it was believed that valuable information might be gained from statistics concerning arrests particularly with respect to violations of Section 2.5 of the Rules and Regulations. He said a violation of Section 2.5 might be anything from a driver going the wrong way on the turnpike to a backing procedure on the berm and the occurrence might be on the roadway, in a service plaza or in an interchange. He said detailed information with respect to each incident was not available. He said the Highway Patrol had tabulated the arrests for violation of Section 2.5 for the 35-month period from January 1, 1956 through

November 30, 1958 and had determined that there had been 224 arrests for such violation during the 35 months. He said these arrests had been plotted in accordance with milepost locations and it was apparent that most incidents occurred in the areas of interchanges and service plazas. He said plotting also showed that incidents at Interchanges No. 4 and No. 5 were out of proportion with incidents at other interchanges and that fact had prompted an investigation to determine why. He said that on January 15 the Deputy Executive Director and Traffic and Safety Engineer had commenced a study including interviews with toll collectors, observing general behavior of traffic, test runs on the turnpike approaching and exiting at the deceleration lanes, checking sign messages, placement of signs, the geometric layout of the interchanges and approaching grades.

The Executive Director said also that as a result of their investigation the following corrective measures had been recommended:

1. At Interchange No. 4 prohibit parking in the area between the toll plaza and the bifurcation of lanes leading onto the turnpike so that existing signs would not be obscured from entering traffic. Because the deceleration lane from the west-bound roadway was located just over the crest of a hill and there was a possibility that inattentive drivers might overshoot the deceleration lane and back up to permit proper exiting no action be taken to alleviate that possibility at that time but studies be continued for a more positive determination and conclusion.
2. With respect to Interchange No. 5 where it was believed that some confusion arose from Detroit-bound traffic because exiting signs read "Toledo-North" and "Lemoyne-South" at the bifurcation between the toll booths and S. R. 120, the "Toledo-North" sign be changed to read "Toledo-Detroit-North" in order better to serve Detroit-bound traffic.

The Executive Director said studies at these two interchanges would be continued following the placing into effect of the recommended changes until it should appear that the problems had been solved.

The Executive Director reported further that on January 19 and January 20, 1959 applications were received in the Commission's headquarters from maintenance employees at Amherst, Boston, Hiram and Canfield sections and the eastern division requesting a hearing with the Division Superintendent concerning a grievance. He said the Deputy Executive Director scheduled a hearing for January 26, 1959 at the Hiram Maintenance Building and requested that the spokesman for each group present at the hearing an authorization from each employee represented by the spokesman and a written statement setting forth the grievance. He said the hearing was held by the Eastern Division Superintendent and his assistant as scheduled. He said spokesmen named by the employees were employees of the Commission and each presented his authorization to represent individual employees and a written statement concerning the grievance. He said the written statements were identical as follows:

"It is the feeling of these employees that necessary measures have not been taken by the Ohio Turnpike Commission to provide justifiable increases in wages to compensate for the increases in todays cost of living. This is felt to be of vital importance to them and to their familys' welfare. It is also felt that the Commission should establish a policy for periodic review of wages to parallel the cost of living scale."

The Executive Director said the statements of grievance had been submitted to the Committee on Employee Relations for analysis and recommendation. He said any finding and recommendation made by the Committee would apply to all employees of the Commission whose wages and salaries were controlled currently by wage schedules. He said wage schedules were in effect currently for maintenance employees, including section foremen; toll collectors, including seniors; radio operators, building maintenance employees, typists, stenographers

and secretaries. He said that on February 2, 1959 grievances were received from personnel at Interchanges No. 8, No. 10 and No. 15 for hearings before the District Toll Supervisor on the subject of cost of living adjustments. He said that inasmuch as the question was before the Committee on Employee Relations further hearings at a lower level would serve no useful purpose. He said that under usual procedures the Committee would hold hearings and invite the submission of information in support of the applications.

The Executive Director said the last general increase amounted to approximately 4% over the wage and salary schedule for toll collection and maintenance employees adopted November 16, 1956 and was effective September 1, 1957.

In response to a question by Mr. Chastang the Executive Director said the Commission was not committed to any kind of a formula on general increases. The Chairman said that although the petitions received said the Commission did not have a regular review, the Commission actually did have a continuing review, a perpetual review of economic impacts upon employees. He said he wanted to make clear that the employees were not in any vise because the Commission could be reached at any time and that there was ample power for the executive officer to do anything that was required. He said that one of the considerations the Committee on Employee Relations had was what the state itself was going to do as the Commission was within the structure of state government and did not want to do something which would seem to be different from what the state was doing even though the Commission did have a status and even though it did not use public money.

The Executive Director reported further that the Commission owned 48 two-ton trucks: six Chevrolet trucks purchased in 1954 and 42 Ford trucks purchased in 1955. He said the Consulting Engineers in their third annual report recommended the replacement of that fleet during 1959 with a vehicle in the 21,000-22,000 pound gross-vehicle-weight class and that eight of the present fleet be retained for conversion to fire-fighting equipment. He said that in his memorandum to the Members under date of November 5, 1958 he listed an anticipated purchase of 48 two-ton trucks with dump bodies less the trade of 40 trucks at an estimated cost of \$154,000.

The Executive Director said each maintenance section had six two-ton trucks of which five were equipped in wintertime with hopper bodies for chemical and abrasive spreading plus a snow plow and one was equipped with dump body and snow plow. He said the intial plan for snow removal operations gave first consideration to the roadway,

second consideration to the interchanges and third consideration to the service plazas and the original equipment was in accordance. He said experience had dictated the necessity of giving consideration to the interchanges and service plazas equal to that of the roadway and that the demands under the current plan of operation spread the equipment to require peak performance of each unit. He said mechanical failures or accidents taking a truck out of service resulted in a breakdown in snow removal operations in its assigned section. He said the Boston maintenance section included three interchanges, No. 10, No. 11 and No. 12, whereas the other sections, with the exception of Kunkle and Castalia, had two interchanges. He said Kunkle had only Westgate Terminal and Interchange No. 2 and Castalia had Interchange No. 7 only but had a greater length of roadway than did the others. He said each section had a pair of service plazas. He said the Boston section had the worst weather and most snowfall over the most treacherous terrain of any section on the turnpike.

The Executive Director said it was his recommendation that the fleet of two-ton trucks be increased from 48 trucks to 51 trucks. He said that of the three additional trucks, one would be assigned to the Boston maintenance section and one each at division headquarters at Elmore and Hiram to be held in reserve and dispatched to any section in a division experiencing a breakdown or accident requiring temporary replacement. He said that arrangements should provide the equipment needed to assure complete coverage during normal storms experienced on the Ohio Turnpike. He said that, accordingly, the recommendation in his memorandum of November 5, 1958 was modified from a purchase of 48 two-ton trucks to a purchase of 51 two-ton trucks at an estimated cost of \$170,000 and that the Consulting Engineers had modified their original recommendation accordingly. He said advertising for bids was in preparation and it was hoped to have delivery of the new trucks made timely with the spring change-over from hopper bodies to dump bodies.

The Executive Director reported further that early the previous fall the Commission was informed that the settlements on the westbound pavement at milepost 15 and Interchange No. 13 would be corrected by an overlay of flexible pavement and that work would commence at that time. He said that at milepost 15 the westbound pavement was mudjacked to fill any voids which might be found under the pavement and the northerly and southerly halves of the westbound pavement were tied together with steel bars welded to dowels placed in the two halves of pavement to stop the separation of the two halves as a result of non-uniform lateral displacement. He said asphaltic concrete was then placed as an overlay but no attempt was made to bring the pavement back to plan grade.

The Executive Director said that at Interchange No. 13 minor correction was made in the grade with an asphaltic concrete overlay to improve riding qualities and surface but that no attempt had been made to restore plan grade at the time. He said the Commission's engineering staff was preparing plans for the restoration of both areas to plan grade. He said the Commission did not own equipment nor have manpower trained to do that type of work so it was planned to do the work by contract. He said it was expected that the work could be accomplished in the spring prior to the summer high volumes of traffic. He said preliminary estimates of cost to perform the work were \$3,000 for milepost 15 and \$5,000 for Interchange No. 13.

The Executive Director reported further that there were a number of state highways in the planning stage that would cross the Ohio Turnpike and to some degree affect the turnpike. He said that the previous fall the Commission had established a procedure with the Director of Highways, who was then Mr. Noble, whereby the Department of Highways would instruct its field engineers and consulting engineers to confer with the Commission.

Mr. Preston said he had noted the remarks on that subject in the minutes of the meeting of December 2, 1958 and that he certainly concurred in the procedure. He said the matter would be discussed at the staff meeting of the Department of Highways and the Commission would be advised of a liaison.

The Executive Director said that many of the crossings were of concern because of the effect they might have on the pattern of traffic and the effect they might have on the interchanges near certain crossings. The Chairman said the Department of Highways had been going ahead and not paying much attention to the Commission and that the Commission did have an interest. He said the Commission did not want any interchange wasted just because of casual treatment in the establishment of the highway system. He said the Commission's money had to be used for other purposes, it could not build new interchanges. Mr. Preston said that cooperation by the Commission and the Department of Highways in the matter was certainly in the public interest.

The Executive Director reported further that the driver of one of two cars involved in the accident of November 7, 1958 in which seven people were killed and who was the only survivor of the accident had pleaded guilty the previous day on seven counts of second degree manslaughter and had been sentenced to from one to twenty years on each of the seven counts.

The Executive Director said that his report as Executive Director was completed. He said he had a report from the Committee on Service Plazas in the absence of the Chairman of the Committee, General Beightler.

The Executive Director thereupon reported that each of the three concessionaires operating restaurants on the Ohio Turnpike had recently asked the Commission to grant an increase in the price of hamburger sandwiches from 35¢ to 40¢. He said one concessionaire had asked that the portion size of meat on the chopped-steak dinner be increased from 5-1/2 ounces to 8 ounces and the price of the dinner be increased from \$1.25 to \$1.45. He said that in the application it was stated that a 5-1/2 ounce portion of meat, after broiling, was not a substantial serving and that an 8-ounce portion seemed to satisfy customers. He said one concessionaire requested that the price of the present standard chopped-steak dinner be increased from \$1.25 to \$1.35 and that the price of a cheeseburger sandwich be increased from 45¢ to 50¢. He said the requests had been referred to the Service Plaza Committee and the Supervisor of Service Plazas had been asked to advise the Committee concerning the merits of the requests and to investigate pricing and portion sizes effective on other turnpikes and at restaurants operated under similar contracts in airports along the route of the turnpike and in commercial restaurants along the route of the turnpike.

The Executive Director reported further that the plans for the construction of the buildings at the service plazas made no provision for an incinerator for the disposition of refuse resulting from the operations of restaurants. He said the operators had utilized old steel drums for the purpose and improper combustion had resulted in great volumes of smoke and obnoxious odors. He said that to alleviate this condition the Howard D. Johnson Company had asked permission to construct an incinerator on a portion of the loading dock at the rear of one building. He said plans for the incinerator were submitted to the Commission's Consulting Engineer and to the architect who designed the buildings and the plans had been approved by each and by the Chief Engineer and by the Committee on Service Plazas.

He said the first incinerator was under construction at Great Lakes Plaza. He said that if it should be successful, the Howard D. Johnson Company would construct incinerators at its other five buildings. He said the work was being done at no cost to the Commission.

The Executive Director reported further that ever since the construction of the service buildings the Commission had been faced with a vexing problem of glass breakage. He said the large windows in the display room of the service stations and the lobby of the building had been breaking for no known reason. He said the breakage started soon after initial installation and had been continuous ever since. He said the majority of windows breaking following initial installation were in the buildings on the north side of the turnpike and it was believed that winter sunlight on the windows and lack of room for expansion were contributing factors. He said that in the spring of 1956 all large windows in the north buildings were replaced and remounted at no cost to the Commission. He said there were 32 of the large windows on the north buildings and 12 of them had broken in 1957 following the first replacement. He said the second replacements had been made without cost to the Commission and 11 had since broken, the most recent being just the previous week.

The Executive Director said the problem has been of continuous concern to the architects, the manufacturers of the glass and the Consulting Engineers. He said the manufacturers of the glass believed the windows were too large and had proposed that the windows currently broken and those that might break in the future be replaced with two lights of glass instead of one with a divider separating them. He said the proposed divider was of aluminum and would not detract from the appearance of the building except it would not be installed until such time as breakage occurred. He said that because of this there would be windows of mixed sizes in each building until all windows had broken and been replaced. He said that if the Commission were to accept this plan, the manufacturer had offered to furnish the replacement glass if the Commission would pay for installation. He said that should it be determined that the Commission was unwilling to accept the proposal of dividing the windows the manufacturer had stated a willingness to furnish replacement windows for those now broken if the Commission would pay for installation. He said the manufacturer of the glass did not warrant glass against breakage nor was it responsible for installation. He said all work and expense undertaken by the manufacturer to date had been a matter of good will. He said the entire problem had been submitted to the Service Plaza Committee for a determination and recommendation. He said costs to the Commission for installation under the two proposals had not been determined.

The Chairman said it should be understood that the manufacturer who produced the windows had a research problem and that he had a good-will problem and a moral commitment. The Executive Director said the manufacturer of the glass had been so informed and was very cooperative.

The Chairman said the Commission wanted to congratulate the Executive Director and the Deputy Executive Director and the whole staff for the way the flood situation in January had been handled. He said the Commission had had only high compliments. He said the way the road had been kept during the winter had contributed tremendously toward the Commission's public relations. The Executive Director thanked the Chairman. He said he felt that Providence had a little to do with it.

The Chairman of the Committee on Budget and Finance, Mr. Chastang, reported that he had met with the Executive Director about the budget and had noted that the expenditures in 1958 had been within budget. He said there had been some changes in the individual items but overall the estimates in the budget had been in very good shape.

The Chairman thanked Mr. Chastang for his report.

The Chairman of the Committee on Claims, Mr. Teagarden, said the Committee had settled one claim since the last meeting. He said there were three claims left to dispose of as far as the Committee was concerned. He said that settlement of one of those claims had been accepted by the contractor except that the contractor had a sub-contractor who had a claim against the contractor and the contractor would not accept a check in settlement until the latter claim was cleared. He said some claims which had been before the Committee had gone to litigation. The Chairman said that the Commission was down to almost nothing in claims but had not yet declared the turnpike completed and was not going to until the whole matter of claims was out of the way. He thanked Mr. Teagarden for his report.

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

Resolution No. 1 - 1959

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, maintenance engineer, 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, 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 December 2, 1958, 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, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members present voting in the affirmative.

The resolution was identified as No. 1-1959.

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

Ayes: Chastang, Teagarden, Preston, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:40 o'clock P. M.

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


Robert S. Beightler, Secretary-Treasurer