

MINUTES OF THE ONE HUNDRED AND THIRTY-SECOND MEETING
April 7, 1959

Pursuant to the call of the Chairman, the Ohio Turnpike Commission met in regular session in Room 907 of the Departments of State Building in Columbus, Ohio, at 2:30 o'clock p.m. on April 7, 1959 with the Governor of Ohio, key members of the commission's staff, representatives of the Consulting Engineers, of the Trustee, of the Auditor of State, members of the press, and others in attendance.

The meeting was called to order by the Chairman, the roll was called, and the attendance was reported to be as follows:

Present: Beightler, Chastang, Preston, Teagarden, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by General Beightler, seconded by Mr. Teagarden, that the minutes for the meeting of March 3, 1959 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: Beightler, Teagarden, Preston, Chastang, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

The Chairman reported that all Members had received the report of traffic and revenue for the month of March 1959. He said revenue for the month of April 1959 was already proceeding accordingly. He said it was comparable with March and incomparable, practically, with April of 1958.

The Chairman reported further that since the last meeting the

Commission had received a letter from the Chief National Bank Examiner of the Fourth Federal Reserve District under date of March 13, 1959 which he directed to be incorporated in the minutes. The letter follows:

"Treasury Department

"Comptroller of the Currency

"Chief National Bank Examiner
Fourth Federal Reserve District
715 Federal Reserve Bank Building
Cleveland 1, Ohio

"March 13, 1959

"Mr. James W. Shocknessy, Chairman
Ohio Turnpike Commission
Columbus, Ohio

"Dear Mr. Shocknessy:

"When I acknowledged the two copies of the 1958 annual report which you recently sent to me, I reluctantly, and for obvious reasons, refrained from commenting on the progress reflected in the report.

"I am sure that you will be pleased to know that on March 9, 1959 Mr. L. A. Jennings, Deputy Comptroller of the Currency, advised me as follows:

'After giving careful consideration to the results of three years of operation of the Ohio Turnpike, we have concluded that we will no longer object should the bonds be acquired for investment by national banks. However, bankers will be expected to determine on the basis of their own review, whether the bonds are suitable and eligible for investment within the restrictions of the Investment Securities Regulation of the Comptroller of the Currency.'

"Inasmuch as Vice Chairman Teagarden is also the president of one of our banks, the National Bank of Oak Harbor,

I am taking the liberty of furnishing him a copy of this letter.

"Sincerely yours,

"C. B. Redman

"Chief National Bank Examiner"

The Chairman said the Commission was gratified by Mr. Redman's statements concerning the status of Ohio Turnpike bonds as an investment by national banks.

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

1. Financial Report as of February 28, 1959
2. Traffic and Revenue Report for February 1959
3. Detail of investment transactions for March 1959
4. Draft of the minutes of the March 3, 1959 meeting.

The Assistant Secretary-Treasurer reported further that the April transfer to the Bond Interest Account brought that Account up to within about \$225,000 of its maximum of one year's interest. He said the balance in that account was \$2,147,000 more than at that time in 1958. He said the transfer early in May 1959 would fill the Bond Interest Account, permit the crediting of \$600,000 to the Reserve Maintenance Fund in compliance with the recommendation of the Consulting Engineers, and leave an additional sum to be credited to the Reserve Account toward its maximum of two year's interest.

In response to questions by the Members the Assistant Secretary-Treasurer said the two year's interest in the Reserve Account probably would be attained not later than the fall of 1962 and might be attained earlier if traffic continued at its current increase over the past. He said he thought there would be money in the Redemption Account not later than the fall of 1962 and possibly as early as the fall of 1961.

The Chairman said that in the absence of any other questions, the Secretary-Treasurer's report would be accepted as offered.

The Executive Director said the Ohio State Highway Patrol had informed him that a trainee school had been commenced the previous day. He said the school generally lasted 12 weeks and that after that period 15 additional patrolmen would be assigned to the Ohio Turnpike. He said it was expected that five of the additional men would be assigned to each of the patrol posts at Swanton, Castalia and Hiram Maintenance Buildings. He said that because those facilities had been designed to accommodate the existing complement of patrolmen, the addition of five officers to each post presented a problem of inadequate facilities. He said the patrol had expressed the need for expanded office facilities to provide an interrogation room and space for patrolmen to prepare reports in addition to accommodations for the increase in forces. He said he and the Commander of District 10 of the Ohio State Highway Patrol and the Resident Engineer of the Consulting Engineers had surveyed each post to determine how additional facilities could be provided. He said it had been determined that to provide additional space within the building would require the sacrifice of valuable space currently used by the Maintenance Department. He said the problem of additional space was being prepared for presentation to the architect for a determination of feasibility of providing second-story space for the dormitory and utilizing the existing dormitory to provide facilities for the additional men and the requested additional space. He said the architect would prepare a preliminary sketch and an estimate of costs if provision of the second-story space proved feasible. He said that in the event a second floor should be provided it would contain more space than currently needed in order to take care of possible future needs.

The Executive Director reported further that at the meeting of the Commission on March 3, 1959 he had reported that plans had been made for certain staff members to observe the operation of double-bottom trucks on the New York State Thruway and the Massachusetts Turnpike. He said that on March 16, 17, 18 and 19 of 1959 the Director of Information and Research, Deputy Executive Director, and Traffic and Safety Engineer visited the New York Thruway and the Massachusetts Turnpike and observed the operation of double-bottom trucks and discussed those operations with representatives of the trucking industry and with operational personnel of the toll road authorities. He said the staff members also took the opportunity to discuss other problems of mutual interest with representatives of the Authorities and had incorporated their findings in a comprehensive

report to the Executive Director under date of April 3, 1959, copies of which had been furnished to the Members. He said that prior to the observation trip Mr. Paul Rief of the Department of Information and Research had ridden in the cab of a double-bottom truck from the Pennsylvania-New York line to Boston and had reported that his trip was without incident, that the truck had operated well, and that other traffic did not bother to give it a second look. He said the staff would continue to concern itself with the experimental operation and the problems which would arise with respect to the Ohio Turnpike in handling double-bottom trucks. He said the question of the design of the critical bridges on the Ohio Turnpike was being examined by the Consulting Engineers and the Commission would soon have their answer with respect to the ability of the bridges to withstand the impact of the gross loads represented by double-bottom trucks. He said a number of motor carriers had indicated interest in operating double-bottom trucks on the Ohio Turnpike but no specific request to do so had been received. He said he thought the trucking industry would be silent with respect to other turnpikes until the experiment on the New York Thruway and the Massachusetts Turnpike was completed.

The Executive Director reported further that early on March 9, 1959 a truck loaded with machinery drifted off the right side of the eastbound roadway near Milepost 88 and climbed the embankment underneath the bridge carrying Four Mile House Road over the turnpike. He said the top of the truck's cab and the machinery loaded on the truck struck the underneath portion of the bridge doing extensive damage to the bridge, truck and machinery. He said the driver admitted falling asleep at the wheel and, fortunately, the driver and a passenger in the truck were not seriously injured. He said one of the supporting beams on the bridge was so damaged and displaced that complete replacement of the beam was necessary. He said it was a 33-inch beam weighing 130 pounds per foot. He said the impact was so great that a portion of the bridge pavement and parapet wall had been fractured and would require replacement. He said there was very little traffic on Four Mile House Road and it was not necessary to close the bridge to traffic. He said it was likely the repair work would have to be done by contract because of the special equipment and skills necessary. He said plans were being developed for the repair work by the Commission's staff in cooperation with the Consulting Engineers. He said liability had been accepted by the carrier for the owner of the truck which was the manufacturer of the machinery. He estimated the cost of repairs would be between \$5,000 and \$10,000.

The Executive Director reported further that a year before he had reported to the Commission concerning the condition of pavement at the Route 21 Interchange and had stated that the Guniting treatment applied during the fall of 1957 experimentally appeared to have been 90% successful. He said that at that time it had been hoped that that type treatment would be a satisfactory procedure to stop the spalling and disintegration of concrete in the interchange. He said a recent inspection of the interchange by staff members and the Consulting Engineers revealed that although the Guniting treatment remained sound the concrete to which it had been applied had disintegrated further during the past winter to the extent that the bond between the two was gone and the experiment could for all practical purposes be considered a failure. He said absorption of moisture by the concrete coupled with freezing and thawing temperatures appeared to be the action causing the disintegration. He said that if that was a proper conclusion it could be assumed disintegration was progressing on the underside of the pavement slab as well as on top. He said the only way that could be conclusively determined was by coring the pavement. He said the Chief Engineer had been negotiating with the Pittsburgh Testing Laboratories for a quotation for coring selected areas of the interchange pavement and the main line pavement. He said it was planned also to have the laboratory test the cores to determine the differences in strength of concrete which might have occurred since the pavement was originally constructed. He said it would appear that a sufficient number of cores and tests to make a determination would cost less than \$1,000.

The Executive Director said also that following the inspection of the interchange paving by the staff and the Consulting Engineers, inspections were made by invitation by an engineer from the Portland Cement Association and an engineer representing the manufacturer of a proprietary bonding agent. He said the engineer from the Portland Cement Association urged consideration of complete replacement of the spalled and disintegrated pavement in the interchange area by constructing a new pavement over the existing pavement where grades would permit, and removal and replacement of the slab where necessary to maintain existing grades. He said that because of the single-lane pavements in the interchange and the time required for concrete to cure, maintenance of traffic under that plan appeared impractical. He said the engineer representing the manufacturer of the proprietary bonding agent did not believe its product would serve any useful purpose because of the unsound condition of the existing concrete.

The Executive Director said also it would appear that a resur-

facing of the pavement with a flexible overlay and possibly a sealing of the underside of the pavement slab, depending upon the results of the core borings, would be the most practicable and economical treatment for the interchange pavement. He said it was planned to replace the disintegrated barrier curbs with new concrete curbs, utilizing Commission forces and equipment. He said no estimates of costs had been made nor could be made until the full treatment could be determined.

The Executive Director said also the spalling of joints and edges on the main-line pavement on Contract C-16 was continuing and the attention of the staff was directed to a determination of a solution of that problem. He said the staff must await the information to be obtained from core borings and strength tests before any conclusions could be reached with respect to possible corrective measures for the deficiencies of the main-line pavement.

At this point the Honorable Michael V. DiSalle, Governor of Ohio, arrived. The Chairman introduced the Governor to the Members and to the Commission's staff, to the representative of the Auditor of State, Raymond J. Bartholomew; to the resident engineer of the Consulting Engineers, Rear Admiral J. M. Worthington, USN (Ret.), and to the representative of the Ohio National Bank, Robert H. Bartholomew.

The Governor said he wanted to thank the Commission for the work it had been doing, and on behalf of the State to assure the Commission that if there was any way he could cooperate with the Commission he would be very glad to do so. The Chairman told Governor DiSalle he was already cooperating. Governor DiSalle said actually there was not anything the Commission needed from him. He said the bondholders seemed to be happy. He said he knew the national banks had approved the acceptance of Ohio Turnpike securities and the Commission was in excellent shape.

Governor DiSalle said also the Ohio Turnpike might very well be the last toll turnpike Ohio would build. He said that if the Federal program continued as it was the chances were that it would be on a pay-as-you-go basis. He said he hoped the State could continue that way. He said the Ohio Turnpike was a monument to those who had worked with it and had stayed with it.

The Chairman said the Commission was proud of its project and was proud to have Governor DiSalle say all the nice things he had said about it and about the way it was being handled. He said the Commission had received several letters from Governor DiSalle and was grateful for them.

Governor DiSalle said he had written the day before to the president of Standard Oil Company of Ohio and had said that if the Commission were to build the turnpike currently its costs would be at least 50% higher than they had been. He said he had pointed out to the president of Standard Oil Company of Ohio the need for building as many miles of highway as possible currently because ten years in the future the costs would be higher than they were currently. He said the more highways the state could build currently the more good highways it would have and the more stable would be its costs. He said it was important that the state use money not in paying interest on bonds but in building highways on a cash basis.

After photographs were made of Governor DiSalle and the Members of the Commission, Governor DiSalle took his leave.

The Executive Director reported further that from time to time employees of the Commission were summoned for jury duty. He said a recent incident had prompted two questions that had been referred to General Counsel for a determination. He said the questions were (a) whether employees of the Commission were required to serve on jury and (b) whether or not the employee should be paid by the Commission while away from his work in performance of such duty. He said General Counsel had concluded that while public officers were exempt from jury service, a non-supervisory employee was not excused from jury service by reason of his employment with the Commission and there was no provision in the Bylaws or the Employee Manual either excluding or providing for the payment of wages while an employee was serving on a jury. He said General Counsel had recommended the formulation of a policy in regard to jury service by Commission employees and in particular with respect to payment or part payment of wages during such absence. The Executive Director said also that in keeping with that recommendation the General Counsel, Comptroller, Deputy Executive Director, Director of Information and Research, Maintenance Engineer, Supervisor of Toll Collections, staff counsel and he had conferred on March 24, 1959 for the purpose of formulating a recommendation of policy with respect to the payment of wages and salaries to employees of the Commission called for jury duty. He said that prior to the conference a query had been directed to the Auditor of State as to the procedure followed with respect to employees of the State of Ohio. He said it was learned that employees of the State of Ohio suffered no loss in pay by reason of absence to serve on juries. He said in practice the employee endorsed over to the State checks received for jury service and received his pay from the State without deduction. He said the employee was permitted to retain any reimbursement he might receive for travel as a result of jury service.

The Executive Director said also the staff recommended a resolution adopting for the Commission the policy outlined by the Auditor of State with respect to employees called to jury service.

A resolution adopting Section 5.00 of Article VI of the Code of Bylaws with respect to jury duty was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 4-1959

"WHEREAS the Commission, having duly and fully considered the same, deems it desirable to adopt as part of its Code of Bylaws a policy with respect to compensation which employees of the Commission required to perform jury duty shall, during such necessary absence, receive;

"NOW, THEREFORE, BE IT

"RESOLVED that §5.00 of Article VI of the Code of Bylaws with respect to jury duty be, and the same hereby is, adopted to read as follows:

'Each full-time employee of the Commission, whether salaried or hourly rated, who may be summoned in his or her respective community to serve upon a county grand jury or petit jury, or upon a federal grand jury or petit jury, or who shall be summoned to serve as juror in any municipal court, and who, because of such required absence from employment with the Commission would not otherwise be entitled to pay by the Commission, shall, during such period of absence from his or her duties as employee of the Commission, be entitled to his or her regular pay from the Commission, for any such period of absence from his or her work with the Commission because of required jury duty, upon endorsing over to the Commission the compensation received for such jury duty, not including travel allowance. '"

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

Ayes: Beightler, Teagarden, Preston, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 4-1959.

The Executive Director reported further that plans had been prepared to complete the restoration of the riding qualities of the westbound pavement at Interchange 13 and Milepost 15 during the spring season. He said the work at Interchange 13 was estimated to cost \$6,500 and the work at Milepost 15 was estimated to cost \$3,000. He said that because the rate of settlement in both areas had been progressively diminishing it was believed practicable to do the work without further delay. He said the work at Interchange 13 involved approximately 125 lineal feet of the westbound roadway. He said mudjacking and slab movement in that area had so broken the slab that it would be necessary to remove the slab and replace it with a reinforced concrete slab. He said the work at Milepost 15 would include additional overlay pavement and raising of berms. He said the latter correction involved approximately 300 feet of westbound pavement. The Executive Director said also that if there were no acute change in rates of settlement it was expected there would be no need for further major adjustment in either area for approximately five years. He said the Consulting Engineers had approved the proposed corrective measures and it was hoped the work could be completed before Memorial Day of 1959.

The Executive Director reported further that the Committee on Employee Relations had held three meetings on the request of Commission employees for cost of living adjustment since the last meeting of the Commission. He said the meetings were held on March 11, March 13 and March 20. He said at its meeting on March 13 the Committee concluded that in light of the possibility of action with respect to state employees through legislation resulting from the study of classification of positions in the service of the State of Ohio by the research staff of the Ohio Legislative Service Commission or through legislation granting a cost of living increase to state employees and the possible changing of the status of Commission employees, further deliberations on wage increases should await some indication of the outcome of those possibilities. He said information concerning those possibilities had been furnished each spokesman for employees with the request that it be brought to the attention of the employees represented by the respective spokesmen. He said it was not expected, therefore, that a recommendation with respect to salary adjustments would be forthcoming from the Committee until such time as the General Assembly had indicated its intentions.

The Executive Director reported further that in his report to

the Members under date of November 5, 1958 on the expected purchase and replacement of equipment during 1959 he had stated that it was the intention to purchase 15 small trucks of the pick-up and utility class and trade in 13 miscellaneous small trucks at an estimated net cost of \$22,000. He said a resurvey of requirements had resulted in a slight modification of the plan to the extent that it was determined the needs would be better served by the purchase of 16 miscellaneous small trucks and trading in 15 used small trucks. He said bids for those trucks were opened on April 1, 1959 and 11 bidders responded to the invitation to bid which was divided into two proposals; (a) for the purchase of 15 miscellaneous small trucks, accepting in trade 15 used small trucks and (b) for the purchase of one new one-half-ton carry-all truck without trade. The Executive Director said the low bid for Proposal A for the 15 miscellaneous small trucks had been incomplete. He said it was his intention to reject those bids and readvertise to avoid any possible controversy between the Commission and the low bidder and the second low bidder. He said the bid was actually defective in that the bid portion of the proposal had not been signed. He said the affidavit was signed and was accompanied by a certified check. He said there was some question as to the right of the Commission to accept the bid as a valid bid and it would not be worth a contest to award to the second low bidder for the small difference in cost involved. He said the need for the trucks was not so great but that the bids could be readvertised. He said the difference between the low bid and the second low bid was about \$1,000.

A resolution rejecting 11 certain proposals for contract 314-A was moved for adoption by Mr. Chastang, seconded by Mr. Preston, as follows:

Resolution No. 5-1959

"WHEREAS the Commission has duly advertised, according to law, for bids for a contract for the sale to the Commission of 15 new 1959 model light trucks and acceptance in trade of 15 used light trucks, which contract is designated as Contract 314-A, and proof of said advertising is before the Commission;

"WHEREAS bids for performance of Contract 314-A were received and have been duly opened and read, as provided in the published notice for said bids, and said bids are before this meeting;

"WHEREAS said bids have been analyzed by the Commission's executive director and general counsel and they have reported thereon to the Commission with respect to said analysis; and

"WHEREAS certain of said bids contained various irregularities and are therefore not responsive to the advertisement for bids, and that the bids received are as a whole unsatisfactory and the Commission's general counsel has advised the Commission that the Commission has the right to reject any and all bids for said contract as recommended;

"NOW, THEREFORE, BE IT

"RESOLVED that all bids heretofore received under Contract 314-A for the sale to the Commission of 15 new 1959 model light trucks and acceptance in trade of 15 used light trucks be, and hereby they are, rejected; and the executive director is authorized to return to the respective bidders all certified checks held by the Commission as security for any of the aforesaid bids; and

"FURTHER RESOLVED that the executive director and general counsel are directed to cause said contract to be readvertised, and that the executive director shall take and open bids for the same pursuant to such readvertisement, and shall report results thereof to the Commission or take action thereon pursuant to the Commission's Code of Bylaws."

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

Ayes: Chastang, Preston, Teagarden, Beightler, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. The resolution was identified as No. 5-1959.

The Executive Director reported further that with respect to Proposal B a valid bid had been received from the Geo. G. Spitzer Motors Co. of Grafton, Ohio which proposed to furnish a Dodge model D-100 for \$2,058.10. He said he proposed to award Proposal B to the Geo. G. Spitzer Motors Co. for its low bid unless there was some objection from the Commission.

The Chairman said that in the absence of any questions, the report of the Executive Director would be accepted as offered.

The Chairman of the Committee on Service Plazas, General

Beightler, reported the Committee met on March 20 at Berea and considered the request of the Howard D. Johnson Company to erect at each of its several restaurant operations on the Ohio Turnpike a sign some 30 feet high by 6-1/2 feet wide. He said it was a very attractive sign and the Committee had seen no objection to the erection. General Beightler said also the Howard D. Johnson Company had built an incinerator at one of the restaurants. He said the Committee looked over the incinerator and found it to be of very nice construction and to work quite satisfactorily. He said the incinerator was not a separate unit but was adjacent to the building. He said it was not an unsightly operation and the Committee had given approval for further construction of the incinerators because the incinerator it viewed was operating to the satisfaction of the Howard D. Johnson Company and to the Committee's and had been constructed at no cost to the Commission. He said the Committee hoped the other two restaurant concessionaires would similarly erect incinerators.

General Beightler reported further the Committee had been considering the expansion of the gift shops into the area of the lobbies of the restaurants and had asked the three restaurant concessionaires to submit plans on what they would like to do in the way of some satisfactory arrangement for enlarging their gift shops. He said the Committee considered the plans as submitted and found the plan of the A. B. C. Vending Corporation not acceptable, approved the plan for Holiday House restaurants and approved the Howard D. Johnson Company's arrangement with certain exceptions.

General Beightler reported further the Committee considered a request of the Ohio Bell Telephone Company that it be permitted to replace some of the pedestal telephones in the lobby of certain restaurants with telephones enclosed in booths. He said the Committee looked over the situation at one of the restaurants and decided to permit the telephone company to enclose two booths in the vestibule and to put two more phone booths in the lounge area to the right of the entrance from the vestibule. He said the public had complained about lack of privacy at the pedestal phones.

General Beightler reported further that requests had been received from the restaurant concessionaires to increase the prices of hamburgers and cheeseburgers. He said the Committee after due consideration and after receiving a report from its restaurant advisor, the Supervisor of Service Plazas, who had investigated the price of similar items on other turnpikes and comparable restaurants in the vicinity of the turnpike, recommended that the increase be

allowed. He said the increase would be five cents on each type of sandwich. He said no other increases had been made in the prices of any foodstuffs.

General Beightler reported further the annual reports of the restaurant operators for 1958 had been received. He said 1958 was the best year for the operators. He said one operator whose restaurants were located on the part of the turnpike which generated the least business showed a substantial increase in profits; another operator showed a profit for the first time, and the third operator had a report that was difficult to evaluate because purchases by that operator were made from a commissary at prices possibly higher than would have been paid to outside vendors. He said in his opinion the restaurants were doing all right and could not complain too much about profits.

General Beightler reported further that with respect to the breakage of thermopane windows in service plaza buildings the supplier was willing to furnish glass to replace that which had broken but proposed that the Commission furnish sash with interlocked neoprene gasket and replace the glass. He said the estimated cost to the Commission would be \$3,465.93. He said the sash with interlocked neoprene gasket would permit the window to, so to speak, sort of float in position. The Executive Director said the manufacturer had installed the neoprene gasket when it had replaced the thermopane windows at Oak Openings Service Plaza two years before and that those windows had gone through two winters without any breakages. He said the glass company had adopted the neoprene gasket as a standard for use with thermopane windows on large installations. General Beightler said the Committee on Service Plazas would consider the proposal and would also ask the manufacturer of the glass if it would be feasible to remove and remount unbroken panes, using the sash with interlocked neoprene gasket. The Executive Director said the Consulting Engineers and the Chief Engineer recommended the installation of neoprene gaskets.

General Beightler reported further that on March 20, 1959 the Executive Director, Deputy Executive Director, General Counsel, Supervisor of Service Plazas and he met with the Executive Vice-President and General Manager and the Counsel for one of the restaurant operators which had not been sufficiently cooperative with the Commission. He said that while the Committee felt there had been a definite improvement in turnpike restaurants generally during the past year, it felt that the operator in question had not made the

improvement that was possible to the same extent that the other operators had. He said the representatives of the Commission told the representatives of the restaurant operator what the Commission expected and the representatives of the operator assured there would be complete cooperation in the future. He said the representatives of the operator said it would do the things the Commission was recommending and suggesting for the most part. He said there would be another meeting with representatives of that operator.

The Chairman of the Committee on Claims, Mr. Teagarden, reported the Committee still had one claim remaining before it and that it had been four or five months since the Committee had even heard from the contractor who had filed the claim.

The General Counsel reported the suit growing out of the claim filed by D. W. Winkelman Company, Inc. had been settled and the matter had been successfully completed.

The Deputy Executive Director reported the program of striping the pavement would start in about two weeks, weather permitting. He said the pavement striper had been modified so that the center line and the left edge line could be put down concurrently, thus speeding up the operation.

The Chairman thanked Mr. Preston for the courtesy of letting the Commission meet in the offices of the Department of Highways.

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

Resolution No. 6-1959

"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 admin-

istrative officers of the Commission on its behalf since the Commission's meeting on March 3, 1959, 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, Beightler, Chastang, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. The resolution was identified as No. 6-1959.

There being no further business to come before the Commission, a motion was made by General Beightler, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman.

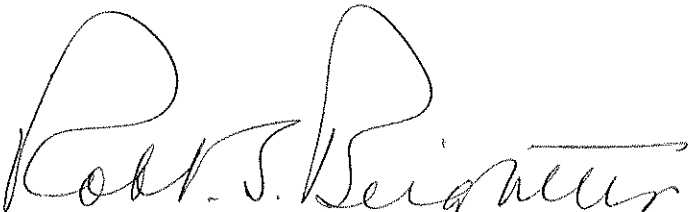
A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Beightler, Teagarden, Preston, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 4:20 o'clock P. M.

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

A handwritten signature in cursive script, reading "Robert S. Beightler". The signature is written in dark ink and is positioned above a horizontal line.

Robert S. Beightler, Secretary-Treasurer