

MINUTES OF THE ONE HUNDRED AND THIRTY-EIGHTH MEETING
February 2, 1960

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Hearing Room 3 of the Departments of State Building in Columbus, Ohio at 11:00 o'clock A.M. on February 2, 1960 with the key members of its staff, representatives of the Consulting Engineers, of the Trustees, of the principal Underwriters, 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, the attendance was reported to be as follows:

Present: Chastang, Teagarden, Preston, Shocknessy.

Absent: Beightler.

The Chairman declared that a quorum was present.

Motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of December 1, 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 present responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Preston, Shocknessy.

Nays: None.

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

The Chairman reported he had been advised that on January 15, 1960 the fifty millionth toll paying vehicle had used the turnpike and that on January 20, 1960 the Commission had had the record for commercial revenue of all time, \$30,643, and that the total revenue for the month would be approximately \$1,526,000, or approximately a quarter million more than for the same month of 1959.

The Chairman reported further that conferences were being had between the Director of Highways and the Executive Director through

themselves and their assistants on the matter of connections with the turnpike by the Interstate System. He said that was a matter of great interest to both the Department of Highways and the Commission so both were glad that it was under way.

The Chairman reported further that he understood from a memorandum of the Supervisor of Service Plazas that the free coffee experiment on New Year's Eve had been a great success. He said it was one the Commission hoped would be carried on.

The Chairman reported further that the Attorney General had advised the Public Employees Retirement System that the Commission was liable for payment for certain assessments for employees who had worked for the Commission in the past. He said the opinion was in the hands of the General Counsel.

The Chairman reported further that the Commission's annual report for 1959 was out that morning. He said the annual report had been printed and delivered in its printed form to the Governor and to the Clerk of each House of General Assembly on February 1, 1960. He said it was the first time since the Commission had been in business that it had been able to file the annual report printed.

The Chairman said that in the absence of questions the report of the Chairman would be received as offered.

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, 1959 and December 31, 1959.
2. Traffic and Revenue Reports for November 1959 and December 1959.
3. Detail of investment transactions for December 1959 and January 1960.
4. Accountants' Report "Summary of Rentals by Restaurant Operators for the period from October 1, 1958 through September 30, 1959".
5. Auditors' Report for the period ending December 31, 1959.

6. Cost and Budget Report for the year 1959.
7. Draft of the minutes for the meeting of December 1, 1959.

The Assistant Secretary-Treasurer reported further that the January revenue should result in interest coverage for the month in the area of 1.2 times compared to .94 times for January of 1959. He said it was the first time that interest had been earned in January. He said it appeared to be about an even chance that interest would be earned in February 1960. He said truck traffic had been particularly good and the final figures might show January to be the high month in commercial toll revenue.

The Assistant Secretary-Treasurer reported further that during January 1960 Standard & Poor's Corporation had raised its rating on Ohio Turnpike bonds from "B1+" to "A". He said that as far as he knew only one turnpike issue was rated higher. He said that issue was for the original section of the Pennsylvania Turnpike. He said that of the turnpikes only the New Jersey Turnpike, New York State Thruway, and Oklahoma Turner Turnpike had bonds with an "A" rating. He said the new rating probably explained in part the recent price movement on Ohio Turnpike bonds. He said the price at the close of February 1, 1960 was three and one-half points higher than at the beginning of 1960 and was the highest for the bonds since April 14, 1959.

Mr. Chastang referred to a report on the purchase of fuel per mile on the turnpike which had been mailed to the Members by the Assistant Secretary-Treasurer and inquired whether the fuel concessionaires on the turnpike were getting the fuel business of truck operators. The Assistant Secretary-Treasurer replied that while the concessionaires reported sales of gasoline and of diesel fuel they did not break down sales of gasoline as to the portions for passenger and commercial vehicles. He said none of the fuel concessionaires gave discounts to truck operators. Mr. Teagarden said the fact that truckers could purchase fuel at a discount before entering the turnpike accounted for the failure of the turnpike fuel concessionaires to obtain more of the truckers' business. Mr. Teagarden said quite a few petroleum companies offered discounts at filling stations off the turnpike and that the turnpike fuel concessionaires probably could be meeting that competition. He said also he thought the Commission's contracts with the concessionaires required that they charge the same rates as were charged by their competitors in the areas of the respective turnpike service plazas. The Executive Director said the Commission had had conversations from time to time with the fuel concessionaires,

whose position was that they would be happy to offer discount on sales of fuels for trucks if the Commission would absorb the discount. He said the contracts would not permit the Commission to absorb the discount.

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

The Executive Director reported that at its meeting on September 15, 1959 the Commission had passed resolution No. 15-1959 determining certain lands within the right-of-way of the Ohio Turnpike needed by the Department of Highways of Ohio to accommodate a relocation of State Route 57 in Elyria were not needed in connection with the operation and maintenance of the Ohio Turnpike and authorizing the Executive Director to negotiate with the Department of Highways for the sale of said lands and to consummate said sale at a price to be agreed upon by the Executive Director and the Director of Highways. He said agreement had been reached with the Department of Highways concerning the price to be paid and the protection of the turnpike and its patrons during the construction of the relocated State Route 57.

The Executive Director said the Department had agreed to reimburse the Commission for its investment in the property including interest on the investment for the period of the investment and for costs incidental to the sale for a total of \$13,150. He said the Department, in addition, would cause its contractor to relocate the turnpike boundary fence on the new right-of-way line in accordance with standards of construction adopted by the Commission for chain link fence at no cost to the Commission. He said there were three parcels of right-of-way involved in the transaction and that they totaled 2.17 acres in area.

The Executive Director reported further there were two other projects of the Highway Department which were of major concern to the Commission. He said they were a crossing of the turnpike by proposed Interstate Route 77 in the vicinity of Interchange 11 at U. S. Route 21 and a crossing of the turnpike by proposed Interstate Route 71, also called the Medina Freeway, in the vicinity of Interchange 10 at U. S. Route 42. He said a conference had been scheduled for February 3, 1960 at Berea for preliminary discussion of the two projects. He said the conference would be attended by staff members of the Department of Highways, by representatives of the Consulting Engineers, and by members of the staff of the Commission.

The Executive Director reported further that the first tandem-

trailer combination in excess of 60 feet in length commenced operating on the Ohio Turnpike on the evening of January 18, 1960. He said it operated between Akron Interchange and the western terminus of the Indiana Toll Road at Chicago. He said the combination was owned by Motor Cargo, Inc. of Akron, Ohio and was the only combination approved for operation at that time. He said the combination was scheduled to make four round trips per week between Akron Interchange and Chicago. He said the combination had been observed in operation by members of the staff and by the Ohio State Highway Patrol and there had been no problems arise from the operation.

He said it was expected that applications to operate tandem-trailer combinations would be received from two other trucking firms in the near future.

The Executive Director said also that with respect to the fee schedule adopted for tandem-trailer combinations in excess of 60 feet in length during the experimental period there had been developed a comparison of revenues between units operating as ordinary semi-trailer trucks and the same units if coupled in combination. He said that when it had been agreed to consider a trial operation on the Ohio Turnpike the trucking industry had been informed that any fee schedule approved for the trial would be set to insure no loss in revenue to the Ohio Turnpike Commission by reason of coupling two semi-trailers to be pulled by one tractor. He said that because the combinations operated under a permit and there was no toll schedule applicable, the fees adopted were a combination of toll charges and permit charges. He said most vehicles coupled together would, if operated as ordinary tandem-trailer combinations, be classified either Class 6 or Class 7. He said that, to insure no loss in revenue, it had been determined the fee could be no less than twice the toll rate for a Class 7 combination. He said the toll for a full length trip for Class 7 was \$12.75 and that twice that amount would be \$25.50, or \$1.00 less than the existing schedule of tolls for a Class 9 vehicle. He said that, accordingly, it had been convenient to adopt the Class 9 schedule as the rate applicable for the combinations during the trial period.

The Executive Director said also that for purposes of making the comparison referred to statistics for the month of December 1959 had been used. He said that in that month there had been 89,622 trips in Classes 6 and 7 and that the trucks involved had travelled 7,129,940 miles and had produced \$351,398 in tolls. He said that had those trucks been coupled in tandem-trailer operation there would, statistically, have been just one-half the number of trips and the trips would have involved one-half the number of miles but the fees that

would have been paid under the existing schedule of fees for tandem-trailer combinations would have amounted to \$392,147, or an increase in revenue of about 11.5 percent.

He said it was, therefore, reasonable to assume that vehicles in tandem-trailer combinations would produce not less than a 10% greater revenue than if not coupled as tandem-trailer combinations.

There was considerable discussion concerning the rate that should be adopted for operation of tandem-trailer combinations in excess of 60 feet in event operation of such combinations should be permitted on a permanent basis and also concerning possible revision of the Class 9 rate insofar as it reflected a penalty. The Executive Director said approval of operation of the combinations on a permanent basis would require some modification of the weighing equipment at toll plazas. He said quotations on costs of the modifications were being obtained from the supplier of the equipment. The Executive Director said a toll rate applying to the combinations should accommodate the additional expense to the Commission involved in administrative and engineering aspects of the operation. The Chairman said it still was not the Commission's purpose to set up a railroad on the turnpike. He said the Commission would serve the country's transportation so far as it was appropriate and so far as all segments of society benefited. He said no segment of the turnpike users could be prejudiced because of the operation of the combinations. He said if there were any prejudice then it had to be compensated for one way or another.

The Executive Director reported further that beginning well over a year before the Commission had been experiencing difficulties in providing an adequate supply of water to the Great Lakes and Towpath Service Plazas. He said that on peak consumption days the use of water at the plazas exceeded the theoretical capacity of the water supply system. He said that because of the excessive demand failures in the system had been frequent and costly.

He said also that early in 1959 it had come to the Commission's attention that The Glidden Company of Cleveland had optioned the property adjacent to the Great Lakes Plaza for the purpose of constructing a laboratory employing over 100 persons. He said that to provide water for the laboratory the company had a choice of drilling wells in the same area in which the turnpike wells were located or constructing a line to bring in water from the City of Cleveland. He said if wells were drilled as a source of supply it would result in an immediate critical problem for the turnpike system. He said that in order to explore the possibility of increasing the supply from the existing well

field to meet the demand for water the problem, upon recommendation of the Consulting Engineers, had been referred to a firm of consulting ground water hydrologists. He said the consultants had recommended exploring for additional areas of production about one mile away from the existing field in order to insure an adequate supply for current and future demands.

The Executive Director said also that The Glidden Company, rather than attempt to develop a questionable supply of ground water, had elected to promote the construction of a water line down Broadview Road using water furnished to Broadview Heights Village by the City of Cleveland and had asked the Commission to join in the project. He said many conferences had been held to work out plans and details and the company had been successful in obtaining financial cooperation of the Village of Broadview Heights and the City of Cleveland to the extent that the City of Cleveland was contributing \$15,000, Broadview Heights was contributing approximately \$35,000, and The Glidden Company was contributing \$40,000. He said the Commission had been asked to contribute \$35,000. He said the Consulting Engineers had estimated the cost to the Commission for exploring and developing a new well field at between \$40,000 and \$50,000 and had recommended that the Commission join in the construction of the water line rather than risk an investment in a development with questionable results. He said that by cooperating in the construction of a water line in the area the Commission would be assured of an adequate supply for current requirements and ample water for future requirements. He said that because of the excessive maintenance costs in the existing system and the fixed rate paid by the concessionaires, the system had operated at a net loss of approximately \$2,000 in 1959. He said that, if the Commission should elect to maintain and expand its existing system, the annual operating loss would increase each year. He said the contracts with concessionaires provided they should reimburse the Commission its cost for water in the event the Commission should contract with a municipality for the furnishing of water. He said that should water be provided by the City of Cleveland the cost of maintaining the water system would be materially reduced and the savings in maintenance cost would amortize the investment in the water line.

The Executive Director said also that unless the Commission had some objection to the plan he would proceed to agree on behalf of the Commission to join with The Glidden Company, the Village of Broadview Heights and the City of Cleveland in the construction of a water line to provide service to Great Lakes and Towpath Service Plazas. There was no objection expressed by any Member of the Commission.

The Executive Director reported further his regret at having to inform the Commission of the resignation of L. G. Byrd as Maintenance Engineer of the Commission effective at the close of business on February 26, 1960. He said Mr. Byrd had served the Commission in many capacities during the past seven years and his ability and devotion to duty particularly as Maintenance Engineer had resulted in standards of maintenance bringing acclaim to the Ohio Turnpike Commission. He said Mr. Byrd was leaving the service of the Commission to become highway editor of the magazine Public Works with headquarters in New Jersey.

The Chairman said he had sent Mr. Byrd a letter and directed that the letter be incorporated in the minutes. The letter follows:

"17 South High Street
Columbus 15, Ohio
January 26, 1960

"Mr. L. G. Byrd
Maintenance Engineer
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio

"Dear Gary:

"Your letter of January 18 advising me that you will be leaving us soon leaves me with a mixed reaction; first, one of great loss because we will miss you so keenly in the administration of the Ohio Turnpike, but then, one of satisfaction that your talents as an engineer and administrator are being recognized beyond our environs so that you can undertake a challenging position in your professional field.

"I am sure you will have success wherever you go, Gary, because the ability you have demonstrated and the integrity and wisdom which you manifest will assure it. I have always had the greatest confidence in your ability and in your devotion to your work and I know a great measure of the acclaim which the operation and maintenance of the Ohio Turnpike receives is attributable to your efforts. You will have my best wishes and affection always.

"Sincerely,

"James W. Shocknessy
"Chairman"

The Executive Director reported further that another resignation of importance was that of Philip Smith as Supervisor of Insurance and Right of Way. He said that because of lessening demands of the position Mr. Smith had been working two days each week since June of 1959. He said that arrangement had been mutually satisfactory until a short time before when Mr. Smith had asked to be relieved of the responsibilities of the position to devote all his time to his other interests. He said that, accordingly, the resignation of Mr. Smith had been accepted effective at the close of business January 19, 1960. He said it was his hope that the duties of both Maintenance Engineer and Supervisor of Insurance and Right of Way could be absorbed by the staff without additional help but that to accomplish that end would require a reassignment of the responsibilities of certain positions.

The Chairman said the report of the Executive Director was received as offered.

The Executive Director reported for the Chairman of the Committee on Service Plazas who was absent that thirteen or fourteen of the thermopane windows in service plaza buildings had been replaced with new mountings but that two more of the windows which were not in the new mountings had broken since the replacements. He said the manufacturer of the windows would replace the two broken windows on the same basis he had replaced the other windows.

The Chairman asked the Executive Director whether he and the Consulting Engineers had given consideration to the probability that the Commission was going to need additional service plaza facilities at different locations. The Executive Director replied that a survey of the usage being made of existing service plaza facilities was then in progress. The representative of the Consulting Engineers, Mr. F. S. Cresswell, said the Consulting Engineers thought perhaps additional locations would be desirable. He said the provision of restaurant facilities in the form only of snack bars such as had occurred in connection with establishing additional service plazas on the Northern Indiana Toll Road did not appear to be desirable because of displeasure evidenced by travellers at finding only snack bars available.

The Chairman said he was of the opinion that the best possible design for Ohio Turnpike Service Plazas had not been obtained in the construction of the existing service plazas and he would recommend a reexamination. He said he would be outright opposed to a duplication of the existing design. He said the existing design was less than adequate, that it had not been as satisfactory or as efficient as the Commission had had reason to expect it to be. He suggested that con-

sideration be given to the merit of the design involving a single unit over the highway which was being used some places. The Chairman said the Commission was not wedded to the prior form and there was much to be said in getting by with one facility instead of two. He said some thought should be given to redesigning existing facilities because the Commission was not getting maximum use out of those facilities.

The Chairman of the Committee on Budget and Finance reported that the budget was in good shape.

The General Counsel reported that he had received Opinion No. 1135 of the Attorney General of Ohio with respect to whether the Commission was required to make payments to the Public Employees Retirement System matching payments made by former employees of the Commission for periods of employment by the Commission prior to June 29, 1955. The Opinion was addressed to the Executive Secretary of the Public Employees Retirement System, Mr. Fred L. Schneider, under date of January 29, 1960 and signed by the Attorney General, The Honorable Mark McElroy, as follows:

"January 29, 1960

"OPINION NO. 1135

"Mr. Fred L. Schneider
Executive Secretary
Public Employees Retirement System
35 East Gay Street
Columbus 15, Ohio

"Dear Sir:

"I have your request for my opinion reading as follows:

"In an action for declaratory judgment initiated by the Ohio Turnpike Commission, the Franklin County Common Pleas Court held, on December 22, 1955, in Case No. 192013, that the Ohio Turnpike Commission was to be deemed a member of the Public Employees Retirement System, effective as of June 29, 1955.

"Subsequent to the Court decision, the Turnpike Commission passed a resolution dated October 1, 1957

known as Resolution No. 28-1957 (Photocopy of which is attached) in which the Turnpike Commission, in effect, petitioned the Public Employees Retirement Board 'to have coverage under the System for periods of service with the Commission prior to June 29, 1955' made possible to its employees. Further, 'that the comptroller be authorized to honor billings rendered to the Commission pursuant to Revised Code of Ohio, Sec. 145.47, by the Public Employees Retirement System required to match contributions of the Commission's employees seeking credit for such prior service.' The Public Employees Retirement Board, in regular monthly meeting on October 17, 1957, by unanimous vote took action to approve the Turnpike Commission's resolution.

'After the action on October 17, 1957 by the Retirement Board some ten (10) employees of the Turnpike Commission requested statements and made payment (as authorized by action of the Commission, the Retirement Board and Section 145.29, fifth sentence, of the Revised Code of Ohio) to secure credit for service rendered the Turnpike Commission prior to June 29, 1955. Subsequent to the payment by these ten employees of the Turnpike Commission the Retirement Board added an amount (equal to the total of such employees' payments) to the next employer billing of the Turnpike Commission as presently provided in the second paragraph of Section 145.51 of the Revised Code of Ohio. (NOTE -- this provision has been contained in Chapter 145, of the Revised Code since October 1953, however, originally it was included in Section 145.48; then on September 16, 1957 it was deleted from this section and inserted in Section 145.47. Still later, as of August 1, 1959 the provision was deleted from Section 145.47 and inserted in Section 145.51 of the Revised Code.) Such additional amounts were paid by the Turnpike Commission without question.

'Then, on May 29, 1959, a former employee of the Turnpike Commission (a Mr. Y) made such a payment in the amount of \$706.45 covering certified employment by the Turnpike Commission from April 19, 1954 to June 30, 1955. An equal amount was added to the next employer billing of the Turnpike Commission. That portion of said

billing has not been paid. We understand payment will not be made until and unless you hold, by formal opinion, that the Turnpike Commission is required to make such payment.

'At its regular monthly meeting on December 17, 1959 the Public Employees Retirement Board instructed me to request your opinion whether the Ohio Turnpike Commission is required to make such payments representing an amount equal to the payments made by former employees of the Ohio Turnpike Commission covering employment by the Ohio Turnpike Commission prior to June 29, 1955.'

"From the facts as stated in your request, it appears that the Turnpike Commission does not question their obligation to make the matching employer payment for previous service employees who are employed by said commission at the time said payments are made. The objection seems to be limited to their obligation to make such matching employer payments for employees who are no longer employed by the Turnpike Commission when the payment is requested.

"Your attention is called to Section 145.01 (A) which defines 'Public Employee' for the purposes of Chapter 145., Revised Code, the pertinent part of which reads as follows:

'* * * 'Public Employee' means also any person who performs or has performed services under the direction of an employer, as defined in division (D) of this section, notwithstanding his compensation for such services has been or is paid by one other than such employer. Credit for such service shall be included as total service credit, provided, the employee makes the payments required by sections 145.29 and 145.47 of the Revised Code, and his employer makes the payments required by sections 145.48 and 145.51 of the Revised Code.

'In all cases of doubt the public employees retirement board shall determine whether any person is a public employee, and its decision is final.'

(Emphasis added)

"From the information in your request, it seems clear that the Public Employees Retirement Board has determined the employees

of the Turnpike Commission who served said commission prior to June 29, 1955, to be public employees within the meaning of Section 145.01 (A) Revised Code. Under the express provisions of this section, the decision of the retirement board is final. The employees are therefore entitled to the benefits which accrue under Chapter 145., Revised Code, because of that status.

"One of these benefits set forth in Section 145.29, Revised Code, is as follows:

'* * * Credit for service between January 1, 1935, and the date he became a member except a part-time employee who claimed exemption under the provisions of section 145.03 of the Revised Code, may be secured by any 'public employee' as defined in division (A) of section 145.01 of the Revised Code for service rendered an 'employer' as defined in division (D) of section 145.01 of the Revised Code provided such public employee pays into the employees' savings fund an amount equal to the amount he would have paid if he had been continuously a member of the public employees retirement system since January 1, 1935, or since his date of employment, plus interest at the rate of three per cent per annum, compounded annually subject to such rules and regulations relative to the amount and manner of payment as may be adopted by the board. * * *'

"The member mentioned in your request, as all members of Public Employees Retirement System, is entitled to receive service credit under the terms of this section subject to the provisions of Section 145.01, Revised Code, as set forth above; to wit, payment by the employee of the amount determined by the Public Employees Retirement Board and a matching payment by 'his employer'.

"Since the Ohio Turnpike Commission has been determined to be a member of the Public Employees Retirement System, such commission must be an 'employer' as described in division (D) of Section 145.01, Revised Code, and therefore must make all of the payments of an 'employer' under the provisions of Section 145.51, Revised Code.

"The pertinent part of Section 145.51, Revised Code, reads as follows:

'Each employer described in division (D) of section 145.01 of the Revised Code, shall pay into the

employers' accumulation fund, in such monthly or less frequent installments as the public employees retirement board requires an amount certified by the board which shall equal the per cent of the total compensation, earnable by all contributors during the preceding year, which is the sum of the normal contribution rate plus the deficiency contribution rate.

'In addition there shall be added to the employer billing next succeeding an amount equal to any additional payments made to the public employees retirement system by employee members of the respective employer which payment represents the amount, with interest, paid by such members to receive contributing service credit for service prior to the date of initial contribution to the system.

* * * * *

"The second paragraph of Section 145.51, Revised Code, as quoted above does not, standing alone, require an employer to pay the billing for matching employee payment. However, it is a well settled rule of statutory construction that a statute should be considered as a whole. (See 37 Ohio Jurisprudence, page 606, Statutes Section 334). It is equally well settled that statutes in pari materia should be construed together as if they were a single statute. (37 Ohio Jurisprudence, page 594, Statutes Section 331) Section 145.51, Revised Code, and Section 145.01 (A), Revised Code, are in pari materia. Upon consideration of the requirements in the first paragraph of Section 145.51, Revised Code, and in Section 145.01 (A), Revised Code, I can only conclude that an 'employer' must make a matching payment billed in accordance with the second paragraph of Section 145.51, Revised Code.

"With reference to the member referred to in your request, the facts clearly indicate that the Ohio Turnpike Commission was 'his employer' at the time the service in question was rendered. The Commission therefore must make the matching payment for this man's service in accordance with the provisions of Section 145.51, Revised Code. In accordance with the above, I am of the opinion and you are advised:

"1. The Ohio Turnpike Commission is an 'employer' as defined in Section 145.01 (D), Revised Code.

"2. When an employee member of the Public Employees Retirement System qualifies for credit for service between January 1, 1935 and the date he became a member of the Public Employees Retirement System, the employer by whom said employee was employed at the time said service was rendered must make the matching employer payment provided for in Section 145.51, Revised Code, regardless of whether or not said employee is employed by said employer at the time billing for such payment is made.

"Respectfully,

"/s/ Mark McElroy

"Mark McElroy

"Attorney General"

The Commission instructed the General Counsel to advise the Comptroller to proceed pursuant to the Opinion of the Attorney General.

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

Resolution No. 1 - 1960

"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 on December 1, 1959, 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 1, 1959, 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 the four Members present voting in the affirmative. The resolution was identified as No. 1-1960.

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 12:18 p.m. Eastern Standard Time.

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


Robert S. Beightler, Secretary-Treasurer