

MINUTES OF THE ONE HUNDRED AND FIFTY-FOURTH MEETING
March 6, 1962

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Room 907 of the Ohio Departments Building, Columbus, Ohio at 11:00 A.M., Eastern Standard Time, on March 6, 1962 with the key members of its 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: Teagarden, Chastang, Shocknessy.

Absent: Beightler, Preston.

The Chairman announced that a quorum was present. He said General Beightler was out of the state and the Director of Highways also was out of the state. He said the Director of Highways was represented at the meeting for all purposes except voting by Mr. Ralph J. Lehman, Administrator of Metropolitan Expressways, Ohio Department of Highways, the distinguished former Chief Engineer of the Commission.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of January 30, 1962 which had been examined by the Members of the Commission and on which the corrections suggested by the Members had been made be approved without reading.

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

Ayes: Chastang, Teagarden, Shocknessy.

Nays: None.

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

The Chairman reported that he was rather heavy-hearted that morning because the Governor had announced the resignation of General Beightler, effect the 31st of March 1962, sent to the Governor under

date of March 2, 1962. He said all Members of the Commission had received a copy of the letter of resignation. The Chairman read General Beightler's letter to the Governor, as follows:

"2 March 1962

"Honorable Michael V. DiSalle,
Governor, State of Ohio,
Columbus, Ohio.

"Dear Governor DiSalle:

"Early in 1960 I advised you that I would probably submit my resignation as a member of the Ohio Turnpike Commission sometime within the year. Upon the importuning of several members of the Commission I decided to remain a member for a while, but for personal reasons I now submit my resignation, the effective date to be March 31, 1962.

"It has been my satisfying experience to have been associated with the development of highways in Ohio - except for periods, sometimes extended, in the military service, including three wars - ever since I first secured a summer job in 1907 as stake carrier on an engineering crew returning the munificent stipend of 25¢ per day.

"My employment as Executive Director of the Ohio Turnpike Commission upon retirement from the United States Army in 1953, and subsequent service as a member of the Commission, have truly been climactic in concluding my civilian public service career. During the construction period our problems, engineering and legal, were often difficult, and a wag once remarked that we would probably have to pave the road with pages from Blackstone instead of concrete.

"I am both honored and proud to have had some part in bringing this, certainly one of Ohio's greatest transportation facilities, into being. Political influence played no part in its construction. It was honestly built and is being honestly operated. It is indeed in good and able hands. Too, it has proven itself financially. I think the entire citizenry of Ohio can well point with pride to this great accomplishment.

"From the preceding you may understand my continued reticence to close my association with the Turnpike Commission and I

do so at this time only with some feeling of sadness.

"Respectfully and sincerely yours,

/s/ "R S B
"Major General USA Ret'd
"Member & Sec'y-Treasurer O T Com."

The Chairman said that needless to say everyone connected with the Commission was sad.

The Chairman directed that there be incorporated in the record the letter written to General Beightler by Governor DiSalle under date of March 5, 1962, copies of which were distributed at the Governor's press conference that morning in connection with the announcement of General Beightler's resignation. The letter was as follows:

"March 5, 1962

"Honorable Robert S. Beightler
Major General USA Ret'd.
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio

"Dear General:

"It was with regret that I received your resignation as a member of the Ohio Turnpike Commission.

"Your long-time service has helped in creating and maintaining an excellent record of service for the Commission. I hope that in retirement you will enjoy a great deal of satisfaction and happiness, and that your health will improve to the point where your activities will remain undiminished.

"With all best wishes for your future, and an expression of appreciation on behalf of the state for your service both in peace time and during the period of war, I am

/s/ "Sincerely,
"Michael V. Di Salle
"MICHAEL V. DI SALLE
"Governor"

MVD:nd

The Chairman read a letter addressed to the Chairman by General Beightler under date of March 2, 1962, as follows:

"2 March 1962

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

"Dear Jim:

"The enclosed copy of my letter of 2 March to Governor Di Salle in which I tender my resignation as a member of the Ohio Turnpike Commission, effective March 31, 1962, is self-explanatory. As you know I have been contemplating such action for some time.

"I'm sure you and the other members of the Commission can well understand my continued reticence in taking this step which I originally intended to do several years ago, principally because of health considerations. The time has now arrived, however, when I feel I should no longer defer it.

"I shall miss my associations with the members and staff of the Commission. My experience as Executive Director during the construction period and since then as a Commission member has been a most satisfying and rewarding one, albeit one that was fraught with many roadblocks. When I think back on the construction difficulties encountered - the peat bogs, landslides, quick sand, etc - and the legal battles, I regard it as miraculous that the turnpike was able to open on schedule. It was a 'fait accompli' for which all who took part can well be proud.

"I have occasionally disagreed with my Commission colleagues - in fact I may be remembered as the dissident voice on the Commission during my tenure - but my positions have always been honestly taken for what I believed to be best for the turnpike and the State of Ohio.

"May I thank you for the many kindnesses and consideration you and the other members of the Commission have shown me over the past years. I necessarily worked under considerable handicap the first year or two following a serious illness, and you and your fellow Commission members always showed complete understanding of that fact. I leave this, my final position in public service, with the complete confidence that turnpike affairs are in most capable hands. The citizenry

of Ohio, too, need have no concern about the proper administration of this great transportation facility as long as it is in the dedicated hands of yourself, Mr. Chairman, the other members of the Commission, and the most capable staff and operating personnel we have organized over the years.

"Sincerely yours,

/s/ "Robert S. Beightler
"Robert S. Beightler,
"Maj. Gen. USA Ret'd."

The Chairman read his reply to General Beightler under date of March 5, 1962, as follows:

"17 South High Street
Columbus 15, Ohio
March 5, 1962

"Robert S. Beightler
Major General USA Ret'd
Member & Secretary-Treasurer
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio

"Dear General Beightler:

"Your kind letter of March 2 enclosing a copy of your letter of the same date addressed to the Governor was received by me this morning. I know it is needless that I tell you how much I wish it were not so, that you find it necessary to resign from membership on the Ohio Turnpike Commission effective the 31st of March. I am well aware that it has been your purpose to resign for the past several years and that you have remained a member of the Commission largely because of my urgings and importunings. Even at this time I would again urge you to reconsider were I not convinced that you cannot again be persuaded to continue and that your wellbeing may indeed direct that you persevere in your intention.

"The warm personal association I have enjoyed with you, and with Mrs. Beightler, too, over the years of your service as Executive Director of the Ohio Turnpike Commission and as a member of the Commission I shall cherish for the remainder of my life just as I shall always

cherish you and Mrs. Beightler as dearest friends.

"Your career in public service which has run throughout your adult life has been brilliant, selfless and always in the best interest of your community, the state and the nation. Few men, being given the opportunity to serve, have ever done so as ably and well as you have in every endeavor you have undertaken in behalf of your fellow-men. Your service to the Turnpike Commission has been just one of many similar contributions you have made in your lifetime. We, all of us, on the Commission and on the staff of the Commission and others who have been associated with you will long remember and always respect you for the work you have done for the Commission, and Mrs. Beightler for the help she has been to you and thereby to us.

"The Governor, no doubt, will thank you on behalf of the State for all you have done and no doubt you will hear from many others acclaiming you and your contributions but no one can address you and Mrs. Beightler with more love and affection, as well as respect and esteem, than I do, and so finally in behalf of the Commission and in behalf of the State of Ohio, insofar as I can speak for the State of Ohio after the Governor, I extend to you the sincerest expressions of gratitude for all you have done and affectionate good wishes that you may enjoy retirement to the fullest and that you and Mrs. Beightler may have many more years of happiness in the beautiful relationship that you and she manifest as an ideal for all to emulate.

"Sincerely,
/s/ "James W. Shocknessy
"James W. Shocknessy
"Chairman"

The Chairman said he had read his letter to General Beightler as expressive of his personal views and the views he thought were shared by the other Members of the Commission both of General Beightler and Mrs. Beightler who had always been "the Beightlers" to the Commission. He said General Beightler had in recent years as Chairman of the Committee on Service Plazas given a great deal of personal time and attention to the Committee. He said Mrs. Beightler had made every call, traveled every mile with him on all his inspections, and had eaten the meals every time a meal had to be eaten to test out whether or not the food was suitable. He said that therefore he hailed both of them. He said also that he said farewell on behalf of the Commission. The Chairman said the Beightlers would always be the Commission's friends and the Commission would always miss them. He said the Commission was

grateful for the service the General had done the Turnpike Commission and the service the General had done his country. He said he believed the General was the only National Guard General, who having gone on duty in 1940 with his organization remained with it throughout the period of World War II and became a general officer in the regular army.

Mr. Teagarden said that he knew General Beightler very casually before the latter came with the Commission as Executive Director. He said that after General Beightler became associated with the Commission he knew him as well as the rest of the Members did. He said he was sure General Beightler could look back on the contribution which he made to the affairs of the Commission as being well worth while. Mr. Teagarden said he was sorry to have General Beightler resign, though he was sure that he had very good reasons for doing so, because he felt that General Beightler was happy with his association with the Commission and with the staff, as he had indicated. He said he would always remember General Beightler as an honest, devoted person. He said he was truly sorry to see him go. He said the Commission would miss him. He said his best wishes went to Mrs. Beightler and the General, and he would address them personally later conveying his sentiments.

Mr. Chastang said there was nothing more to be said. He said the Chairman and Mr. Teagarden had spoken very well for the Commission. He said that he, too, would write to General Beightler. He said he had known General Beightler since 1929 when he was himself first active in civic affairs.

Mr. Lehman said he had worked with the General many years and had a great admiration for him before he became a part of the Commission as Executive Director. He said the first real experience he had with General Beightler was in working out the details of design and construction of the Ohio Turnpike. He said he had never worked with a man that gave him more pleasure in doing the job than General Beightler. He said there was never a time when one walked into General Beightler's offices that one did not get an answer and that that was a real attribute. He said General Beightler was a good administrator.

The Chairman said that in the absence of questions or objections his report would be accepted as offered.

Mr. Shocknessy nominated, and Mr. Teagarden seconded, Mr. Chastang as Secretary-Treasurer to succeed General Beightler in that office effective April 1, 1962, when General Beightler's resignation became effective, for the remainder of the unexpired term. The Chairman declared that all Members present had voted on behalf of Mr. Chastang so that he had been unanimously elected.

The Chairman said the report of the Secretary-Treasurer would be received.

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

1. Detail of investment transactions for January and February 1962.
2. Traffic and Revenue Report for January 1962.
3. Financial report as of January 31, 1962.
4. Draft of the minutes of the January 30, 1962 meeting.

The Chairman said that in the absence of questions or objections the report of the Secretary-Treasurer would be accepted as offered. He said the report of the Executive Director then would be received.

The Executive Director reported that Section 121.161 of the Ohio Revised Code provided for annual vacation leave of two calendar weeks, exclusive of legal holidays, for employees of the State of Ohio after one year of service and three calendar weeks, exclusive of legal holidays, after fifteen years of service. He said that currently the Commission granted ten work days' vacation after one year of service. He said longevity as a basis for additional benefits had not theretofore been of immediate concern because the majority of employees of the Commission had less than seven years' service. He said employees of the Commission occupied a unique position in that termination of employment would likely occur with the retirement of the Ohio Turnpike revenue bonds. He said that such being the case a vacation allowance in accordance with the state formula, based on longevity after fifteen years' service, had little merit with relation to the Commission's employees especially for those persons employed recently or to be employed in the future. The Executive Director said also that in the Commission's efforts to provide benefits for its employees not less than those provided by the State of Ohio for its employees, and because of the unique position of the employees of the Commission, attention had been given to the development of a formula which would be adequate to provide increased vacation allowances under prevailing conditions. He said the matter had been a subject of consideration by the Committee on Employee Relations and on October 13, 1960 the Committee had recommended the adoption of the following formula:

"1. That, supplementing the present vacation provisions of the Employees' Manual, employees who have completed five years of employment with the Commission be allowed one additional day of vacation for each additional year of employment so that the maximum vacation available would be 15 working days.

"The vacation schedule for employees with five years or more of service would therefore be as follows:

"In the calendar year following five years of service - 11 working days of vacation.

"In the calendar year following six years of service - 12 working days of vacation.

"In the calendar year following seven years of service - 13 working days of vacation.

"In the calendar year following eight years of service - 14 working days of vacation.

"In the calendar year following nine years of service - 15 working days of vacation."

He said that shortly after October 1960 it appeared that consideration might be given by the General Assembly to a liberalization of vacation allowances for state employees, and the recommendation of the Committee was tabled to await any action that might be taken by the General Assembly. He said no changes in vacation allowance for state employees were made during the last session of the General Assembly. The Executive Director said also that the recommendation of the Committee was then reactivated and reconsidered and was believed to be fair and equitable under the circumstances. He said that a liberalized vacation leave would involve additional costs but not in proportion to the increased allowances. He said it would not be possible to give adequate figures of increased costs without examining the record of 465 employees, and an estimate would be valid only at the moment made. He said termination for any cause usually resulted in a replacement by a person without credits. He said another factor controlling costs was the administration of vacation leave. He said additional help rarely was employed to replace any of the 85 employees in the Commission's headquarters while they were on vacation leave. He said that because of the policy of requiring toll collectors for whom no hardship was thereby created to take vacation leave during the periods of lowest traffic volumes, vacation costs of the toll collection department could be kept at a minimum. He said the record for 1960 in that department was that total vacation hours earned were 12,824 and that 6,429 of those hours were served by extra

help, 751 by overtime, and 3,423 by senior collectors, leaving 2,221 hours unfilled. He said that in 1961 there were 12,807 hours of earned vacation time in the department of which 6,901 hours were filled by extra help, 335-1/2 by overtime, and 3,611 by senior collectors, leaving 1,959-1/2 hours unfilled. He said that only the hours filled by extra help and overtime involved additional expense. He said it was reasonable to assume that an expected increase in traffic would result in increase in extra-help hours during 1962, thus increasing the expense of vacation allowances in the toll collection department regardless of any increases in vacation allowances. The Executive Director said also that costs of vacation leave for the maintenance forces in the field were determinable because that time was charged to special accounts. He said that during 1961 those costs amounted to \$31,270 and that the increased costs under the recommended formula for that group for 1962 probably would not exceed 5%, or about \$1,565.

The Executive Director said it was recommended that the vacation-leave formula proposed by the Committee on Employee Relations be adopted as a formula to prevail for employees of the Commission. Mr. F. S. Cresswell, a representative of the Consulting Engineers, said the proposed vacation-leave formula had the approval of the Consulting Engineers.

A resolution amending Sections 3.10, 3.20 and 3.50 and adding new Sections 3.21 and 3.22 of Article VI of the Code of Bylaws with respect to vacations was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 3-1962

"WHEREAS the Commission deems it advisable to amend certain provisions of the Code of Bylaws with respect to vacation leaves for Commission employees for the purpose of granting additional vacation time for employees of the Commission who have completed at least five years of employment with the Commission;

"NOW, THEREFORE, BE IT

"RESOLVED that §§3.10, 3.20 and 3.50 of Article VI of the Code of Bylaws be amended, effective immediately, and that new §§3.21 and 3.22 be adopted, all such amended and new sections to read as follows:

'Sec. 3.10. A salaried employee shall qualify (or shall be deemed to have qualified) for his first annual vacation

with pay on the first day of January following his employment by the Commission. The number of workdays of paid vacation for each salaried employee's first annual vacation shall be one day for each one and one-fifth month of service prior to said January first. On January first of each of the next four years, such salaried employee shall qualify for ten workdays of paid vacation to be taken during the ensuing calendar year. In the calendar year following five full years of service, such salaried employee shall be granted eleven workdays of paid vacation; in the calendar year following six years service, twelve workdays of paid vacation; in the calendar year following seven years service, thirteen workdays of paid vacation; in the calendar year following eight years of service, fourteen workdays of paid vacation; and in the calendar year following nine years of service, fifteen workdays of paid vacation. Thereafter salaried employees shall qualify for fifteen workdays of paid vacation each ensuing year of their continuous employment with the Commission.'

'Sec. 3.20. Each regular full-time employee working on an hourly basis (hereinafter designated hourly rated employee) shall qualify (or shall be deemed to have qualified) for his first annual vacation with pay on the first day of January following his employment by the Commission, the amount of such vacation with pay not to exceed ten workdays during each of the first five full years of employment. Such hourly rated employee shall be entitled to one workday of leave for each two hundred and eight hours of straight-time work and of paid leave taken during the preceding calendar year. The payment for each such workday of vacation leave shall be computed by multiplying by eight the straight-time hourly rate paid the employee for the pay period immediately preceding his vacation. In addition to the basic vacation above provided, hourly rated employees who have completed five full years of employment with the Commission shall become eligible on January first for one additional day of vacation for each additional year of employment up to a maximum of fifteen workdays of total paid vacation in any one year; provided, however, that in determining whether any such employee qualifies for said additional vacation, or part thereof, the amount of additional vacation earned shall be determined by adding ten percent to his basic vacation, computed as hereinabove set forth, for each year of employment after the fifth full year.'

'Sec. 3.21. In case the application of any formula or rule relating to vacation leave produces a result which includes a fractional day, a fractional day of one half or greater shall be considered one full day, and a fractional day of less than one half shall be disregarded.'

'Sec. 3.22. In order to minimize interference with the normal functioning of all departments, department heads may authorize such of their employees as they see fit to take their annual vacation leave other than in the summer months, but in no event shall such vacation leave consequent upon previous years of employment be authorized prior to January first of any calendar year.'

'Sec. 3.50. At the date of termination of any period of continuous employment of a salaried employee, the number of days of paid vacation to which he shall be entitled for services during the year in which termination takes place shall be determined by dividing his number of months of service during that year by twelve and multiplying the quotient so obtained by the number of days of paid vacation for which he would qualify if he were to continue in the employ of the Commission through the next January first. In the case of an hourly rated employee, the number of days of vacation earned for services during the year in which termination takes place, shall be determined by the formula set forth in Sec. 3.20, above, using the number of straight-time hours worked, and of paid leave taken or due during said year in applying said formula. The number of days so determined, if any, shall be added to the number of days of paid vacation for which the employee (whether salaried or hourly rated) has previously qualified pursuant to §§3.10 or 3.20 above, but which he has not taken, if any. Said employee shall be paid terminal pay in lieu of vacation leave on the basis of the total number of days of earned but unused vacation thus determined.'

The Chairman addressed Mr. Lehman and said he had worked for the Commission and for the state and asked him whether, on the basis of being familiar with both sides, he thought the proposed change in the vacation-leave formula was something the Commission should do. Mr. Lehman answered in the affirmative.

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

Ayes: Chastang, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the three Members present voting in the affirmative. The resolution was identified as No. 3-1962.

The Executive Director reported further that the previous Thursday a conference was held at the Commission's headquarters in Berea to discuss the status of the various plans for the crossing of or connection with the Ohio Turnpike by the planned National System of Interstate and Defense Highways. He said the Department of Highways of Ohio was represented at the conference by Mr. Lehman and Mr. Robert B. Burket of the Columbus headquarters of the Department and by Mr. Carl Campbell, division engineer, and Mr. Allen W. Kasch of Division 4 (Ravenna) of the Department. He said the Commission was represented by its Consulting Engineers in the persons of Mr. Wilbur Nelson of the Baltimore office and Mr. J. M. Worthington of the Berea office and by the Executive Director, the Deputy Executive Director and the Chief Engineer. He said plans for many of the new Interstate Highways were beginning to materialize and, in order to illustrate the magnitude of the problem of crossings and connections, he had prepared a map of the Ohio Turnpike on which the various interstate routes involved were shown in red pencil. He said the routes so shown were on approximate locations and were adequate for illustration only. He said that portion of the Ohio Turnpike presently designed to be on the Interstate System was shaded in red. The Chairman directed that the map be incorporated in the record of the meeting.

The Executive Director said also that in considering the effect some of the Interstate Highways would have on the traffic on the Ohio Turnpike it must be borne in mind that not all of the new highways would come into being at the same time. He said that during the time required to construct the highways there would be many changes in traffic patterns on the turnpike, many of which would be temporary in nature. He said such temporary changes had been experienced during the past several years and would be the subject of a special report he was preparing for submission to the Commission. He said that, as indicated on the map, there were four direct connections of interstate routes with the Ohio Turnpike at interchanges numbers 5, 8, 9 and 13. He said it was expected those connections would require little if any modification of the turnpike facilities. He said there was also a possibility that the connection of Interstate Route 680 at interchange number 16 might not require any substantial alteration of turnpike

facilities. He said the crossings of Interstate Route 475 just westerly of interchange number 4, Interstate Route 75 between interchanges number 4 and number 5, Interstate Route 71 just easterly of interchange number 10, Interstate Route 77 just westerly of interchange number 11, Interstate Route 271 between interchanges number 11 and number 12, and Interstate Route 80 just northerly of interchange number 15 were all on new locations and presented difficult problems of interchanging traffic between the interstate routes and the turnpike. He said that with the exception of the crossings of the turnpike by Interstate Route 75 between interchanges number 4 and number 5, and by Interstate Route 271 between interchanges number 11 and number 12, the crossings were made in close proximity to existing interchanges and, while they did not present ideal conditions, it appeared a practical solution for the interchanging of traffic could be obtained. He said a great deal of work was being done toward resolving the many problems involved and, although no conclusive determination had been made, it was expected that the tempo would increase so that recommended solutions would soon begin to appear. He said that as soon as each solution was arrived at it would be the subject of a special report to the Commission.

Mr. Chastang asked with respect to Interstate Route 271 whether it was proposed to interchange traffic between that route and the turnpike and whether the route was to be permitted to go under or over the turnpike. The Executive Director replied that traffic would be interchanged, though perhaps not directly, between Interstate Route 271 and the turnpike. Mr. Lehman said the Department of Highways recently had held a public hearing on the location of Interstate Route 271. He said there was some opposition expressed at the hearing to the location, which would carry the route under the bridges carrying the Ohio Turnpike over the Cuyahoga River. He said that location would permit the future interchanging of traffic between Interstate Route 271 and the turnpike at a location westerly through the construction of a spur connection, which was entirely feasible. He said that, due to the opposition expressed at the hearing, it would be necessary to review again an alternate location that previously had been considered which would cross the turnpike at some point westerly of the turnpike bridges over the Cuyahoga River and cross the valley of the Cuyahoga River north of the town of Peninsula.

Mr. Lehman said also that with respect to Interstate Route 71 the Department of Highways had every intention of placing that route under contract for construction in 1962. He said the route would cross the turnpike and interchange with U. S. Route 42 north of the turnpike. He said that therefore the problem of integration of traffic between Interstate Route 71 and the turnpike was immediate.

Mr. Lehman said also that the interstate highway system shown in red on the map prepared by the Executive Director was the system approved by the Bureau of Public Roads of the United States Department of Commerce. He said all the interstate highways shown on the map were necessary and the money was available to construct all of them according to the program established by the Congress. He said the Congress in 1956 set forth a schedule which required the completion of the interstate system by 1972.

The Executive Director reported further that at the meeting of the Commission on January 30, 1962 he reported that the staff had been negotiating with the Department of Highway Safety of Ohio for the furnishing of patrol cars for the use of District 10 of the Ohio State Highway Patrol on the Ohio Turnpike. He said that since that time the negotiations had been progressing nicely and attention was currently being given to the revisions needed to be made in the existing contract with the Department of Highway Safety for policing the turnpike to cover the furnishing of cars. He said negotiations were in progress for establishing a rate per mile for reimbursement to the Department of Highway Safety of its costs in furnishing the cars. He said the rate to be established would be subject to adjustments semi-annually to reflect any changes in costs. He said he would report further on this matter to the Commission.

The Executive Director reported further that since the last meeting when he had brought to the attention of the Commission a proposal to construct a radio antenna in the turnpike right-of-way he had forwarded to each Member a copy of the suggested terms and conditions for a franchise agreement covering the installation of a short-range, commercial radio along the Ohio Turnpike, the Indiana Toll Road and the Pennsylvania Turnpike. He said the promoters of the turnpike-radio proposal were endeavoring to arrange a joint conference with the three toll-road authorities involved and it appeared such a conference would be held on March 16, 1962 in the administration building in Berea.

The Executive Director reported further that on May 18, 1954 the Commission adopted a resolution establishing seven cents per mile as the allowance to be paid for the use of automobiles not owned by or rented by the Commission but used for transportation on Commission business. He said that because of the very limited use of that type of transportation there had been no pressing need to reconsider the allowance because of rising costs, but that in considering costs to operate patrol cars on a reimburseable basis it appeared the allowance was low. He said that on February 12, 1962 he obtained a copy of the rules and

regulations of the Department of Finance of Ohio for reimbursement to employees of the State of Ohio for use of personal transportation on official business. He said the rules and regulations showed that, effective September 24, 1961, the Department of Finance established nine cents per mile for the first 10,000 miles driven per fiscal year and six and one-half cents per mile for all mileage above 10,000 miles per fiscal year as the rates for reimbursement to employees of the State of Ohio for use of personal transportation on official business. The Executive Director said also that from his examination of costs to operate passenger cars it appeared that the rates set forth in the rules and regulations were fair and equitable and he recommended them as the rates to apply when transportation in automobiles not owned by or rented by the Commission were used on official business of the Ohio Turnpike Commission. He said that, if favorable consideration were given to the recommendation, the increased rates would result in negligible additional cost because of the very limited use of that type of transportation. He estimated the increased cost would be somewhat less than \$100 per year.

The Chairman asked the representative of the Auditor of State, Mr. David B. Ewing, whether the office of the Auditor of State and the State of Ohio generally followed the proposed schedule of rates. Mr. Ewing replied in the affirmative. The Chairman said he assumed that the Auditor of State then would have no complaints about the adoption of the rates. Mr. Ewing indicated concurrence in the assumption. The representatives of the Consulting Engineers said the Consulting Engineers agreed with the proposed rates. Mr. Lehman said he found the proposed rates agreeable.

A resolution fixing the rate of reimbursement for automobile mileage was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

Resolution No. 4-1962

"WHEREAS it is necessary from time to time that members of the Commission, and employees and other persons serving it under contracts under which they are entitled to reimbursement for their travelling expenses, use automobiles not owned or rented by the Commission for travelling upon the Commission's business;

"NOW, THEREFORE, BE IT

"RESOLVED that nine cents per mile for the first ten thousand

miles driven per calendar year, and six and one-half cents per mile for all over that amount in each calendar year is hereby fixed as the allowance hereafter to be paid for the use of such automobiles to such members, employees and other persons serving the Commission under contracts under which they are entitled to reimbursement for their travelling expenses. Reimbursement shall be made for necessary tolls and parking charges in addition thereto."

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

Ayes: Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the three Members present voting in the affirmative. The resolution was identified as No. 4-1962.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted as offered. He said the report of the Committee on Service Plazas would be received.

The Executive Director reported for the chairman of the Committee on Service Plazas, General Beightler, that the Howard Johnson Company expected to have a cafeteria in operation at Great Lakes Service Plaza prior to May 30, 1962.

The Chairman said that he would take occasion to appoint Mr. Teagarden chairman of the Committee on Service Plazas, effective April 1, 1962, succeeding General Beightler. Mr. Teagarden said he was sure he would never be able to do the job that General Beightler had done.

The Chairman ascertained that there would be no reports by the Committee on Budget and Finance, the Committee on Claims, the representative of the Director of Highways, the General Counsel, the Consulting Engineers, or the Director of Information and Research. He also ascertained that there was no new business to come before the Commission.

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

Resolution No. 5-1962

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, and the director of information and research of the Commission, have by various written and oral communications fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting on January 30, 1962, 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 January 30, 1962, hereby are ratified, approved, and confirmed."

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

Ayes: Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the three Members present voting in the affirmative. The resolution was identified as No. 5-1962.

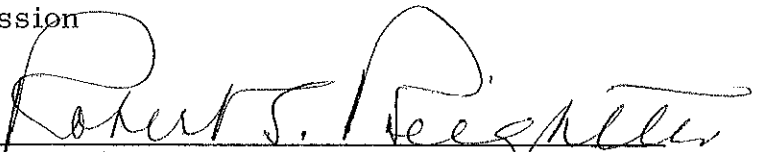
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 11:55 A.M.

Approved as a correct transcript of the
proceedings of the Ohio Turnpike Com-
mission


Robert S. Beightler, Secretary-Treasurer