

MINUTES OF THE ONE HUNDREDTH MEETING
SEPTEMBER 15, 1955

Pursuant to By-Laws, the Ohio Turnpike Commission met in regular open session in its offices at 139 East Gay Street in Columbus, Ohio, at 11:15 A.M., on September 15, 1955, with the key members of its staff, representatives of the Consulting Engineer, of the Trustee, 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: Allen, Teagarden, Linzell, Beightler, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

The Chairman began his report by remarking that it was an interesting coincidence that the 100th meeting of the Commission would be the meeting immediately before the Ohio Turnpike should be opened in approximately two weeks thereafter. Addressing the members of the Commission, members of the Commission staff, the Consulting Engineer, the Trustee, and everybody who had worked with the Commission during the period of the 100 meetings, the Chairman said that he could now advise that "We have a highway." He said further that members of the Commission and all associated with the Commission might well exult and magnify the Lord that He had given to them to achieve what they had under His beneficence and guidance and that, as they convened in that 100th meeting, in the absence of some catastrophe, which he did not anticipate, they would open the road to traffic on schedule and within estimates, and more than within estimates, because they would have, within the financing, paid for the construction of the service plazas.

The Chairman said further that the Eastgate Section had been a success; that more than 2,650,000 vehicles had already used the Section, and that more than a million dollars in revenue had been received from it.

The Chairman remarked that Mr. Teagarden, the Chief Engineer, Mr. T. J. Kauer, and he had started out together as members of the Commission and that Mr. Teagarden

and he were still members of the Commission. He said further that Mr. Kauer had carried a large portion of the burden of the construction since he had retired as a member to be the Chief Engineer of the Commission. The Chairman said also that Mr. Allen had come on long ago, before the Commission financed, and had rendered noble service. He said that General Beightler had served ably with the Commission as Executive Director and as a Member, and that Mr. Frank C. Dunbar, Jr., had been with the Commission as its outstanding General Counsel and Executive Director. The Chairman said further that Mr. Linzell had been Director of Highways and Member, and that Mr. Teagarden and he had been sitting together at the 100 meetings side by side as members. The Chairman said further that it was interesting that it had taken a hundred meetings to get ready, that lots of them had been painful, that all of them had been valuable, and that as Chairman of the Commission, he wanted to thank everybody who had been a Member, and who had been associated with the Commission, and, at the same time, that he did not want to overlook the partnership that the Commission had had with the press and people of Ohio. He said that Ohio Turnpike Project No. 1 might have failed had the press not always fairly presented the case of the Commission to the public. He said further that he was not even going to take note of one or two occasions on which he had thought that a newspaper in a community along the line, which would be nameless on the occasion, had been unfair, but that he thought that even that newspaper was finally aware that the turnpike was a benefit to its own community.

The Chairman said that he wanted to mention especially the very favorable reactions that the Commission had had to its Eastgate toll collector organization. He said further that he had written a letter to the Comptroller of the Commission, Mr. John Soller, congratulating him upon it because he had been personally responsible in a large measure for the selection and training of the Eastgate toll collectors. He said also that the Commission's toll collectors were not merely taking in money, but that they were acting as public relations experts, and that they were being recognized by everyone as courteous representatives of the Commission. The Chairman said that he did not think that the Commission had had anything more consistent than the steady complimentary remarks made about its toll collectors. He said further that it was the Commission's hope that their conduct which was already almost the tradition of the Commission, would imbue the new toll collectors and other Commission representatives so that they would be the same sentiments of public service as

had imbued the toll collectors on the Eastgate Section.

The Chairman said that the service plaza names which the Director of Information and Research and his organization, particularly Mr. Blair Willison, had had much to do with, had received much favorable comment. He said further that the names of the service plazas had received commendation from the Ohio Historical Society and from many other groups interested in the preservation of Ohio Traditions.

The Chairman said that he understood that nine or ten newspapers were going to have special editions or special turnpike supplements for the opening of the Ohio Turnpike and that it was indeed fitting that there would be much notice taken of the opening to traffic of that great highway. He said further that probably never before in the history of the earth had a comparable project been completed on schedule and within estimates as the Ohio Turnpike. He said also that the Commission had a highway because the Commission, its staff, Consulting Engineer, the contracting engineers, the contracting industry, the press, and organized labor and almost everybody who had had anything to do with the construction of that turnpike had been unstinting in effort to make the schedule final and effective.

The Chairman said that it would be unseemly if he were not at that time to pay some tribute to the Governor of Ohio, Frank J. Lausche, who had been Governor throughout the period of the construction, and who had by word and deed done all in his power to assist the Commission's efforts, to enable the Commission to achieve success, and at the same time had never sought any personal advantage. The Chairman said further that when he had sat at that table a year previously on the 22nd of September and had had one of the most painful experiences that he had ever had as a member of the Commission, the Governor of Ohio promptly had declared that he had confidence in the Commission and its Chairman regardless of the unfair political attack that it had suffered that day. The Chairman said that he trusted that he should not ever be impelled to mention that day of infamy again but that he would not be himself nor the forthright person that he tried to be were he to overlook it.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting of the Commission the following had been sent to the members:

1. Detail of investment transactions during July 1955, mailed August 1, 1955.

2. Traffic and revenue report for July 1955, mailed August 5, 1955.

3. Auditor's report for the period ending June 30, 1955, mailed August 10, 1955.

4. Unaudited financial reports for the period ending July 31, 1955, mailed August 10, 1955.

5. Draft of the minutes of the meeting of July 15, 1955, mailed August 30, 1955.

6. Detail of investment transactions during August 1955, mailed August 31, 1955.

7. Letter with respect to the selection of a depository, mailed September 7, 1955.

8. Traffic and revenue report for August 1955, mailed September 8, 1955.

The Assistant Secretary-Treasurer reported further that income from investments at the end of August 1955 had been \$16,330,000 compared to the original forecast for that same period of \$6,645,000 or a gain of \$9,685,000. He said further that that day the remaining Series B savings notes that had been bought two years previously had matured. He said that the Co-Trustee had purchased treasury bills of various maturities for delivery and settlement that day in the principal amount of about \$46,000,000. He said further that once more the Commission had been fortunate in that treasury bills were selling near a two-year high on yield. He said that those purchases averaged out to at least a two percent yield on an annual basis because slightly more than half of the total purchase had been for the full 91 days at a yield of 2.10 percent.

The Assistant Secretary-Treasurer reported further that for the first 13 days of September 1955, toll revenue had been about two percent above the same period in August, due to the Labor Day weekend. He said also that total vehicles had been up about ten percent but that there had been a higher percentage of passenger cars to total vehicles. He said also that the average truck revenue per trip had been about 14 per-

cent below the first part of August.

The Assistant Secretary-Treasurer reported further that the tabulating equipment was being installed in the Administration Building at Berea and that starting Monday of the next week toll tickets from the Eastgate Section would be brought into the Administration Building daily and processed on the full equipment. He said that that would be excellent training for the new tabulating employees since all the procedures and operations would be identical to those to be used on the entire turnpike after October 1, 1955. He said that the employees would get two weeks experience on a reduced volume.

The Assistant Secretary-Treasurer reported further that the Commission had been advised that letters had been written to five banks inviting them to submit proposals to serve as depositaries for the revenue from the entire turnpike. He said also that four of the five banks had submitted proposals and that the fifth was being merged into one of the four. He said that of the four, the proposal which would result in the lowest net cost to the Commission had been received from the Cleveland Trust Company which had proposed to handle the Commission's account, receive and count the deposit of each collector, and supply coin wrapped by the Federal Reserve Bank for change purposes as required. He said that that bank proposed that a minimum balance of \$500,000 be maintained but proposed to make no service charges. He said also that a resolution accepting that proposal had been prepared for the consideration of the Commission.

The Chairman mentioned that some trouble had been experienced with the International Business Machines Corporation equipment first installed on the Eastgate Section but that, as with other things that the Commission had had trouble with on the Eastgate Section, it had been good that the trouble and delays had been on the 22 miles rather than on the 241. He said further that the IBM people were well aware of the difficulties and that they would cover the whole turnpike with their personnel to be sure that there would not be any trouble when the remainder of the turnpike should be opened on the first of October.

Resolution No. 49-1955, designating Ohio Turnpike Project No. 1 by name was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 49-1955

"WHEREAS the Commission finds it desirable to select a name for Ohio Turnpike Project No. 1;

WHEREAS it deems it highly fitting that the appellation given said project honor the state of Ohio and all its citizens; and

WHEREAS said project has in common parlance been well-nigh universally called the 'Ohio Turnpike';

NOW, THEREFORE, BE IT

RESOLVED that Ohio Turnpike Project No. 1 be, and it hereby is, designated 'Ohio Turnpike.'

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

Ayes: Teagarden, Beightler, Allen, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 50-1955, selecting and designating a depository for tolls and other revenues derived from the operation of Ohio Turnpike Project No. 1; providing for the securing of such deposits; and terminating the depository agreement with The Farmers National Bank of Canfield was moved for adoption by Mr. Allen, seconded by General Beightler and Mr. Teagarden, as follows:

Resolution No. 50-1955

"WHEREAS §503 of the trust agreement dated June 1, 1952, by and between the Ohio Turnpike Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York, now known and described as The First National City Bank of New York, as co-trustee, requires that the tolls and other revenues arising from the operation of the turnpike be ***collected by the Commission and deposited daily, as far as practicable, in the name of the Trustee with a Depository or Depositaries, to the credit of

the Revenue Fund. ***!;

WHEREAS a 'Depository' is defined by §101 of the said trust agreement as 'any bank or trust company selected by the Commission as a depository of moneys under the provisions of this Agreement, which may include the Trustee and the Co-Trustee;';

WHEREAS, by §601 of the said trust agreement, it is provided that:

'*** All moneys deposited with each Depository hereunder shall be continuously secured, for the benefit of the Commission and the holders of the bonds, in the manner provided by law. All moneys paid to the Trustee *** and not invested shall be continuously secured, for the benefit of the Commission and the holders of the bonds, *** by lodging with some bank or trust company approved by the Commission as custodian, as collateral security, direct obligations of, or obligations the principal of and the interest on which are unconditionally guaranteed by, the United States Government, or other marketable securities eligible as security for the deposit of trust funds under regulations of the Board of Governors of the Federal Reserve System or eligible as security for the deposit of funds of the State of Ohio having a market value (exclusive of accrued interest) not less than the amount of such deposit, ***.!';

WHEREAS, by §5537.12 of the Revised Code of Ohio, it is provided that:

'*** Any bank or trust company incorporated under the laws of this state which may act as depository of the proceeds of bonds or of revenue may furnish such indemnifying bonds or may pledge such securities as are required by the commission. ***!;

WHEREAS the Commission, pursuant to pertinent provisions of the said trust agreement, desires to select and designate a single depository for the tolls and other revenues arising from the operation of Ohio Turnpike Project No. 1; and

WHEREAS the Commission, by resolution No. 156-1954, adopted October 22, 1954, selected and designated The Farmers National Bank of Canfield as depository for the tolls

and other revenues arising from the operation of the Eastgate Section of Ohio Turnpike Project No. 1, to serve as such depository from December 1, 1954, until further order of the Commission;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the matter, finds that The Cleveland Trust Company, of Cleveland, Ohio, is, by reason of the location of its main office and branch facilities and other relevant factors, best suited to serve the purposes of the Commission as depository for the tolls and other revenues arising from the operation of Ohio Turnpike Project No. 1;

FURTHER RESOLVED that the said selection and designation of The Farmers National Bank of Canfield, Canfield, Ohio, as such depository, be, and the same hereby is, terminated and cancelled effective as of midnight on October 3, 1955;

FURTHER RESOLVED that the said The Cleveland Trust Company, of Cleveland, Ohio, be, and it hereby is, selected and designated as depository for deposit, in the name of said trustee, of tolls and other revenues received by the Commission as an instrumentality of the state of Ohio, and required to be deposited in the name of the said trustee pursuant to §503 of the said trust agreement, to serve as such depository of tolls and other revenues arising from the operation of Ohio Turnpike Project No. 1 from October 1, 1955, until further order of the Commission; provided, however, it shall have satisfied all applicable provisions of §601 of the said trust agreement;

FURTHER RESOLVED that the said depository shall secure such deposits by pledging direct obligations of, or obligations the principal of and interest on which are unconditionally guaranteed by the United States Government, having a market value (exclusive of accrued interest) not less than the amount of such deposits, to the said trustee by lodging the same with the Federal Reserve Bank of Cleveland as custodian and trustee for safekeeping for The Ohio National Bank of Columbus, as trustee, and the said depository as their respective rights to and interests in such securities may appear and be asserted by written notice to or demand upon the Federal Reserve Bank of Cleveland. In pledging securities in the manner herein provided, the said depository shall instruct the

Federal Reserve Bank of Cleveland to follow its usual practice of detaching maturing coupons and crediting the proceeds thereof to the said depository, unless, in the event of default of the said depository, The Ohio National Bank of Columbus, as trustee, should give written notice to the contrary to the Federal Reserve Bank of Cleveland;

FURTHER RESOLVED that The Ohio National Bank of Columbus, as trustee, shall have full authority to effect, or consent to, the release and exchange of any or all securities at any time placed in the custody of the Federal Reserve Bank of Cleveland, as trustee, for such safekeeping pursuant to this resolution, and to consent to the substitution therefor of other securities of the type hereinbefore specified;

FURTHER RESOLVED that the securing of such deposits by the said depository and the handling of such pledged securities shall be in accordance with the Ohio Turnpike Act (RC §§5537.01 to 5537.99) and the said trust agreement, and in the manner and with the effect provided in §135.16 of the Revised Code of Ohio and Operating Letter No. 11 of the Federal Reserve Bank of Cleveland; and

FURTHER RESOLVED that the Commission's comptroller be, and he hereby is, instructed to deposit or cause to be deposited daily, as far as is practicable (it being understood that it appears practicable that deposits be made thrice weekly), with the said depository, to the credit of The Ohio National Bank of Columbus, as trustee, in accordance with the provisions of the said trust agreement, all tolls and other revenues arising from the operation of Ohio Turnpike Project No. 1 on and after October 1, 1955.

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

Ayes: Allen, Beightler, Teagarden, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Mr. Linzell reported that a meeting had been held in the State Office Building the first week in August, 1955 attended by county officials of Ashtabula, Lake, Geauga, Summit, and Cuyahoga Counties, and by the officials of the

various cities and villages from the area in which the general location of a segment of proposed Ohio Turnpike Project No. 2 had not been settled at which the question of location had been thoroughly discussed and aired by all affected persons. He said further that the Governor had conducted the hearing and that several days after the hearing an announcement had been made by the Governor that the so-called inner corridor route, with a variation of the northern end of it, would be the one that would be adopted. He said that the inner corridor route was one that connected the area in the northeastern tip of Cuyahoga County to the Ohio Turnpike in the vicinity of Boston Heights. Mr. Linzell said further that the results of that meeting had enabled the consultants to proceed and that all areas of doubt had been resolved so that there was no reason why the work could not proceed and the consultants' report be out by the date that they had promised.

Major H. H. Allen of the J. E. Greiner Company said in response to a question from the Chairman that the consultants' report would be ready in draft form at least on November 1, 1955, although the official date for submitting the report was December 1, 1955.

Then the Chairman said that the Commission could not spend any money from the Ohio Turnpike on any promotion or development of Ohio Turnpike Project No. 2. He said further that the Commission had ordered a transcript of the hearing described by Mr. Linzell because that hearing had been concerned in a measure with the relation Project No. 2 would bear to the Ohio Turnpike.

The Chairman said that he had told a Cincinnati newspaperman that soon after the Commission would receive the report on Ohio Turnpike Project No. 2 it would like to meet at Cincinnati. He said further that he thought that that was not merely in the best interests of the second turnpike but that it was good for the Ohio Turnpike for the whole state to get an opportunity to see the Commission and to observe its conduct of business. He said further that the Commission ought to be able to meet in Cincinnati and perhaps in Dayton some time during the late fall or early winter and, incident to any such regular meetings, learn what those communities felt and wanted to say about the second project.

Resolution No. 51-1955, designating persons to sign requisitions, certificates, etc., under Sections 405, 406,

407, 408 and 506 of the Trust Agreement was moved for adoption by Mr. Allen, seconded by Mr. Teagarden, as follows:

Resolution No. 51-1955

"WHEREAS the Commission by resolution No. 1-1955 designated certain persons to sign requisitions, certificates, statements, approvals, and opinions provided for by §§405, 406, 407, 408, and 506 of the trust agreement dated June 2, 1952, between Ohio Turnpike Commission and The Ohio National Bank of Columbus as trustee and The National City Bank of New York as co-trustee; and

WHEREAS subsequent to the adoption of said resolution certain changes have occurred in Commission personnel which make an amendment to said resolution desirable;

NOW, THEREFORE, BE IT

RESOLVED that aforesaid resolution No. 1-1955, be, and the same hereby is, rescinded as of this date and the authorizations hereinafter set forth are substituted therefor, effective immediately;

FURTHER RESOLVED that requisitions for payment of compensation or deposit of moneys, to be made by the trustee pursuant to §405 of the trust agreement shall be signed by the secretary-treasurer, or Frank C. Dunbar, Jr., or C. W. Hartford, employees of the Commission;

FURTHER RESOLVED that requisitions for payments to be made by the trustee pursuant to §406 and/or §408 of the trust agreement shall be signed by the secretary-treasurer, an officer of the Commission, or Frank C. Dunbar, Jr., or T. J. Kauer, or John Soller, employees of the Commission;

FURTHER RESOLVED that requisitions for payments to be made by the trustee pursuant to §407 of the trust agreement and certificates required by said section shall be signed by the secretary-treasurer, an officer of the Commission, or Frank C. Dunbar, Jr., or T. J. Kauer, or John Soller, employees of the Commission; and if any item in any such

requisition is for reimbursement on account of the payment for any real property, the requisite certificate shall be signed by the secretary-treasurer, an officer of the Commission, or T. J. Kauer or John Soller, employees of the Commission, and by Frank C. Dunbar, Jr. or C. W. Hartford, employees of the Commission, and the requisite statement, opinion, or approval shall be signed by acting general counsel, or Charles E. Westervelt, Jr., one of counsel for the Commission, or Ruth L. Wilkins, one of counsel for the Commission;

FURTHER RESOLVED that certificates required by §408 of the trust agreement shall be signed by the secretary-treasurer, an officer of the Commission, or T. J. Kauer or John Soller, employees of the Commission, and by Frank C. Dunbar, Jr. or C. W. Hartford, employees of the Commission;

FURTHER RESOLVED that statements, opinions, and approvals required by §408 of the trust agreement shall be signed by acting general counsel, or Charles E. Westervelt, Jr., one of counsel for the Commission, or Ruth L. Wilkins, one of counsel for the Commission; and

FURTHER RESOLVED that requisitions for payments made pursuant to §506 of the trust agreement and certificates required by the same section shall be signed by the chairman, or vice-chairman, or secretary-treasurer, officers of the Commission, or by Frank C. Dunbar, Jr., or T. J. Kauer, or John Soller, employees of the Commission."

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

Ayes: Allen, Teagarden, Linzell, Beightler, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

The Executive Director reported that with respect to the construction work all members of the staff had been busily engaged at all times and all hours with the problems that had arisen with increasing frequency as the opening day approached. He stated that in addition to the work of the Contracting and Consulting Engineers, the Chief Engineer's men had been as busy

as beavers with a multitude of problems and that most of them had been more or less continuously out in the field in recurrent inspections and in conferences with other engineers and with the contractors. He said also that he had made three trips in the last two months to inspect and observe all or some portions of the construction work and had conferred on the site with contractors who, at particular times, had been in some difficulty.

He said further that a special effort was being made by the Chief Engineer to assure that the riding surface of the Ohio Turnpike should, if possible, be the world's best; that a special committee of engineers, called the paving committee, had been operating for several months with the assignment of making a final detailed check and inspection of the riding surface. He said also that contractors whose paving surfaces at any place exceeded the limited tolerance that was allowed had been required to grind the high spots and, when and if necessary, to replace a slab or joint or other segment.

The Executive Director reported further that in the cases of three contractors who recently, but apparently not then, had been laggard and in whose cases there had appeared to be a danger that they might not complete their work on time, the Commission had even required daily reports by telegram or telephone to assure that it would know almost from minute to minute the progress being made. He said further that those contractors had worked themselves out of their difficulties in all three cases with the possible exception that one of them was a little slow with his right-of-way fence. The Executive Director then called upon the Chief Engineer, who in turn called upon the Consulting Engineer to advise the Commission in more detail of the existing status of the construction work.

Major Allen reported on behalf of the Consulting Engineer that during the intervening two months since the last meeting of the Commission all phases of construction work had advanced at record-breaking speed and that on that day, two weeks before opening, all work was nearing completion and the turnpike would be ready for traffic as scheduled at midnight on Friday, September 30, 1955. He said further that all work was then 97.5 percent complete.

Major Allen reported further that patron services, including emergency roadway automobile service, restroom and sanitary facilities, and at least partial restaurant facilities, would be available at all of the service plazas. He said also that the Consulting Engineer had stressed the need for increasing productive

work on several service plazas in order that complete gasoline and restaurant services would be available on both the north and south sides of each of the eight service areas. He said also that several of the service plazas had already progressed to a stage of completion which indicated that full-scale gasoline and restaurant services would be available on October 1.

Major Allen reported further that the entire radio-communication system would be in operation and that all vehicle-classifying toll-system equipment of the IBM would have been tested and checked during the following two weeks.

Major Allen reported further that roadway lighting, traffic signs, and all essentials for full-scale operation at interchanges and toll plazas, maintenance buildings, and the Administration Building would be ready during the last week of September, 1955.

The Chief Engineer reported that the work from Eastgate to the Ohio-Indiana line had been watched very carefully by field engineers of the Commission and engineers of the Consulting Engineers staff and that there had been many, many conferences. He said further that in some cases the engineers really had had to use the stick and in some cases the club, but that the measures taken had been effective, some more than others. He said further that one of the problems that had confronted the engineers and the Executive Director was the fact that some of the contractors really had not believed that the Commission had intended to open on the first of October. He said further that he thought that after they had become convinced that that was the aim of the Commission that they had gotten to work, but that it was a matter of keeping after them day by day. He said further that certain crafts of labor had become critical and it had been necessary in many cases to work overtime, to work nights, to work Saturdays and Sundays, and that on some of the work laborers and craftsmen had even been working on Labor Day, which was most unusual. Mr. Kauer said he was sure that the engineers would be able to present to the Commission and to the motoring public of Ohio a safe road on the first of October, 1955.

The Executive Director resumed his report, stating that in the previous few weeks a few special signs had been added to those that had previously been ordered installed. He said that there were five different interchanges at which a motorist might leave the turnpike to enter Cleveland and that it appeared that motorists who were strangers to the area might involve themselves

in congested traffic conditions off the turnpike if they were to leave at the wrong places when their destination should be downtown Cleveland, and that to aid them there were being erected at suitable places signs which would advise motorists as they came to preceding interchanges that the least congested route to downtown Cleveland would be by leaving the turnpike at the interchange with Route 21.

The Executive Director reported further that in an endeavor to apprise motorists that upon entering Pennsylvania from Ohio they would be leaving the 56-foot-median-strip turnpike that they should have been traveling on, signs were being erected advising of the fact that the median narrows. He said further that such signs would be erected adjacent to both the north and south lanes of the eastbound roadway between Eastgate terminal and the Pennsylvania state line. He remarked that such signs would be especially important at night.

The Executive Director reported further that the staff of the Commission at its headquarters had had a very good time at a successful picnic held on the 17th of August, 1955.

The Executive Director reported further that he had recently awarded contracts to three concerns for the furnishing of service to disabled vehicles. He said further that those contracts were comparable to the one which the Commission had had in force for the past nine months or so on the Eastgate Section. He described the contracts awarded as Contract DV-3 with the Loesch Motor Company of Maumee, Ohio, Contract DV-6 with McCoy's Sales & Service, Inc., of Norwalk, Ohio, and Contract DV-8 with Elton's, Inc., of Cuyahoga Falls, Ohio. He said further that he expected before the opening to consummate the making of contracts with others for the several zones into which the turnpike had been divided.

The Executive Director reported further that bids were being solicited for a second time from the operators of ambulances. He said that bids had been taken previously and that all of them had been rejected because bids had been received from only a few of the several zones. He said that the service to be performed was that of transporting injured persons, if they should be injured on the turnpike, to nearby hospitals. He said that no bids at all had been received from some of the zones and that in some others the bids had been qualified so that they could not be accepted. The Executive Director said also that further conferences had been held with the Ohio Funeral Directors Association and that that Association had appointed a turnpike committee to

assist the Commission's staff in the development of sufficient interest and cooperation on the part of operators of ambulance services. He said that the Commission had been given assurances by the Association that there would be available at all points operators of ambulances on and after the first of October, regardless of whether or not contracts should be in effect for all zones.

The Executive Director reported also that the Chief Engineer was deserving of a special star, and also Mr. C. H. Makeever of the Chief Engineer's staff, who had done the spade work, for an astoundingly accurate estimate of the revenues to be derived from the Eastgate Section which had been made in November of 1954 before the section had been opened. He stated that on the basis of apportionment to months of the anticipated total revenues, the Commission had been within a few hundred dollars as of the end of August 1955 of just what had been estimated in November of 1954. He said also that what was being dealt with was an accuracy within a margin of a thousand or two dollars as related to over a million dollars in the forecast of revenues made nearly a year previously. The Executive Director said that the Commission would have derived net revenues by the end of September 1955 from the operation of the Eastgate Section over double those which had been estimated at the time the Commission had made its determination to award Contract 4a & 5a on the expedited-completion-date basis. He recalled that the Commission had had an estimate at that time that the net revenues for ten months might be some \$333,000 and that, partially on the basis thereof, the Commission had determined to award the contract so that Eastgate Section could be completed by December 1, 1954. He said that the Commission's judgment in that respect had been vindicated twice over.

The Executive Director reported that the staff had been busy for the last few months with the development of an organization and of plans and procedures for operation of the entire Ohio Turnpike. He said further that a maintenance organization, with much of the required personnel they recruited, was already at work. He said also that where the contractors had finished their work, on some sections, the Commission's maintenance forces were doing mowing in the center median and adjacent to the outside shoulders. He said that the maintenance forces were in the course of readying various of the Commission's equipment for operation and that as maintenance equipment was delivered the maintenance forces were servicing it and adding accessories where required, such as lights for safety purposes. The Executive Director said that as automobiles required in connection with the Commission's own operations and in connection with the policing

operations of the Ohio State Highway Patrol on the turnpike were being delivered, the requisite sirens, lights, and other accessories that had to be added after delivery would be added largely by the maintenance forces although, when and if necessary, the Commission would have contractors do some of the work. He said further that the maintenance forces were then engaged in the installation of roadside delineators and would prosecute that work as fast as the construction contractors should get out of the way and make the space adjacent to the shoulders available for the purpose. He said that those forces were also in the course of installing lead-in signs in a wide band across the northern part of the state to direct motorists to the nearest interchanges.

The Executive Director reported further that the staff was working out final arrangements with the Ohio State Highway Patrol for the performance of the policing services on the turnpike and had had frequent conferences at various levels of the Patrol pertaining to all phases of that work and of the related radio-communications work and expected to have a contract developed which would supersede the one which had been temporarily in effect with respect to the policing on the Eastgate Section.

The Executive Director reported further that 140 men additional to those required on Eastgate Section had already been enlisted for the toll collection force and that a school for the toll collectors, running through four days, would commence at Camp Perry on Sunday, September 25, 1955, and that the toll collectors would have other training both before and after that, prior to October 1. He said further that an instruction manual had been printed by IBM for the instruction of the toll collectors and for their guidance.

The Executive Director reported further that arrangements had been worked out with Brinks, Incorporated for the gathering and transportation of the money which would be collected at the toll plazas of the various interchanges. He said that the Brinks company would supply the armored trucks and manpower that would be required to pick up the money at those places and transport it to the depository in Cleveland, that the company also would handle nearly all of the toll tickets that would have to be picked up and taken to the Administration Building for the toll-accounting and auditing work that would be performed there. He said that Brinks would have the only access to the money and that it would be fully insured. He said further that the contract being prepared would provide that if the company should procure business additional to that which it already had committed from some of the concessionaires in picking up their funds and handling their banking,

the Commission would get a reduced price from the company so that the Commission would derive a benefit from any additional business which the company might secure from the concessionaires.

The Executive Director reported that one of the major problems in the last weeks had been the recruiting of personnel, both toll collectors and maintenance organization, and the relatively small number of additional persons who were required at the Administration Building at Berea. He said further that that work had gone forward on the basis of written applications, of investigations of various kinds that the Commission made into the history and background of the people, and that the Commission had required all tentative appointees to submit to physical examinations, reports of which were thereafter evaluated by the medical advisors to the Commission, who, as he had advised the Commission in writing, had been retained in order that the Commission might have the benefit of a uniform basis of evaluation of the medical reports made by the doctors in the various locations where the applicants had been examined. He said also that the services that had been performed to date by the medical advisors, namely, Drs. Alexander Pollack and Robert Murnane, of Columbus, had been invaluable to the Executive Director and the Comptroller and the Project Manager in aiding them to form sound appraisals of the fitness of persons who had applied for the various positions. He said also that they had been a great aid in establishing what should be the physical and health requirements that ought to be met.

The Executive Director commented that the medical advisors probably would be of great use to the Commission in some other connections as time went on in meeting its personnel problems and perhaps even in other matters having to do with sanitation in the restaurant facilities, by way of illustration.

The Executive Director reported further that no person had been employed or would be employed or had been or would be rejected for employment on the basis of any considerations except the judgment of the responsible staff officials as to his ability and competence to perform his job, his reliability, and his integrity. He said further that no person had been employed or would be employed or had been or would be rejected for employment on the basis of his color, or his creed, or his political affiliations, or anything except the criteria which he already had mentioned.

General Beightler asked whether all the pavement surfaces on the roadway had been checked with the profilometer and whether the grinding was going on at the same time. He said

that he thought that the Commission should by all means get a smooth surface then while it had the opportunity because it was very difficult to do so after the pavement should be opened to traffic; that it was difficult to try to do any grinding under traffic.

The Chief Engineer replied that all of the pavement had been checked by the contracting engineers with a device called a bumpometer and that grinding had been going on for some time, and that testing and inspection had been supplemented by the use of the profilometer and that further grinding was going on where it was found to be necessary, and that that included the bridge decks as well.

Resolution No. 52-1955 awarding contract pursuant to proposal 83B of invitation No. 83 for the furnishing of calcium chloride was moved for adoption by Mr. Linzell, seconded by Mr. Allen, as follows:

Resolution No. 52-1955

"WHEREAS the Commission has duly advertised, according to law, for bids for the furnishing of a total of 1,575 tons of calcium chloride pursuant to proposals 83A and 83B of Invitation No. 83, and proof of said advertising is before the Commission;

WHEREAS no bids were received in response to proposal 83A;

WHEREAS five bids were received in response to proposal 83B, and said bids have been analyzed by the Commission's executive director, chief engineer, and consulting engineer, and they have reported thereon to the Commission with respect to said analysis and made their recommendations predicated thereon;

WHEREAS all of the aforesaid bids were solicited on the basis of the same terms and conditions, and the same specifications with respect to all bidders and potential bidders, and the bid of The Dow Chemical Company, a Delaware corporation is, and is by the Commission determined to be, as low as any of the other bids received for the furnishing of the calcium chloride; and the Commission has been advised by its assistant general counsel that said bid conforms with the requirements of §5537.04 of the Revised Code of Ohio, and to the terms, conditions, and specifications in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bid as the lowest and best bid for the furnishing of the aforesaid calcium

chloride; and

WHEREAS the Commission is satisfied with the capacity of said bidder to perform its obligations pursuant to its proposal;

NOW THEREFORE, BE IT

RESOLVED that the bid of The Dow Chemical Company, a Delaware corporation, for the performance of the contract pursuant to proposal 83B of Invitation No. 83 be, and hereby it is, determined to be as low as any of the other bids received and, considering the unit price bid and the freight charges to the various destination points indicated in the form of proposal, the best of them and, therefore, the lowest and best of all said bids, for the furnishing of the aforesaid calcium chloride, and is accepted; and that each of the chief engineer and the executive director be, and each of them hereby is, authorized (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission, pursuant to the aforesaid bid, and upon the condition that said successful bidder shall furnish a performance bond as heretofore approved by the Commission by and in its resolution No. 69-1952, and meeting the requirements of said resolution, (2) to return to all of the bidders, the bid securities furnished by each of them, respectively, (3) to return said successful bidder's bid security when the aforesaid contract has been duly executed and said performance bond furnished, and (4) to take any and all action necessary or proper to carry out the terms of said bid and of said contract."

General Beightler asked the Purchasing Agent whether the bids received had been uniform insofar as the bid price for calcium chloride had been concerned.

The Purchasing Agent replied in the affirmative.

General Beightler said that the variation in the bids came in two of the eight items of freight and he asked if the Commission would pay the freight.

The Purchasing Agent answered in the affirmative.

General Beightler asked whether the Commission would pay the prices that the bidders had quoted or whether if it found that the freight rates were not according to those prices, it would have to pay a different freight rate.

The Purchasing Agent replied that the f. o. b. shipping

point prices had been the same from each bidder. He said further that the freight-rates charges as quoted in the various proposals were the charges that the Commission would pay unless there should be a freight increase authorized by the Interstate Commerce Commission after the date of opening of the bids.

General Beightler asked whether the Purchasing Agent had checked those charges with the Interstate Commerce Commission or with the haulers to see if they were correct or not.

The Purchasing Agent answered in the negative.

General Beightler asked whether it made any difference whether those rates were correct or not with respect to what the Commission would pay.

The Purchasing Agent replied that it did not make any difference, that the Commission would not pay higher rates than those the bidders had quoted.

General Beightler said that that being the case, he saw no alternative except to award it to the low bidder.

The Purchasing Agent said that he had had a statement from a representative of the lowest bidder that it had double-checked its rates with its traffic department and that they were correct.

General Beightler said that he had had experience in purchasing calcium chloride over a period of many years and that the bidders had always quoted the same prices and that he was rather surprised to see any differences.

The Executive Director said that he did not know why the Justice Department had not done something about it.

The Executive Director pointed out that there was before the meeting a written recommendation of the Consulting Engineer and the Chief Engineer that the award be made as proposed, and the Assistant General Counsel handed to the Chairman her letter advising the Commission that if it should be satisfied on the basis of other-than-legal considerations that the bid of Dow Chemical Company was the lowest and best of those received for the contract to furnish calcium chloride, the contract might lawfully be awarded to it.

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

Ayes: Linzell, Allen, Beightler, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 53-1955 ratifying certain actions with respect to a portion of Construction Section 47 was moved for adoption by General Beightler, seconded by Mr. Linzell, as follows:

Resolution Number 53-1955.

WHEREAS the Commission's executive director has reported to it with respect to soil stabilization in a portion of construction section 47 and related matters;

WHEREAS the actions taken by the Commission's staff and the several members thereof, as recited in said report, were recommended by the Commission's contracting engineer and consulting engineer;

WHEREAS said report, dated September 12, 1955, together with other documents, setting forth the actions taken and the reasons therefor and embodying the understandings arrived at and commitments made on behalf of the Commission, are before this meeting; and

WHEREAS the Commission is satisfied that all of the things done as aforesaid, including the understandings arrived at and commitments made, were and are necessary and reasonable, and ought to be approved, ratified, confirmed, and accepted;

NOW, THEREFORE, BE IT

RESOLVED that the Commission find, and hereby it does find, that all of the things done, understandings arrived at, and commitments made by its executive director, assistant to the executive director, chief engineer, assistant chief engineer, and other members of its staff, with respect to the stabilization of the soil in that portion of construction section 47 between station 675+00 and station 696+00, and with respect to completion

of Contract C-47, 48&49, together with the manner of doing, arriving at, and making such things, understandings, and commitments, were and are necessary and reasonable;

FURTHER RESOLVED that the Commission does hereby approve, ratify, and confirm each and all of the aforesaid actions, understandings, and commitments, and does hereby approve, ratify, confirm, and accept each and all of the documents before it at this meeting pertaining thereto; and

FURTHER RESOLVED that each of the Commission's executive director, assistant to the executive director, and chief engineer be, and each of them hereby is, authorized to take any and all action which may be necessary to bring the aforesaid matter to a satisfactory conclusion."

A vote by ayes and nays was taken and all members responded to roll call.

The vote was as follows:

Ayes: Beightler, Linzell, Teagarden, Allen, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 54-1955 authorizing the Executive Director to arrange for Commission's indemnification in certain instances was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 54-1955.

"WHEREAS the Commission's contracts provide, in general, that so much of any money due to the contractor under and by virtue of the contract as shall be considered necessary by the Commission to indemnify it and its members, employees, and agents may be retained by the Commission and held until any suits, actions, claims, or demands against the Commission or any of its aforesaid members, employees, or agents shall have been settled and suitable evidence of such settlement furnished to the Commission;

WHEREAS, in general, such contracts also provide

that, with certain exceptions, the contractor in such instances shall be permitted to post bond with the Commission in form, terms, and amount and with surety to the satisfaction of the Commission to effect such indemnification, whereupon such moneys as would otherwise have been withheld shall be released and paid to the contractor;

WHEREAS the Commission has not heretofore delegated general authority to act on its behalf in determining in what instances and in what amounts money shall be withheld, pursuant to said provisions, or the form, terms, and amount of any bond which may be accepted in lieu of such withholding; and

WHEREAS the Commission has not provided any standards for acceptance of sureties as satisfactory on bonds in such instances nor has it delegated general authority to make such determinations on its behalf;

NOW, THEREFORE, BE IT

RESOLVED that the Commission's executive director be, and hereby he is, authorized to determine the necessity and amount of any withholding of money provided for in §G-7, 16 of the Commission's General Specifications, in any instance in which said specifications are applicable, and to make like determinations in comparable instances arising under contracts having similar provisions;

FURTHER RESOLVED that the Commission's executive director be, and hereby he is, authorized to permit the posting of bond in such instances in lieu of directing the retention of money; provided, however, that the form of any such bonds shall be subject to the approval of general counsel, and, provided further, that in any case provided for in §§1311.26 and 1311.27 of the Revised Code of Ohio, no such bond shall be accepted in lieu of retention of money; and

FURTHER RESOLVED that any surety which is a surety company authorized and licensed to do business in the state of Ohio is hereby declared to be satisfactory to the Commission; provided, however, that nothing in this resolution contained shall be deemed to be a determination by the Commission that only surety companies may be sureties upon such bonds, for it is the belief and view of the Commission that any and all satisfactory sureties should be approved for said purpose; but if any surety shall be other than a surety company authorized and licensed to do business

in the state of Ohio, his qualifications will be subject to review by the Commission's executive director and comptroller, who, acting jointly, shall declare themselves satisfied therewith, unless there be cause to the contrary. "

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

Ayes: Teagarden, Beightler, Allen, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 55-1955 adopting organization charts was moved for adoption by Mr. Allen, seconded by Mr. Teagarden, as follows:

Resolution No. 55-1955.

"WHEREAS the Commission has considered the adoption of certain organization charts which are now before the Commission at this meeting, and which are designated, respectively, "Ohio Turnpike Commission Organization Chart A, September 15, 1955"; "Ohio Turnpike Commission Organization Chart A-1, Construction Department, September 15, 1955"; "Ohio Turnpike Commission Organization Chart A-2, Operations Department of Project No. 1, September 15, 1955"; and "Ohio Turnpike Commission Organization Chart A-3, Accounting and Auditing Department, September 15, 1955"; and

WHEREAS the Commission's executive director has recommended the adoption of said charts and the Commission finds the adoption thereof to be highly desirable and in its best interest;

NOW, THEREFORE, BE IT

RESOLVED that the aforesaid Ohio Turnpike Commission charts of organization be, and they hereby are, adopted effective as of this date."

The Chairman said that that resolution, like much other business that the Commission was accomplishing that day, was for the purpose of refining its procedures because in approxi-

mately two weeks the Commission not only would be still a construction organization but would also be a large operating organization.

The Executive Director said that the organization charts before the Commission had one label changed from what the members of the Commission had seen before. He said that the label the members had seen before had the words "toll superintendent" in one box and that it had been changed to "superintendent of toll collections". He said that it had simply been an oversight that the new wording had not been there in the first place. He said also that that term was the one which was already in use and had been settled upon.

General Beightler commented upon the charts, and said that he would "go along" with them, but that he wondered if there was any need for a Director of Operations at that time in addition to a Project Manager.

The Executive Director said that the charts had been devised as functional charts and not charts of persons and that since they had been designed to show functions, if and to the extent the functions of two positions could in suitable circumstances, be discharged by one person, he thought that it ought to be done and that that, in effect, was what was being done then with respect to some of the charted positions.

The Chairman said that the organization charts were intended to be adequate for the continuing activities of the Commission, whatever they might be. He said further that he meant that an organization chart was only as good as it was comprehensive and that what had been done was to set up functional charts that were comprehensive for all prospective activities of the Commission without intending that the positions be filled immediately.

The Executive Director said that that had been his objective.

The Chairman said that what had been sought was to develop an organization in which was long-term, as distinguished from an organization which was put together for the sole purpose of constructing the Ohio Turnpike.

Mr. Allen said that he assumed too that the Commission had to have something to get going and that he would have no question but that in a few months the Commission might find

certain changes that might be desirable and that it would not tie its hands by adopting charts. He said further that at any time the Executive Director would like changes in it, the Commission certainly would be glad to consider them.

The Executive Director said that he considered that the Commission was establishing a framework within which its staff might work.

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

Ayes: Allen, Teagarden, Linzell, Beightler, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

The Chairman reported that he had a letter that the Governor had sent over from a fellow who called himself a magician, "The Scourge of the Magic World," and that the writer had said that he planned to drive the entire length of the turnpike blindfolded when it should be opened on October 1. The Chairman read a letter that he had addressed to Governor Lausche under date of September 13, 1955, as follows:

"Dear Governor Lausche:

"I have your note of September 8 enclosing a letter addressed to you by 'Magician Harry Albacker' of Pittsburgh and Lorain who refers to himself as 'The Scourge of the Magic World' and who in his letter advised you that on October 1 he will drive the entire length of the Turnpike and return blindfolded. I trust it is not violating any of the proprieties to refer the letter to the Highway Patrol, which I am constrained to do, because obviously such a stunt can not be tolerated."

"Very truly yours,

"James W. Shocknessy
"Chairman"

The Chairman said further that the Executive Director

had sent a letter to the Superintendent of the Ohio State Highway Patrol in which he had said, in part:

"It is not discernible whether this is a case of leg-pulling or of dementia, but I believe your organization should be prepared and alert to prevent this and any other kind of stunting ***."

The Assistant General Counsel reported that the proposed codification of the bylaws had been drafted by the staff and had been forwarded to the members of the Commission on September 10, 1955. She said that at the same time she had sent to the members of the Commission a draft of the proposed resolution which was ready for consideration by the Commission. She said also that the revision of the bylaws was for the purpose of codifying them. She said that the Commission, in the past 99 meetings, over the course of the past six years, had adopted numerous resolutions whereby it had delegated various branches of authority to the members of the staff. She said further that in order to assist those who must perform the work of the Commission in ascertaining just what authority was vested in them it was going to be of great help if all of the various branches of delegated authority were gathered together in one source document. She said that that was the main purpose of the revision then before the Commission. The Assistant General Counsel said further that if the Commissioners would look at Article V of the bylaws, they would find that the staff had incorporated therein the substance of numerous resolutions theretofore adopted by the Commission. She said further that the staff had attempted to carry over into the bylaws much of the wording verbatim, although some changes had been made. She said that those changes had been made for the reason that practically without exception the resolutions theretofore adopted by the Commission had referred to Ohio Turnpike Project No. 1, and that the authority delegated should be broad enough to encompass all work which the Commission might have, and, therefore, the draft of the revisions had deleted those words, "Ohio Turnpike Project No. 1," and had made reference to "any turnpike project" which should be undertaken by the Commission. She said that the other revisions were minor. She said that one revision in Article IV dealt with the custody of the original counterparts of the contract documents. She said that no provision had theretofore been made for the custody of such counterparts and that Section 5.10, found on pages 2 and 3 of the draft, placed the custody of the Commission's counterparts of the contract documents in the Secretary Treasurer, and that plans were being made for the safekeeping of the documents by construction of adequate vaults or rooms which might be fireproof

and burglarproof and safe for those important documents.

Resolution No. 56-1955 adopting code of bylaws was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 56-1955.

"WHEREAS the Commission desires that certain powers and authority granted to various members of the Commission's staff, under numerous resolutions heretofore adopted, be codified, that certain sections of the Commission's bylaws be revised, and that the entire existing code of bylaws be revised as to form;

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby adopts the code of bylaws entitled 'Ohio Turnpike Commission, Code of Bylaws', which is hereto attached and made a part hereof, the same to be effective immediately;

FURTHER RESOLVED that the code of bylaws adopted June 9, 1953, by resolution No. 301-1953, and amended by resolutions Nos. 4-1954, 153-1954, 176-1954, and 26-1955 be, and the same hereby is, rescinded, effective immediately;

FURTHER RESOLVED that, effective immediately, the following-numbered resolutions be, and the same hereby are, rescinded:

9-1952	18-1953	99-1954	24-1955
55-1952	33-1953	116-1954	31-1955
56-1952	351-1953	199-1954	42-1955
64-1952			47-1955
69-1952			
79-1952			
95-1952			
96-1952			
97-1952			
105-1952			
114-1952			
115-1952			

and

FURTHER RESOLVED that no grant of authority

heretofore made by the Commission to any officer or employee of the Commission by any resolution which is not hereby rescinded shall not be in any wise impaired by the adoption of the aforesaid code of bylaws, unless and except to the extent that any such previous grant is inconsistent with said code of bylaws."

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

Ayes: Beightler, Teagarden, Linzell, Allen, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Mr. Teagarden said that in connection with the prospective opening of Project No. 1 on October 1 he would like to pay his respects to Mr. Shocknessy for the splendid job that he had done as leader. He said further that when he said "leader" he knew that the members all agreed with him that every organization must have someone to carry out and go through with the various phases of the work prescribed by it. He said further that he was sure that every one in the room and a lot of people in the State of Ohio and in the nation would agree with him when he said that the Ohio Turnpike would not be opened on October 1 if it had not been for the untiring and almost hourly, daily work which Mr. Shocknessy had devoted to the project. He said that he wanted to pay his respects to a man who had done an excellent job and that he was sure that Mr. Shocknessy was going to be just as gratified at midnight on September 30, 1955, as he was on the day of the meeting when he should open the gates and let the turnpike be opened to the public. Mr. Teagarden said that Mr. Shocknessy had, in his opinion, done an outstanding job for the people of Ohio and for the nation.

The Chairman said that whatever he had done he had done willingly and that much of the satisfaction had been in having been appreciated by his associates, the people who had worked with him. He said that all of them had worked together. He said that no one accomplished much alone. He thanked Mr. Teagarden very much for his remarks.

Mr. Teagarden said that he had not intended to take away credit for any of the work that had been done by the members of the Commission and by all of its employees.

Resolution No. 57-1955 authorizing the Executive Director to take immediate action in certain cases was moved for adoption by Mr. Teagarden, seconded by Mr. Allen, as follows:

Resolution No. 57-1955

"WHEREAS in connection with the construction and operation of turnpike projects, emergencies may arise which require immediate action;

NOW, THEREFORE, BE IT

RESOLVED that in event of any such emergency which, in the opinion of the executive director and of the consulting engineer of the project with respect to which such emergency has arisen, requires immediate action, the executive director be, and he hereby is, authorized to enter into any contract or contracts and to take whatever other action, on behalf of the Commission, the executive director, with the approval of said consulting engineer, shall determine to be in the best interest of the Commission, notwithstanding any limitation imposed upon the authority of the executive director under any resolution heretofore adopted."

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

Ayes: Teagarden, Allen, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 58-1955 ratifying actions of administrative officers was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 58-1955

WHEREAS the executive director, deputy executive director, executive assistant, chief engineer, assistant chief engineer, acting general counsel, assistant general counsel, assistant secretary-treasurer, comptroller, and chief, right-of-way section 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 Com-

mission since the Commission's last meeting, and the Commission has duly reviewed and considered the same;

NOW, THEREFORE, BE IT

RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting on July 15, 1955 are hereby 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, Allen, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

The Chairman said that the Commission and its staff would be together again on the night of the 30th of September when it was expected that they would stay in motels in the immediate vicinity of Westgate. He said that the Director of Information and Research and his organization were making all the arrangements. He said also that on the 1st of October the Commission and staff Members expected to start out at approximately nine in the morning in busses and go across the state on the turnpike. He said that one reason that busses were being used was that it was desired to avoid a caravan since there would be traffic on the road that morning and that it was desired to limit the congestion which might be precipitated by having a caravan. He said also that the Director of Information and Research was planning to have a preview for the press before the remainder of the turnpike should be opened on October 1.

There being no further business to come before the Commission, a motion by Mr. Linzell, seconded by General Beightler, 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:

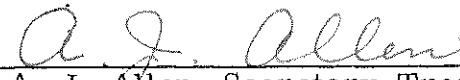
Ayes: Linzell, Beightler, Allen, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned.

The time of adjournment was 1:12 o'clock P. M.

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



A. J. Allen, Secretary-Treasurer.