

MINUTES OF THE ONE HUNDRED FIRST MEETING
OCTOBER 18, 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 2:12 P. M. on October 18, 1955 with 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, Beightler, Teagarden, Linzell, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by General Beightler, seconded by Mr. Teagarden, that the minutes for the meeting of September 15, 1955 which had been examined by the members of the Commission and upon which the required corrections had been made be approved on reading.

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 motion carried.

The Chairman reported that a most interesting pattern of traffic had developed in the seventeen days since the Ohio Turnpike had been opened in its full length. He said further that he believed that it was proper to say that prospectively the Ohio Turnpike would meet expectations, the expectations of the state of Ohio, as represented by the

General Assembly that enacted the legislation, and of the governor, who appointed the Commission, of the Commission, of the consulting engineers who made the reports, and of the staff of the Commission.

The Chairman said further that the opening of the turnpike a few moments after midnight on September 30, the very first moment of October 1, was most dramatic. He said that the Commission had contemplated when it had made the contracts for construction that it would open the turnpike in its entirety to traffic on October 1, 1955; so, on October 1, 1955 the Commission had opened the turnpike to traffic. He said further that the Commission had been the recipient of much praise throughout the United States for its construction record. He said that Ohio, the public officials of Ohio, the Commission, its staff, and the engineers, contractors, and all who worked with it had been recipients of great praise. He said also that national magazines and newspapers from everywhere had told of the opening of the Ohio Turnpike; that he had heard from persons who had read of it in Germany and in Italy. He said that he thought the evidence indicated that the Ohio Turnpike had been well presented by newspapers, by television, by radio, by magazines, to the whole world and that certainly on the first weekend of operation of the entire turnpike it had looked like the whole world was on the road. He said further that the interchange at State Route 8, the interchange at U. S. Route 42, and the interchange at Fremont all had looked like not only had the world known about the turnpike but that the world had converged upon those interchanges. He added that the Commission should not be unmindful of the benefits it got from such a great day.

The Chairman reported further that the Commission had some problems in operations. He said that the Commission had supervisors of music and school-teachers and bank clerks and all kinds of people taking tolls and doing jobs on the Ohio Turnpike for which they had received only such training in the specific task as had been given them in the school conducted by the Comptroller and others immediately prior to the opening of the turnpike. The Chairman said further that the Commission had received some complaints about disabled vehicles not being handled as fast as they should have been and that some of the complaints might have been justified. He said further that this problem was complicated by the fact that all of the radio communication had not been available to all the cars that the service garages had on the

turnpike and that of course there had been delays because there had been an overwhelming amount of traffic.

The Chairman reported further that he had a log of the incidents following the lamentable accident wherein a loss of a life resulted on Sunday, October 16. He said that the accident had occurred at 3:00 o'clock when a car driven by the deceased had struck a pier of the bridge carrying the Sandusky County route over the turnpike east of Fremont-Port Clinton Interchange. He said further that a passing motorist had informed the senior toll collector at the interchange of the accident, and that the senior collector very promptly forthwith had called the Keller Funeral Home for ambulance service. He said also that at 3:02 the Ohio Turnpike Commission radio control at Berea had received radio-telephone report of the accident from the Fremont-Port Clinton Interchange. He said also that at 3:03 Berea radio control had notified the state highway patrol. He said that at 3:08 a service vehicle operated by Whitey's Body Service of Fremont, the driver of which had learned of the accident over the turnpike radio, had arrived at the scene. He said further that at 3:10 the state highway patrolman had arrived and that at 3:12 the ambulance which had been called at 3:00 had arrived and that the Keller ambulance had left with a seriously injured woman who had been in the car but that the driver of the ambulance had determined before leaving that the driver of the automobile would be hard to extricate and so had sent for another ambulance. He said further that at 3:20 another state highway patrolman had arrived and that at 3:21 the second ambulance had arrived from the Oches Funeral Home which had been called by a toll collector at Fremont-Port Clinton Interchange. He said also that at 3:40 the driver of the wrecked car had been removed to the Fremont Memorial Hospital where he had been pronounced dead, and that at 5:30 the wrecked automobile itself had been removed. The Chairman said that he thought that lamentable as that accident had been, at least the Commission could be consoled in that all its departments which were responsible for servicing an accident had been on the job promptly. He said that it was practically a case that could be used as a model for handling accidents.

The Chairman pointed out that the Commission had had more than a half-million vehicles on the turnpike before the first fatal accident.

The Chairman reported further that the Commission had the report of the Auditor of State forwarded with a letter dated October 6, 1955 addressed to the Chairman of the Commission which he read:

"Pursuant to the requirements of Revised Code Section 115.51, it is my pleasure to transmit herewith a copy of 'Report of Examination of the Ohio Turnpike Commission Covering Period from January 1, 1954 to December 31, 1954, Inclusive.'"

The Chairman said that there had been no fanfare with the delivery of the report in 1955. He gave the report into the custody of the Assistant Secretary-Treasurer of the Commission and said that the report was available for all members of the Commission and all staff of the Commission and for anybody else who might want to look at it. He said further that a copy had been filed with the Governor according to law and that a copy had been filed with the General Assembly.

The Chairman reported further that it was the purpose of the Commission to keep the speed on the turnpike within the limits established by the Commission and that the Ohio State Highway Patrol on the turnpike had been undermanned and probably would be undermanned for 30 to 60 days longer but that meanwhile everything was being done by the Commission that could be done to keep the speed within proper limits until the Highway Patrol is adequately manned.

The Chairman reported further that all members of the Commission had been at the Governor's meeting concerning turnpike project No. 2 that morning and until 1:00 in the afternoon when his hearing on the line of proposed turnpike project No. 2 was concluded. He said further that it had appeared to him a practicable line and, subject to determination of construction and economic feasibility, it should have very good prospects in proper time. He said further that he thought that the Governor was to be congratulated upon the handling of a meeting where approximately a hundred people had indicated their desire to be heard. He said that the meeting had moved along in superb fashion and had been concluded with a general air of euphoria due in very large measure to the Governor's expert handling of the meeting and to the obvious willingness of the Governor to entertain the views of everybody who had been there.

The Director of Highways said that he had made arrangements to procure a transcript of the Governor's meeting for the Commission.

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

1. Detail of investment transactions during September, 1955, mailed September 29, 1955.
2. Unaudited financial reports for the period ending August 31, 1955, mailed September 17, 1955.
3. Traffic and revenue report for September, 1955, mailed October 10, 1955.
4. Draft of the minutes of the meeting of September 15, 1955, mailed October 14, 1955.
5. Explanatory detail concerning the proposed preliminary budget for 1956, mailed October 14, 1955.
6. Explanatory detail concerning the proposed supplement to the 1955 budget, delivered October 18, 1955.

The Assistant Secretary-Treasurer reported further that income from investments at the end of September, 1955 had been \$16,430,000 compared with the original estimate for the same period of \$6,655,000, or a gain of \$9,775,000. He said also that investment income in the month of September, 1955 alone had been \$100,000.

The Assistant Secretary-Treasurer reported further that the Commission had approved twelve requests for credit privileges on the turnpike and that the combined estimates for the twelve truck operators involved was 2,064 trips a week, amounting to \$8,390 in toll charges. He said further that on the day the turnpike had been opened the Commission had had only one charge account in spite of the fact that all the information about the charge account privilege had been mailed to many trucking firms by the middle of September. He said also that most recent requests had been on a "rush" basis with the customers urging the Commission to get the charge cards to them by messenger or by whatever other means would get the cards to them quickest. He said also that one sentence from a trucker's request for credit was significant: "We have been experimenting with the use of the Ohio Turnpike and plan to continue to utilize the turnpike facilities to the fullest possible extent." He said that the letter had been dated October 11, 1955

and had been signed by the firm's president.

The Assistant Secretary-Treasurer reported further that the most recent charge account established had been for The Greyhound Corporation which expected to route 650 busses a week over the turnpike. He said also that he had been told that that firm was using the turnpike already mainly for charter trips and that regularly scheduled runs would start at the end of October.

Resolution No. 59-1955 adopting supplement to annual budget for the fiscal year 1955 was moved for adoption by Mr. Allen, seconded by Mr. Teagarden, as follows:

Resolution No. 59-1955

"WHEREAS, pursuant to §505 of the trust agreement dated June 1, 1952 entered into between the Ohio Turnpike Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now The First National City Bank of New York), as co-trustee, the Commission, by resolution No. 184-1954, adopted an annual budget for the fiscal year 1955;

WHEREAS, pursuant to §505 of said trust agreement, the Commission may, at any time, adopt an amended or supplemental annual budget for the remainder of the then current fiscal year;

WHEREAS experience in the operation of the Ohio Turnpike now indicates a need for certain supplementary budget allowances for the remainder of the current fiscal year; and

WHEREAS the Commission's comptroller has submitted to the Commission a supplemental budget for the remainder of the year 1955 and has recommended the adoption thereof; and said supplemental budget is now before the Commission;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following supplemental budget of current expenses for the remainder of the fiscal year 1955;

Supplemental Annual Budget for Fiscal Year 1955

Expenses:

Administration	\$ 53,200
Maintenance of roadway and structures	128,000
Fare collection	21,730
Total supplemental expenses	<u>\$ 202,930</u>

FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said supplemental budget with the trustee and to mail copies thereof to the consulting engineer and the principal underwriters forthwith."

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.

Resolution No. 60-1955 adopting preliminary budget for the fiscal year 1956 was moved for adoption by Mr. Allen, seconded by Mr. Teagarden, as follows:

Resolution No. 60-1955

"WHEREAS it is provided by §505 of the trust agreement dated June 1, 1952, between the Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now The First National City Bank of New York), as co-trustee, that, on or before the 20th day of October in each fiscal year, the Commission will adopt a preliminary budget of income and current expenses for the ensuing fiscal year;

WHEREAS the Commission's executive director and comptroller have submitted a preliminary budget and current expenses for the fiscal year 1956 to the Commission, and have recommended the adoption thereof, and said budget is now before the Commission; and

WHEREAS all reasonable requests of the consulting engineer as to the classifications in which such budget shall be prepared have been complied with, and the consulting engineer has advised the Commission that said budget classifications meet with its approval and that it has no further requests with respect to said classifications;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following:

Preliminary Budget of Income and Current Expenses
1956

Income		\$ 18,240,000
Current Expenses:		
Administrative Services	\$ 407,400	
Operations	3,360,100	
Trust Indenture Expense	135,000	
Inventory Increases and Accruals	<u>90,000</u>	
Total Current Expenses		\$ 3,992,500

FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said budget with the trustee and to mail copies thereof to the consulting engineer and to the principal underwriters forthwith. "

The Executive Director presented to the Commission a letter in which the Consulting Engineer expressed its opinion that the preliminary budget was satisfactory with respect to budget classifications and divisions.

In response to a question by General Beightler as to whether the Consulting Engineer was in accord with the estimates of the cost of operations, including toll collections, Mr. E. J. Donnelly, a partner of the Consulting Engineer, said that the Consulting Engineer had no authority or responsibility; that the budget was purely an administrative matter, not an engineering matter.

He said also that the Consulting Engineer had offered the assistance of all of its staff and that that assistance had been utilized.

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 Executive Director reported that on the first Sunday of operation, as the Chairman had mentioned, there had developed jams of considerable magnitude at some of the toll plazas. He said further that much of the traffic on that Sunday and on succeeding Sundays had been automobiles driven by people who had been on the turnpike for sightseeing purposes and that the handling of the traffic had been slowed down by the fact that much of the Commission's personnel had been green. He said further that another thing equally bad had been that the travelers also had been green and that many of them had had no conception of the layout of an interchange and would not believe the signs they saw. He said further that if such travelers saw a sign that pointed to Cleveland off to the right when they knew very well that Cleveland was off to the left, they had stopped and made conversation and inquired and even argued about it sometimes. He said further that what they had not realized was that in order to avoid a crossing at grade they had to make a loop. He said that as time went on far less of that difficulty should be experienced. The Executive Director reported further that on the second Sunday extra highway patrolmen had been out, that maintenance forces had been called upon to aid in the direction and control of traffic, and that the Project Manager and the lieutenant in charge of the highway patrol had spent a good portion of that afternoon up in a radio-equipped airplane so that they could spot trouble before or as it developed. He said that as a result it had been possible to avert any serious delays. He said further that once the early sightseeing-traffic pattern should evaporate with the passing of the novelty and that as soon as the Commission should have been able to enlarge the capacity of one or two of the interchanges, it should have no more of that kind of difficulty.

The Executive Director reported further that one of the Commission's major problems had been the handling of radio traffic. He said further that the radio-telephone system was the spinal cord of turnpike operation, and that the radio-control room at the administration building in Berea was the nerve center of the whole operation. He said also that the Commission had begun operations there as elsewhere with operators who were novices, who knew something about radio but knew nothing or very little about the turnpike and that there had been no time adequately to teach them. He said that the day had been saved for the Commission in those first two or three days by several of the radio-engineering specialists of the Consulting Engineer who day and night had sat at the radio console at Berea and had aided the Commission's operators. He said further that within a week the radio operation had fairly well shaken down and that operation was proceeding on a reasonably satisfactory basis considering the fact that although the Commission's employees had learned a lot they still had much to learn.

The Executive Director said that the Superintendent of the Ohio State Highway Patrol had assured him that he would do all in his power to increase the patrol forces to the stipulated strength just as rapidly as he could. He said further that the Superintendent had explained that he had been faced with a double dilemma; in addition to having to meet the requirements of the Ohio Turnpike, he at the same time had been operating under a new state law which had cut down the hours of work of patrolmen on the state highways as a whole. The Executive Director said also that even so the Ohio Turnpike had had a high density of patrolmen compared with what had obtained elsewhere in the state. The Executive Director said that the highway patrol complement for the turnpike was about 62 and that there were 35 uniformed men for patrol duty and some three or four radio operators actually on the turnpike. He said further that he understood that the highway patrol would be up to full force about the end of the year.

The Executive Director reported further that the gasoline service offered by the several oil-company concessionaires was substantially complete at all the service plazas, but that there was one plaza, the south side of No. 3, where the concessionaire was still unable to furnish service to trucks until some paving which had been delayed because of rain should have been completed.

The Executive Director reported further that unhappily the picture was worse in relation to the restaurants. He said further that the restaurants were in substantially full operation at the pair of service plazas at the eastern end of the turnpike in Mahoning County and in the three pairs at the western end. He said further that at service plazas 4-north and 5-north, which were operated by the A. B. C. Vending Company, it appeared that nearly complete operation or full operation would be under way by the end of the week. He said also that at service plazas No. 2-north and -south, No. 3-north and -south, and No. 4-south and No. 5-south there was not yet full restaurant service. He said that at some of those all that was available was sandwiches and the like, served on paper plates, with the food prepared outside and brought in, except that some coffee urns had been in operation at some of the places.

The Executive Director said further that the major dereliction in relation to the restaurants had been that of the building contractors, who, in those instances, were the T. J. Hume Company, the Mosser Construction Company, The Campbell Construction Company, and The W. B. Gibson Company. He said further that the restaurant operator at the eastern end, handling the easternmost three pairs, the Olympic Commissary Company, had done a good job; that in service plaza No. 1, both north and south, that company was in full operation, and apparently had done all that was humanly possible to do at the other two pairs of stations. He said further that he thought that within the next month all of the restaurants with the possible exception of those at service plaza No. 2, both north and south, would be in full operation. The Executive Director said also that a notice was going out to the four contractors which he had mentioned to the effect that they were not going to get any more pay until they showed accomplishment in substantial measure. He said further that whereas most of the four had put forth some real effort up to the first of October, they had dropped off and were proceeding with too much of a lackadaisical attitude.

Mr. Allen said that he thought that the staff had done a surprisingly good job getting things as far along as it had. General Beightler said that he was quite well satisfied. The Chairman said that the Commission had much to be pleased about.

The Executive Director reported further that following the previous meeting at which the Commission had awarded the

contract for the purchase of calcium chloride he had received a letter from one of the bidders making complaint about the award. He said further that the members would remember that the comment had been made at that meeting that with the exception of a few of the transportation charges quoted by the bidders their prices had been uniform. He said further that he had responded to that letter of the complaining bidder, in part, as follows:

"* * * I presume you, as well as other bidders, were free to bid any price for the calcium chloride which you chose to bid. It is, therefore, difficult for me to perceive that an incorrect statement of the freight rate could be used to the advantage of a bidder. Of course, if one were confronted with a situation in which bidders were obligated not to bid lower than a certain price, a misquotation of freight rates could obviously amount to a breach of such an 'obligation.'

"It is our intention to notify the Anti-Trust Division of the Department of Justice in all cases in which all bids received are identical."

The Executive Director said further that he had sent a letter to the Department of Justice, enclosing a tabulation of the bids received and a copy of the contract documents. He said further that he did not profess to have made a study of the question whether there was a violation of the anti-trust laws in what had happened there, but that he did not like it.

The Executive Director reported further that bids had been opened several days before on some grits for delivery at three different maintenance buildings: Amherst, Swanton, and Kunkle. He said further that one firm had been the low bidder for supplying all three buildings, or so it had appeared when the bids had been received. He said also that it had further developed immediately after the receipt of bids that the apparent low bidder had had no intention of bidding to supply two of the buildings and that that bidder's secretary who was also a corporate officer had filled out the papers pursuant to instructions given her and had thought that she was filling out three different copies of the same thing. He said further that the Commission's proposal form

had made it very easy for that to happen because the bid papers were identical as to quantities and everything else except that in one place they had specified Kunkle and in another had specified Swanton and in a third had specified Amherst, and there had been no flagging of those names in any way. The Executive Director said further that he had been advised by the Commission's Assistant General Counsel that the purported bids in the two unintentional cases were not bids and that no award might be made. He said further that he proposed, therefore, to make an award to this bidder for the grits to be delivered to the Amherst area, for which its bid had been intended, and that he proposed further to examine the other bids and to endeavor to ascertain which was lowest and best among them. He said further that the grits were urgently needed for the control of snow and ice and that the Commission had had great difficulty in getting adequate grits.

Resolution No. 61-1955 authorizing payment for certain engineering services rendered by one of the Commission's contracting engineers outside the scope of its engineering agreement with the Commission was moved for adoption by General Beightler, seconded by Mr. Linzell, as follows:

Resolution No. 61-1955

"WHEREAS the chief engineer has requested the partnership of Knappen-Tippetts-Abbott-McCarthy, one of the Commission's contracting engineers, to render certain professional engineering services, which are outside the scope of those required under the terms of said partnership's contract with the Commission for the performance of services as such contracting engineer;

WHEREAS said engineering services were required in connection with construction of that portion of the Ohio Turnpike within Design Section D-7, and said partnership was, therefore, in position to render such services quickly and economically; and did promptly and satisfactorily perform the same to the benefit of the Commission;

WHEREAS said firm has rendered to the Commission a bill for said services in the total amount of \$3,683.96, and the Commission's consulting engineer has approved the same and recommended it for payment, and the

executive director has informed the Commission that said services are reasonably worth said amount; and

WHEREAS the descriptions of said services and the respective fees charged for each item thereof are as follows:

<u>Service Performed</u>	<u>Amount of Invoice</u>
Making of topographic survey and preparation of required maps for service-area site in construction section C-21.	\$1,848.34
Making of field surveys in area south of Ohio Turnpike in Elyria between West River Road and Wesley Avenue in connection with litigation with city of Elyria.	621.58
Making of topographic survey and map of the administration-building site.	763.18
Preparation of specifications and contract drawings and supervision of boring work in connection with the borings at proposed Bon Air Avenue and Hilliard Road bridges in Elyria.	324.06
Marking of Ohio Turnpike centerline with bunting through city of Elyria in order that trial judge in the Elyria court case could view the line from the air.	126.80
Total	<u>\$3,683.96</u>

NOW, THEREFORE, BE IT

RESOLVED that the actions taken by the chief engineer for and on behalf of the Commission in employing the contracting firm of Knappen-Tippetts-Abbott-McCarthy to render the aforesaid professional engineering services be, and the same hereby are, ratified and confirmed; and

FURTHER RESOLVED that the Commission finds that \$3,683.96 is reasonable compensation for said services, and payment to said partnership of Knappen-Tippetts-Abbett-McCarthy in said amount be, and the same hereby is, authorized."

In response to a question by the Chairman, the Executive Director said that other claims of the partnership of Knappen-Tippetts-Abbett-McCarthy had not yet been resolved, but that he was of the opinion that the Commission should go ahead and pay the claim which was the subject of the resolution. He said further that the Commission had a substantial retained percentage still of monies due Knappen-Tippetts-Abbett-McCarthy.

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.

In response to questions by General Beightler, the Executive Director said that the highway patrol was working on figures relating to the number of warnings and arrests that had been made on the turnpike by the patrol, and that preliminary reports of revenues due from the operation of restaurants and filling stations would be received on the sixth of the following month and final reports by the tenth of the following month with respect to a given calendar month. He said further that the revenue figures for the first month would not be of much significance in the light of the way the concessionaires had operated that far.

The Executive Director reported further that the General Assembly of Ohio, at its last session, had enacted an amendment to the Ohio Employees' Retirement Act which appeared to require contributions to the Public Employees' Retirement Fund by members and employees of the Ohio Turnpike Commission. He said further that the Commission had pending a suit in the

Franklin County Common Pleas Court for a declaratory judgment, the purpose of which had been to establish the law with respect to the applicability of the act to members and employees of the Ohio Turnpike Commission. He said that the suit had been filed before the amendment had taken effect. He said also that because of the high degree of probability that the contributions to the fund would be required, he had taken it upon himself to direct that, beginning with the payments of salary and compensation made on October 15 for the first half of October, the deduction should be made. He said also that the money would be held temporarily pending disposition of the pending case. The Executive Director said further that there were several collateral legal questions which the Assistant General Counsel had been examining, along with the Attorney General of Ohio and the attorney for the Trustee, with the expectation that in the very near future it might be possible to present to the court an agreed entry or at least to narrow the questions so that there could be very little area of dispute or difference for the court to decide.

The Assistant General Counsel reported that all the pleadings in the case had been filed prior to the effective date of the amendment to the statute. She said further that amended pleadings were then in preparation.

The Executive Director said that the retirement plan involved would be a highly desirable thing for the employees of the Commission. He said further that as it contrasted with Federal Social Security, for example, there was one very large advantage regardless of anything else, which was that if an employee of the Commission once covered by that plan should cease to be employed by the Commission before his retirement date, he was entitled to get all his money back with interest. He said also that the money that was contributed by the Commission would not come back.

Resolution No. 62-1955 ratifying actions of administrative officers was moved for adoption by Mr. Teagarden, seconded by Mr. Allen, as follows:

Resolution No. 62-1955

"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 department of the Commission have, by various written and oral communications, fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's

last meeting, and the Commission has duly reviewed and considered the same;

NOW, THEREFORE, BE IT

RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting on September 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, Allen, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

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

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

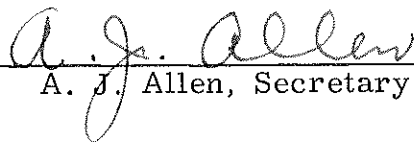
Ayes: Linzell, Allen, Beightler, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned.

The time of adjournment was 3:35 P. M.

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



A. J. Allen, Secretary-Treasurer.