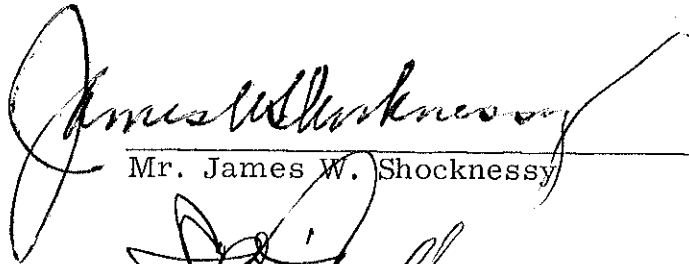



WAIVER OF NOTICE

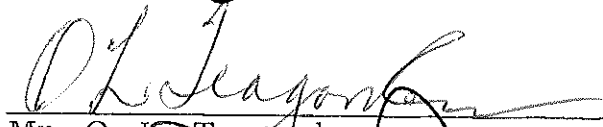
The undersigned members of the Ohio Turnpike Commission, being present in person, hereby waive the formal notice prescribed in Article II, Sections 2.00 and 3.00, of the Code of Bylaws with respect to the regular postponed meeting called by the chairman for December 11, 1956, and consent that the said meeting be held at 10:30 o'clock A.M. Eastern Standard Time of said day at the Athletic Club of Columbus, 136 East Broad Street, Columbus, Ohio.



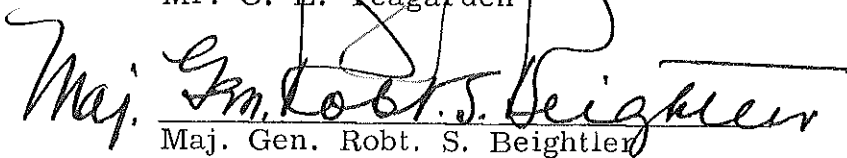
Mr. James W. Shocknessy



Mr. Samuel O. Linzell



Mr. O. L. Teagarden

Maj. 

Maj. Gen. Robt. S. Beightler

MINUTES OF THE ONE HUNDRED THIRTEENTH MEETING
December 11, 1956

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the Columbus Athletic Club at Columbus, Ohio at 11:00 A.M. Eastern Standard Time on December 11, 1956 with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, members of the press, and other in attendance.

The meeting was called to order by the Chairman, who said that the meeting was convened at that time for the regular meeting for the month of December which had been postponed from the first Tuesday to December 11th and had then been moved from Berea, Ohio to the Columbus Athletic Club at Columbus, pursuant to the by-laws and a waiver by the members, whose presence there indicated their actual notice of the meeting and their waiver of the forty-eight hour notice ordinarily required for change of place.

The Chairman said also that the meeting had been changed from Berea to Columbus because he had been suffering from a virus infection which made it impractical perhaps even to attend a meeting, but more especially so to attend one at any distance. He said that he was grateful to the members who had graciously consented to come to Columbus. He said that the day chosen for the meeting seemed the most convenient to everybody. He said that the Commission had never met with the bare statutory quorum, and because there was a vacancy on the Commission at that time, if all had not been able to attend there would have been the bare statutory quorum present. He said that the Commission preferred to have at least four members present, so that it was meeting accordingly that day.

The Chairman said that the Secretary-Treasurer would file with the minutes of the meeting and would record in the journal the waiver of the several members of the forty-eight hour notice of the change in place for the meeting.

The roll was called, and the attendance was reported to be as follows:

Present: Beightler, Teagarden, Linzell, Shocknessy.

Absent: None.

The Chairman announced that all members of the Commission had reported present. He said that there was a vacancy existing on the Commission, which accounted for the fact that four members constituted a full attendance at that time.

A motion was made by Mr. Teagarden, seconded by General Beightler, that the minutes for the meeting of October 2, 1956 which had been examined by the members of the Commission and on which the corrections suggested by the members had been made be approved without reading.

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

Ayes: Teagarden, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

The Chairman said that he wanted to take note of the fact that Mr. A. J. Allen had submitted his resignation to the Governor as a member of the Commission and to the Chairman of the Commission as Secretary-Treasurer of the Commission. He said that Mr. Allen had been a faithful and valued member and a member to whom gratitude was owed for his faithfulness and for the willingness with which he had served. He said that he had already acknowledged Mr. Allen's resignation by letter to him and had wished him well in the position of high honor and trust which he had accepted as Senior Advisor to the Minister of Communications of the Republic of Korea where Mr. Allen would undertake to re-establish the communications system as he had in Japan after World War II. He said that the press release which had been issued at the time the Commission had received Mr. Allen's resignation should be made a part of the business of the meeting.

The release, which was issued under date of December 6, 1956, was as follows:

"Archibald J. Allen of Cincinnati has resigned as a Member and Secretary-Treasurer of the Ohio Turnpike Commission effective November 30 to accept a one-year assignment as Senior Advisor to the Minister of Communications of Korea. He was scheduled to leave for Seoul on December 4. Mr. Allen made a survey of civilian communications in Japan and Korea for General MacArthur at the request of the Secretary of Defense from 1946 to 1948.

"Active in telephone work since early in the century, Mr. Allen retired as president of the Cincinnati and Suburban Telephone Company in 1946. From 1930 to 1937 he was operating vice president of the Ohio Bell Telephone Company in Cleveland.

"Appointed to the Ohio Turnpike Commission in March 1952 to fill an unexpired term, Mr. Allen served as Secretary-Treasurer of the Commission and chairman of its Committee on Service Plazas. His term was due to expire July 1, 1957."

The Chairman reported that he had been advised that some little concern and anxiety had arisen among the employees of the Commission with respect to their job security because of the imminent change in the administration of the state government with the advent of a new governor in January. He said that he wanted to say first that the hypothesis whereunder Commissions such as the Ohio Turnpike Commission were conceived contemplated that the Commission was a continuing body; that the terms of the members were established by law so as not to coincide with political changes. He said that the state of Ohio represented to the whole world at the time the bonds of the Commission had been offered for sale that the Commission, while a bi-partisan body, was not subject to the usual vagaries of partisan political change. He said that the Commission, unlike some of its sister Commissions outside Ohio, had never conducted itself in any partisan political fashion. He said that the Ohio Turnpike Commission had never accepted any political endorsement for the procurement of goods or services. The Chairman said further that the employees of the Ohio Turnpike Commission were well aware that they had been chosen not because of any political pressure, endorsement, or personal belief, but because of the Commission's belief that they would serve ably, faithfully, and well. He said that accordingly there should be no concern and that the Executive Director and the other executives of the Commission present should advise the Commission's employees: the toll collectors, who he had heard had had some concern because of what had happened in other states in change of administration, the maintenance personnel, and all other personnel, that the Ohio Turnpike Commission did not expect to suffer any political partisan invasion because of a change in administration.

The Chairman said further that as Chairman he could say that he had the utmost confidence in the integrity of the incoming Governor; in his personal integrity and in the integrity of his purposes. He said that the incoming Governor at a dinner of the Sigma Delta Chi fraternity in an address to that fraternity prior to his election, in the presence of his opponent who was also on the panel for that occasion, had spoken highly of the Ohio Turnpike Commission and had complimented the

Commission for the aggressiveness with which it had pursued its mission and had said that its accomplishments could not have been made other than as they had been with the aggressiveness of their address. He said further that the Chairman of the Commission had been present on that occasion and that on that same occasion the other candidate for Governor had paid tribute to the Commission. The Chairman said that it had been an occasion which had given him, as Chairman, great satisfaction, to have both men who were candidates for Governor address so formidable a group as the Sigma Delta Chi Fraternity and speak with confidence of the Ohio Turnpike Commission. He said that it was not always usual, if he might be forgiven personal reference, for one who had been on the firing line as long as he had and had sustained as many assaults as he had sustained and was not yet, regardless of current appearances, ready to be incorporated into the lands of his fathers in the eternal realm, to hear opposing political candidates for such high office speak so wholesomely of an activity which he headed.

The Chairman said further to the Executive Director and the other executives present that they should assure their personnel that it was his belief and he was sure it was the belief of the other members that the personnel of the Commission need not have any alarm about the security of their jobs. He said that the incoming Governor did not come as a stranger. He said that he came as one well familiar with most of the Commission's personnel, and even though he would have no direct opportunity to make any changes in the Commission's employees, he would not likely make any oblique attempt to do so. The Chairman said that the Commission's executives should, therefore, go back to their personnel and reassure them and tell them that regardless of what had happened in sister states the Ohio Turnpike Commission had kept its compact to keep the Commission above partisanship. He said that the Commission had fulfilled the compact as he had expressed it as a guest columnist in the Cleveland Press under date of September 1, 1951 - that the Commission would never accept or seek political endorsements in the procurement of goods or services, nor while respecting political regularity, would it ever permit political partisanship to interfere with the administration of its trust. The column in the Cleveland Press of September 1, 1951, was as follows:

"James W. Shocknessy -

" No Politics in Building of Ohio Turnpike

"In the absence of Richard L. Maher this week the chairman of the Ohio Turnpike Commission is guest columnist. He is also well known

among lawyers as chairman of the Bar Examining Committee of the Ohio Supreme Court.

"The Ohio Turnpike will be built, all the skeptics, obstructionists and pressure artists to the contrary notwithstanding.

"Ohio wants the turnpike and the nation needs it for peacetime transportation and wartime protection.

"The travelling public, the transportation and defense experts all recognize the necessity for a great broad modern highway to receive the traffic from the terminus of the Pennsylvania Turnpike at the Ohio border and distribute it throughout the great industrial empire which is northern Ohio, northern Indiana, northern Illinois and Michigan in the Detroit area.

"That the toll turnpike must be built by the revenue bond method is just as readily apparent as is its need. Financing certain vast public improvements by user payment is recognized as the only practicable method of providing them.

"When the Ohio Turnpike Act became effective in 1949 the appointments to the Commission (including able Cleveland J. Gordon McKay) were critically received rather than with the enthusiasm which would have encouraged those who were shouldering the burden.

"I was reminded then and often since I have been reminded of the filial resemblance the turnpike appointment criticism bore to that which was made back in 1933 when President Roosevelt appointed as state manager of the Home Owners' Loan Corporation, Henry Brunner with whom I later served as State Counsel.

"Cynics Confounded

"'Heinie' then had been chairman of the Democratic State Executive Committee for six years during which his administration of that difficult office reached an all-time high in success. But the cynics of 1933 said that a man who had succeeded in politics could not be a fair and just administrator in making the home loans which it was then estimated would exceed \$300,000,000, the approximate amount the turnpike is to cost.

"Let me tell the cynics of 1949 right now that when the record of the Ohio Turnpike Commission is examined in the future as the record of 'Heinie' Brunner's outstanding administration of the HOLC

can be examined today, it will be found that the Ohio Turnpike will have been built without the intrusion of partisan politics and without bowing to any pressures other than those of economic and social exigency.

"There will be no political favoritism tolerated and there will be no political endorsements recognized by the Ohio Turnpike Commission so long as I am its chairman or its membership remains as presently constituted.

"No qualified person, however, who seeks to be employed, or seeks to do business as purveyor or contractor will be penalized because he has a record of regularity in either political party.

"The business of the Turnpike Commission will be done in the pitiless glare of public opinion. There will be no off-the-record agreements or behind-the-door understanding by members of the Commission among themselves or with others as to personnel, contracts or any other of its business.

"Every person having legitimate concern with the Turnpike Commission will find the front door of the office of the chairman and of the members of the commission wide open. He will not need fixers, or five percenters or other peddlers of spurious wares, or political influence. A Cleveland banker has already had some experience with this policy herein now publicly enunciated.

"Clevelanders Helped

"The turnpike concept in Ohio was unveiled to the public and enacted into law in the 1949 General Assembly, largely through the efforts of the then senator from Medina County, Ralph Winter, who was well assisted by two Clevelanders, the then senators, Margaret A. Mahoney and Howard M. Metzenbaum.

"It is my hope and devout prayer that hereafter the Turnpike Act will be forever free from political tampering and that only such amendments will be suggested as experience dictates are necessary to comply with prevailing economic and social conditions.

"Famous Clevelander, Robert J. Bulkley, can take pride and satisfaction in the completed turnpike. He will see in it a partial fulfillment of the broad visioned proposal he made as a United States senator back in the '30s for a great system of national highways. "

The Chairman said that the new administration would respect the Commission for what it had done and would respect its personnel in their job security for what had been accomplished, which could not have been accomplished by the Commission alone but only by the Commission working through employees dedicated to a service above any selfish political partisanship.

The Chairman said further that he would be remiss before he concluded the remarks on that subject were he not to pay tribute to the retiring Governor of Ohio who had been the Chief Executive of the state when the Ohio Turnpike Act was enacted by the 98th General Assembly in 1949 and had been its Chief Executive ever since that time and had never by any work, deed, innuendo, implication or intimation suggested to the Commission that it ever permit his political fortunes or his personal wishes in any way to affect or control its actions. He said that he thought it was to the everlasting glory of Governor Lausche that the Commission had been able to conduct itself with the independence with which it had conducted itself. He said that many times it might have been advantageous to Governor Lausche, or if not ultimately advantageous, it might have had a current appearance of advantage to him, to press the Commission to take a course other than the course chosen.

The Chairman said that at Maumee, at Elyria, at the Metropolitan Park District in Cleveland, great pressure had been put upon Governor Lausche to put pressure upon the Commission. He said that Governor Lausche had never asked the Commission to do anything that it did not conscientiously believe. He said that inquiries of Governor Lausche had been prefaced always with a suggestion that any course of the Commission's be examined objectively.

He said that he did not believe that the members of the Commission, all of whom had been appointed by Governor Lausche, would feel any compulsion to approve or applaud him that day, or would have felt that they had had to approve or applaud him over the years, but that he believed that none of them would object to the business of that occasion showing the statement that he had made with respect to the independence with which the Commission had been able to conduct itself with the full approval of the Governor.

The Chairman said further that he saw no reason to expect any less in the future from the incoming Governor than the outgoing Governor had given in the past.

The members indicated approval of the Chairman's remarks.

The Chairman said further that it had often been asked whether or not he expected to resign from the Commission because of the change in administration. He said that he had no intention of resigning from the Commission because of any change of administration, and that it should be understood that if or when he should choose to resign from the Commission it would not be because of any change of administration, because he would consider a resignation of his offered because of a change of administration to be in violation of his own trust and to do violence to the hypothesis under which such bodies as the Commission were conceived. He said that whenever he resigned from the Commission or if he resigned from it it would not be because of change of administration but it would be from his own choice otherwise made. He said that he hoped the same stood for the other members of the Commission.

The Chairman said that the bi-partisan Ohio Turnpike Commission should stand as an example to the world that bi-partisanship in government could succeed and that Commissions conceived as the Ohio Turnpike Commission had been to accomplish a task beyond the scope of partisanship could succeed, would succeed, and would fulfill the missions designed for them.

Mr. Teagarden said that he concurred in everything that the Chairman had said in his statement. General Beightler said that he was in accord with what the Chairman had said with regard to the employees and also with regard to Governor Lausche's position regarding the affairs of the Commission and the conduct of the affairs of the Commission but that he did not want the Commission's staff to get the idea - and he was sure that the Chairman did not either - that despite the fact that there certainly was no intention of removing or replacing employees of the Commission for political reasons, certainly they could be replaced for other causes. The Chairman said that the Commission had never hesitated to do that in the past. General Beightler said that the Commission had always done that in the past so that the employees were not definitely assured that they might not be removed for other reasons.

The Chairman said to Mr. Linzell that maybe the Commission would meet again before his term expired and maybe it would not, but if it did not, despite the past disagreements that the Chairman and Mr. Linzell had had, Mr. Linzell had been a grand member. He said that Mr. Linzell had been faithful, he had been fair, and he thought it was very difficult to be the Ex Officio Member because many times he had decisions to make as a member of the Commission which affected the administration of the Department of Highways. He said to Mr. Linzell that he had always tried to be fair and no matter what he had ever disagreed with Mr. Linzell about, it had never been because he

did not think Mr. Linzell was just. He said that Mr. Linzell's service had been good for the Commission. The Chairman said also that it was wonderful that the Commission had had at the same time as its Chief Engineer a former Director of Highways, a former Director as an appointed member of the Commission and, of course, the Ex Officio Director-Member. He said that thus the Commission had certainly benefited from the experience of the Department of Highways. He said that General Beightler had served as Executive Director at the same time Mr. T. J. Kauer had been Chief Engineer, and General Beightler had served as a member of the Commission when Mr. Kauer was still Chief Engineer. He said that he had often paid tribute to Mr. Kauer's service on the Commission. He said that no one knew better than he did that in the early days of the life of the Commission it would have been a very difficult task to survive had it not been for the Director of Highways and the cooperation of the Department of Highways.

The Chairman addressed Mr. Linzell again and said that if he were not with the Commission at another meeting he did not want to miss the opportunity to say publicly that Mr. Linzell had been a fine member. He said that Mr. Linzell had been a faithful member, a good member, and that he had contributed much, and that whoever were members of the Commission in the future they would have cause to be grateful for the service that he had rendered.

The Chairman reported further that the Commission's building on East Gay Street in Columbus which had been formerly its headquarters which, without any personal references, had been described recently in a large newspaper as a "lavish" former headquarters of the Ohio Turnpike Commission comprised of a four-story "elaborately furnished" building. He said that the building was still on Gay Street and remained as lavish as it ever was and was just as about as elaborately furnished as it ever was, at least as elaborately furnished as it was the day that the article had appeared. He said that it had been vacant that day and that it was vacant on December 11. He said that "lavish" was a big word and "elaborately furnished" was an interesting concept, but that he did not think anybody who ever had been in the building ever thought it was anything other than a functionally contrived well-ordered functionally furnished building. He said that the Commission had advertised the building for sale upon the receipt of sealed bids on December 11 but that the Commission had not received any bids on December 11. He said that the Commission would continue its efforts to dispose of the building advantageously.

After some discussion among the members it was agreed tentatively that the date for the next meeting of the Commission would be the 22nd of January 1957.

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

1. - Unaudited financial reports for the periods ending September 30, 1956 and October 31, 1956.
2. - Statistical report on concessionaires for third quarter of 1956.
3. - Detail of investment transactions for October and November 1956.
4. - Auditors' Report for the period ending September 30, 1956.
5. - Draft of minutes for the October 2, 1956 meeting.
6. - Audit of restaurant concessionaires prepared by Harris, Kerr, Forster & Company.
7. - Audit of service stations prepared by Peat, Marwick, Mitchell & Co.
8. - Letter with respect to a supplemental budget for 1956.

The Assistant Secretary-Treasurer reported further that in November 1956 the traffic and revenue had showed a marked increase over the same month of 1955 as follows:

Passenger cars 10.2 percent.

Passenger car revenue 15.3 percent.

Commercial vehicles 28.4 percent.

Commercial vehicle revenue 35.5 percent.

Total toll revenue 22 percent.

Total revenue, all sources 23.8 percent.

The Assistant Secretary-Treasurer reported further that on December 6, 1956 a letter had been sent to each member outlining the need for a supplemental budget for the remainder of 1956 and giving some of the reasons therefor. He said that from time to time certain

comparisons had been made between the operating expense budget for the Ohio Turnpike and the budgets for other turnpikes. He said that such comparisons were sometimes between unlike things and that the Ohio Turnpike budget must include items such as automotive equipment which might be called capital expenditures. He said that another turnpike having a maintenance reserve fund would make such purchases from that fund and the expenditure would not be included in any budget. He said that insurance was another example of expenditures the Commission must budget but which was not budgeted by some other turnpikes. He said that that situation would continue until transfers could be made to a reserve maintenance fund. He said that a proposed resolution would be presented for consideration of the Commission by the Executive Director which would provide for a supplement to the 1956 budget which was due almost entirely to unforeseen items that might be classed as capital expenditures.

The Chairman thanked the Assistant Secretary-Treasurer and said that his report was received and accepted as offered.

The Director of Highways reported that he was authorized on behalf of the Director of Public Works to make an offer of \$275,000 for the Commission's building on East Gay Street. The Chairman asked if he also intended to indicate as part of the offer that the Director of Highways would assume the Commission's contract with the telephone company and reimburse the Commission for maintaining service in the interim of negotiations. The Director of Highways answered in the affirmative. He said that the offer, of course, would have to be subject to the concurrence of the Board of Control. The Chairman asked the Director of Highways if he were submitting right then an offer for the Director of Public Works in behalf of the State of Ohio subject to the Board of Control in the amount of \$275,000 for a quitclaim of the building on Gay Street. The Director of Highways said that that was right.

The Chairman said that the Commission had invested in the building on Gay Street approximately \$360,000. He said that the building, of course, had been remodeled for the Commission's special purposes at a time when it had been expected that the Commission would use it for ten or twenty years, not only in the completion of the first toll road, the Ohio Turnpike, but for operation of that turnpike and for the construction and operation of a successive project. He said that the Commission had occupied the building for 3.17 years. He said that the average of three appraisals that the Commission had had made of the building was approximately \$300,000. He said that the Commission had one appraisal around \$350,000. The Chairman said further that it had never been the Commission's purpose to make a profit on the building

if the State of Ohio wanted it. He said that the Commission had always been of the opinion that if the State of Ohio wanted the building the Commission could justifiably pass it to the State of Ohio for the Commission's proper investment. He said that the Commission's investment was \$360,000. He said that it had cost the Commission approximately \$60,000 to operate the building for the 3.17 years it had been there and that the interest on its investment for that time was \$37,000, making a total of \$457,000. He said that the amount, counting maintenance, operation, and interest, was the amount that that building stood the Commission. He said that the rental value at approximately \$3.50 per square foot - which was less than average in downtown Columbus for such a specially designed, air-conditioned building - would have made that space worth approximately \$168,000 to the Commission for the time of its occupancy. He said that, therefore, the difference between \$457,000, which was the cost of the building plus the interest on the investment and plus the cost of maintenance, less \$168,000, which was the cost of its rental value, would leave the Commission with an investment of \$289,000 to be recovered. He said that only place where he could see that the Commission's figure might be a little high was on the interest, which was \$37,000 for three years. He said that the Commission had already borrowed the money, the \$326,000, so that whether the Commission used it for that purpose or not, it still had to pay three and a quarter percent interest on it. He said that therefore, he was not certain that it was required to charge three and a quarter percent but that maybe the Commission should charge the average return that it had gotten on its invested money which would be something less than that. He said that, looking at the \$275,000, if it was agreeable with the members, he would be willing to see the \$289,000 adjusted so as to accommodate not the three and a quarter percent because he did not think the Commission was altogether entitled to that but the return rate on its securities. He said that he would be willing personally to reduce the \$289,000 by the amount which the \$37,000 would be reduced by applying, instead of three and a quarter percent, the average return that the Commission had gotten for its invested funds. Mr. John Blanpied, Vice-President of the Ohio National Bank, the Trustee, said that he saw the Chairman's point. The Assistant Secretary-Treasurer said that on that basis the reduction in the interest figure would be about a third. He said that at the time at which the Commission had purchased the building it had been getting somewhere around two and a quarter percent on what money it had been investing.

The Director of Highways said that the money owed to the Commission by the Department of Highways on the joint appraisal and telephones would be paid.

The Chairman said that if the Commission were dealing with somebody else he would take a different position but the Commission was dealing with the State of Ohio and it was his view that the State of Ohio could put the new highway program into the Gay Street Building and that the State of Ohio could not do itself a better service because that building was just designed to handle a right-of-way program and a new road program. Mr. Teagarden asked if the Commission had not already authorized by resolution the Chairman or the Executive Director to go ahead and negotiate for the sale. The Chairman said that he thought the Commission could let the record of the meeting show that what it was doing was that the Commission had approved the negotiation. The Chairman said that the Director of Highways had offered the \$275,000 and that the Commission was coming back at him and saying that its break even came out someplace between \$275,000 and \$280,000, probably at about \$278,000. He said that that made a real deal for the State of Ohio because that made it that the Commission was paying rent as it might have paid while it had occupied the building. He said that it had been a convenience to have the building and the Commission was willing to pay its way. He said that the Commission was not trying to take advantage of the State of Ohio.

The Director of Highways reported that the United States Bureau of Public Roads had requested that the Director of Highways initiate a letter requesting it to remove Ohio Route 18 from the interstate system. He said that he had not done so. He said that he had sought to convince the Bureau that Route 18 should remain on the interstate system as far west as its intersection with Route U. S. 21 just west of Akron. He said also that the reasons he had set forth to the Bureau were that the current traffic on Route 18 between Youngstown and Akron was in excess of 6,000 vehicles per day and that Route 18 was a highway totally inadequate to carry that amount of traffic with any degree of safety or convenience; and that it was expected that before Route 18 between Youngstown and Akron could be completed to interstate standards traffic would exceed 8,000 vehicles per day in spite of the fact that there was a turnpike following a line somewhat parallel to Route 18. He said that the Ohio Turnpike had not succeeded in getting that traffic or in reducing that traffic on Route 18 to an extent where construction of only a two-lane highway was justified.

General Beightler said that in the letter from the Director of Highways to the District Engineer, Bureau of Public Roads, at Columbus, Ohio, Mr. August Schofer, under date of December 20, 1956 the Director of Highways had said that traffic in 1966 on Route 18 might cause Route 18 to be completely reconstructed. He asked whether the Director of Highways

had meant Route 18 as far west as Route 21 or the entire route. The Director of Highways replied that that portion of the letter had referred to the entire route. The Director of Highways said also that under the current programming of the Department of Highways Route 18 from Route 21 to Youngstown would be completed in not less than four years and probably in six years. He said that his letter to Mr. Schofer was wrong in applying the 8,000-vehicles-per-day-in-1966 figure to the partial length of Route 18. He said that the correct year for such application was 1963.

The Director of Highways said further that another point that must be stressed from the standpoint of those who desired Route 18 to remain on the interstate system was that a very large percentage of the traffic between Akron and Youngstown shuttled back and forth between the two cities and very little of the traffic originating in Youngstown and destined for Akron or vice versa used the turnpike because of some 12 miles of adverse distance that would have to be traveled in using the turnpike between those two cities. He said that there was no doubt in his mind that whoever should administer the Department of Highways over the following few years would be compelled to build Route 18, if not with interstate money then with other monies, to standards that would be very close to the interstate standards, namely, a four-lane undivided highway.

The Director of Highways said further that if the Bureau of Public Roads should insist on Route 18 not being on the interstate system, the highway probably would be constructed as a four-lane divided highway with several at-grade intersections instead of with all intersections being separated, and that probably within a few years thereafter most of the intersections would be separated. He said that it would appear to him, therefore, that the State of Ohio should take advantage of the possibility of using interstate funds to reconstruct Route 18, which would mean that federal funds would finance 90% of the construction whereas, if other funds were used, federal money would amount to only 50% of the financing and that, in addition, completion of the improvement to ultimate standards probably would be stretched out to a later date.

The Director of Highways said that for those various reasons he had felt entirely justified in asking that Route 18 from Youngstown to Route 21 be retained as a portion of the interstate system. He said that in doing so he had not felt that he was doing any noticeable harm to the revenue of the turnpike because of the nature of the traffic between Akron and Youngstown. He said that up to then the Bureau of Public Roads had not seen fit to act. He said that the Bureau possibly was seeking more

information and had asked that he send it a copy of the traffic and revenue report on Ohio Turnpike Project No. 1 made by the engineering firm of Parsons, Brinckerhoff, Hall & MacDonald under date of May 1952. He said that he had not complied with the request. He said that he had told the Bureau that the report would not be of great value. The Chairman said that the report was worth about as much as the annals of the Pharaohs for that purpose.

The Chairman said that he was not then prepared to reach a conclusion on the Route 18 improvement.

The Chairman said that if the Bureau had asked the Director of Highways to request that Route 18 be taken off the interstate system, then the implication would be that the Bureau wanted it off the interstate system was because it did not need to remain. The Director of Highways said that he drew another inference which was that when the resurvey of the nation's highway needs on the interstate system should come before the Congress the estimate of cost would have risen considerably and that the Bureau of Public Roads possibly felt that by reducing the interstate system it would lessen the impact of that larger estimate.

The Chairman asked what the Commission had to do in light of the fact that the decision was one the Bureau had to make. The Director of Highways replied that he did not know that the Commission had to do anything. He added that of course he would like to have some action if the Commission should see fit to encourage him to go ahead and say to the Bureau, "Why, that is all right." He said that he was convinced that Route 18 would be improved to a four-lane highway from Route 21 to Youngstown.

The Chairman said that he saw a serious problem. He said that he would want to be fully advised before he would want to say anything about it at all. He said that also it should be understood that he was not opposing the improvement but that he would not do anything to advance the improvement without knowing more than he did then. He said that with that in mind he had asked the Executive Director to seek advice from the Commission's Consulting Engineers. He said that the Trustee had an interest in maintaining the Commission's revenue at the highest possible level. He said that he thought the Commission was in a position where what it had to do was to wait for the Bureau of Public Roads to act. He said that if the Bureau of Public Roads should choose to go forward then that was time enough for the Commission to take a position.

General Beightler said that certainly as one member of the Commission he was not ready that day to take any action supporting the Department of Highway's wishes to construct that particular section of Route 18 between Route 21 and Youngstown. He said that he could well see the need of a direct route between Youngstown and Akron, as far as that was concerned, and that it might be that it would not hurt the turnpike materially, but that he did recall that some of the Director of Highway's planners in the Department of Highways first had contemplated building that road for the entire distance from Youngstown to Norwalk where it would connect with another four-lane road continuing on west. He said that he would say if that had been done or would be done, the Ohio Turnpike would be insolvent within a period of two years or less. He said that the turnpike just couldn't compete with such a road. General Beightler said also that although perhaps the direct traffic between Youngstown and Akron using the several possible route facilities between those centers of population might not be affected materially, he was not so certain that there might not be some induced traffic for Route 18 that at that time was using the turnpike. He said that he thought some further study should be made of the matter and the Trustee definitely should be consulted.

General Beightler said also that he had noticed in the letter from the Director of Highways to Mr. Schofer that reference had been made that the interstate system was to provide for military activities if needed and that both Youngstown and Akron were production areas et cetera; in other words, that the interstate system was a part of a military highway system. He said that the military highway system was something he knew something about because he had happened to set it up himself in the years 1932 to 1936 when he was serving in General Douglas MacArthur's office as a Lieutenant Colonel and had been given the task of establishing a strategic highway system in the United States. He said that over a period of several years he had done so at various times - - not continuously - - in collaboration with Thomas McDonald, who was then the Chief of the Bureau of Public Roads, and the United States Army Corps of Engineers. General Beightler said also that the concept of the military highway system was not necessarily to provide routes between centers of population but between strategic areas generally and that no road was better designed or planned or constructed for a military highway than the Ohio Turnpike and the Indiana Toll Road and the New Jersey Turnpike but perhaps not the Pennsylvania Turnpike because it did not hit strategic areas that were affected although, at the same time, it was an ideal kind of a road that the military would like to have built and would have planned

at the time the strategic highway system was being established. He said that Mr. McDonald and he, together with the Corps of Engineers, had tentatively set up a transcontinental highway clear across the United States as a part of the military system but had given it up as impracticable. He said that they had planned to by-pass the cities. General Beightler said that, therefore, from a military standpoint the Ohio Turnpike served the needs beautifully and better than any direct route between cities. He said that he was not taking any definite position that day on the matter under discussion because he thought it required considerable study.

General Beightler said also that the Commission was faced that day with having to appropriate some funds in excess of its budget for the year 1956 and that that was going to mean in the end that the Commission would come out pretty close with the actual revenues in its operations for the year and that it just could not do anything that was going to cost it business, so to speak. He said that whether the improvement of Route 18 as described by the Director of Highways would do so or not, he did not know. He said that in any event he was not going to take the position of endorsing the construction of Route 18 as a part of the interstate system until the matter had been investigated further. General Beightler said also that it was a little ironic that the Department of Highways which had wanted the Ohio Turnpike and then had wanted a diagonal turnpike across Ohio to relieve it of some construction and maintenance burdens then was posing perhaps a competitive route, whereas the Bureau of Public Roads, which had taken a stand in opposition to turnpikes for decades, was trying perhaps to protect the turnpike in accordance with the law that had been passed by Congress. He said that it was his understanding that in 1958 a report would be made on the future of turnpikes in respect to the interstate system, in other words as to whether the turnpikes might be taken over by the federal government. He said that he was not sure but that the matter of the improvement of Route 18 might be held in abeyance until that report should come in although he was willing to wait for some recommendations from the Trustee and perhaps from the underwriters who were interested in the Commission's securities, and for a further study by the Commission's engineering staff.

The Director of Highways said that he had taken the position he had only because in view of the existing traffic figures and the growth of traffic Ohio would be compelled to build Route 18 to a four-lane facility and that it would appear that that could be done with 90% federal money instead of 50% federal money or maybe with 100% State of Ohio money in some instances. General Beightler asked whether the 90% federal money could be used some other place so that it would not be actually lost or

necessarily a complete loss if it were not used on Route 18. The Director of Highways replied in the negative. He said that it would depend on how the need survey should come out and whether action on Route 18 should be taken before the need survey should come out. He said that practically all highway improvements were based on existing needs and sufficiency ratings and that it could be recognized from the traffic figures he had given that there was an existing need for the Route 18 four-lane facility right then. The Chairman said that the Director of Highways was saying that if the road had to be built the road was going to be built some time in the immediate future and that the only problem was whether it would be built with 90% federal funds or 100% state funds. The Director of Highways said that whoever succeeded him in that office would have to take the same position in recognition of the traffic figures he had cited. He said that he believed that any successor of his in public office would be charged with dereliction of duty if he should shut his eyes to the tremendous traffic that existed right then between Youngstown and Akron and should say "Never mind, here is a road that is good enough, because if you don't like it, you can travel the turnpike."

The Chairman said that he was willing to say personally that, of course, he was for any improvement which satisfied actual traffic requirements in the area under consideration but that he did not think there was anything that the Commission could do or had to do, but that certainly the Commission had done nothing to stand in the way. The Director of Highways said that the Commission had done nothing to stand in the way of the improvement under discussion. The Chairman said neither had any member.

The Director of Highways said that he would have expected the Commission to take a very definite action if the proposal had been to continue Route 18 west to Norwalk because that certainly would hurt turnpike revenues. The Chairman said that as General Beightler had said if a freeway were to be built all the way west to Norwalk as a direct competitor to the turnpike, it would do the Commission great violence and the Commission would have to let itself be heard because its investors were entitled to its protection. The Chairman said that he had only asked that the Executive Director seek advice so that the Commission would know something about the matter. He said also that he thought the Director of Highway's letter to Mr. August Schofer, District Engineer of the Bureau of Public Roads, ought to be reproduced and sent to the Trustee and to the principal underwriters. The representative of the Trustee said that the Trustee would like to see the letter because the Trustee had had no previous information of any kind with regard to the matter.

The Director of Highways said that he intended to follow up his letter to Mr. Schofer with some corrections. He said that the letter had

been based on two concepts and had covered both - the full length of the highway and the partial length - and that there was some conflict in the figures in the letter that he would like to correct. He said that one of those conflicts was the date General Beightler had referred to because some programming had been done since the letter had been written as to when certain segments of Route 18 would be built.

The Executive Director reported that he had met with the restaurant concessionaires and had discussed their past operations and the improvements that would be necessary in the future. He said that the concessionaires had agreed that improvements were needed and that they would seek outside consulting services. He said that the A. B. C. Vending Company had employed a very highly recommended resident manager at a high salary and that that manager had had considerable experience. He said that Olympic Commissary Company was continuing the employment of the firm of Horwath & Horwath for consulting services. He said that Buddies Food Service had not indicated that they had made any arrangements with respect to consulting services.

The Executive Director reported further that erection of additional motel signs at interchanges had been started. He said that the signs gave instructions to apply for information at the toll plazas and indicated the number of motel and/or hotel rooms available in the immediate area of the respective interchanges.

The Executive Director reported further that he and other members of the staff had had a conference the previous week with the Ohio Trucking Association and with the Executive Director of a large trucking company relative to the establishment of truckers' safety patrols on the Ohio Turnpike. He said that the details were being worked out. He said that although there had been consistently truckers' safety patrols operating on the Ohio Turnpike, those operating the patrols had sought certain privileges, such as U-turns for emergency purposes.

The Executive Director reported further that since the last meeting bids had been asked and received for patrol cars to replace the present fleet over a period of approximately five months. He said that the bids received had been for the supplying of Chevrolet, Ford, or Dodge cars, and that a company in Elyria, Ohio had been low with its bid on a Dodge pursuit model and that the contract was being awarded accordingly. He said that the Dodge cars would cost the Commission about \$1100 each plus an allowance for trading in the Commission's used Chevrolet patrol cars at a price of approximately \$1900 each which was about \$500 more than the Commission had paid for them a year previously. The Chairman said that the Chevrolets had about 70,000 miles on each of them.

The Executive Director reported further that he had the Project Manager's report and that he would like to incorporate it in the minutes by merely handing a copy of it to the Secretary-Treasurer. The Chairman directed that the report be given to the Director of Information and Research who should pass copies of it about and then have the original filed. The Project Manager's report was as follows:

"1. Snow and Ice Control

"At this time of the year our constant concern is to be ever alert and fully prepared to handle the removal of snow and ice from the Turnpike.

"Preparations were started early last spring for this second winter program. The preparations were climaxed with an all-out test alert on the evening of November 8, 1956, which incidentally, nearly turned out to be the real thing as we had snow falling over more than one-third (1/3) of the Turnpike. Staff personnel was assigned as observers in each maintenance section and then reported on the operation. Our plans, directives and equipment were restudied and modifications made where deemed advisable.

"Already this second winter we have had a number of icing conditions and snow on the Turnpike; in each storm the maintenance forces quickly cleared the Turnpike of the hazardous conditions.

"2. Speed Control During Adverse Weather

"Speed control during adverse weather and roadway conditions last winter was a serious problem and offered a challenge to the Traffic and Safety Engineer, Mr. Bowman, to develop something that would be effective, economical and require minimum time to place in effect. As a result of his continuous research and study, a device was tested and upon approval of the Executive Director it was fully developed for the entire Turnpike.

"The device consists of a ladder arrangement of two (2) 40 MPH signs hung on the back of each speed sign on the Turnpike. When needed, one man can easily lift it off the back and place it on the face of the sign covering up the 65 MPH and 55 MPH.

"Our observations, and those of the Ohio State Highway Patrol show most satisfactory results in speed reduction during the needed periods.

"3. Motel Signs

"Upon instructions from the Executive Director we are in the process of expanding our motel sign program to other interchanges. Originally we had three (3) interchanges so signed. Recently we completed installation at the Fremont-Port Clinton (#6) and the North Olmsted-Cleveland (#9) Interchanges. Other signs will be erected as they are fabricated.

"4. Traffic Accidents

"The traffic accident ratio for the eleven (11) months of the 1956 year stands at 2.06 fatalities per one-hundred million (100,000,000) vehicle miles of travel. It is the lowest known fatality ratio for any comparable facility.

"During the month of November we suffered three (3) fatalities in three (3) separate accidents. Each accident was uncalled for and can be charged up to driver failures. One apparently fell asleep, one adjusting an outside rear view mirror and one an inattentive pedestrian. This was our first pedestrian accident; a 30 year-of-age experienced truck driver parked his truck on one roadway and walked across to the other roadway to contact a disabled vehicle service truck and was struck by a passenger vehicle within three feet (3') of completing the crossing.

"5. Fire Fighting Training

"Following the delivery of the large six hundred (600) gallon fire trailers which will supplement local fire departments, four (4) training schools were conducted by the state board of education vocational division of the trade and industrial services for the training of maintenance personnel in the basic elements of fire fighting and fire prevention techniques. At the conclusion of the training program, we were advised by the instructors that the Commission equipment and personnel will be able to handle almost any fire which we can expect on the Ohio Turnpike. The equipment has already been used, and most satisfactory results were had.

"6. Miscellaneous

"The Executive Director has authorized and approved plans for limited landscaping around each of our sixteen (16) service plaza buildings, also for the widening of the sidewalks in front of the sixteen (16) service plaza buildings and for the installation of flood lighting and pedestrian safety lighting of each service plaza building and walkway.

"These projects are now under way and will be continued throughout the winter season. They are fill-in projects between snow and ice control work."

General Beightler asked whether the turnpike or any part of it had been impassable as a result of ice and snow. The Executive Director replied in the negative.

The Director of Information and Research reported that at the suggestion of the Project Manager and the Supervisor of Patron Services the Department of Information and Research had prepared a leaflet called "Ohio Turnpike Travel Tips" which was being passed out to the driver of every vehicle entering the turnpike. He passed copies of the leaflet to the members and said that it was intended first to give the driver as he enters the turnpike some tips on safe driving and second to tell him about the various kinds of facilities available at the service plazas. He said that the original order for the leaflets was for a quantity of 2,000,000 which should last through February and thus permit opportunity to evaluate the leaflet.

The Director of Information and Research reported further that on December 4, 1956 the Commission's Traffic and Safety Engineer and he had attended a hearing of Joint Board 58 of the Interstate Commerce Commission on the matter of an application by Harwood Trucking Company of Indiana to use the Indiana and Ohio Turnpikes as an alternate route for shipments between Ohio points and Chicago. He said that the Commission representatives had been asked to appear to tell about the safety features of the Ohio Turnpike in design and in operation. He said that at the suggestion of the Executive Director a written presentation had been prepared which had been accepted in evidence. He said that he had been told by the Regional Director of the Interstate Commerce Commission prior to the hearing that the Commission would be glad to have such safety information because it very likely would be useful in subsequent similar hearings. He said that there would, of course, be no ruling by the Interstate Commerce Commission on the application of the trucking company for some time.

The Chairman thanked the Director of Information and Research and said that his report was accepted as offered.

The Chief Engineer reported that the bridge railing contract would be fulfilled that month. He said that the first supply of materials would come in about December 15th. He said that the Project Manager would make arrangements with his maintenance forces to remove the existing railings and replace them with new ones as other duties of the maintenance personnel should permit.

The Chief Engineer reported further that a contract was being prepared by the General Counsel with Shade & Associates of Cleveland for the preparation of plans and contract documents for the construction of a water line to the Commodore Perry Service Plaza from approximately four and a quarter miles east of the plaza. He said that one test well already had been drilled.

The Chief Engineer reported further that all tests at the so-called peat bog area in construction section C-59 at milepost 15 had been completed and that a soils engineer, G. Kenneth Jewell, had been employed to analyze the results of the tests and to make recommendations as to corrective measures. He said that Mr. Jewell hoped to present his report to the Commission during December. The Chief Engineer reported that there were still eight roadway contracts, five building contracts, and the contracts with the contracting engineers to receive final consideration by the Commission.

Resolution No. 56-1956 adopting supplement to annual budget for fiscal year 1956 was moved for adoption by Mr. Teagarden, seconded by Mr. Linzell, as follows:

Resolution No. 56-1956

"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. 63-1955, adopted an annual budget for the fiscal year 1956;

"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 1956 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 1956;

Supplemental Annual Budget for Fiscal Year 1956

Expenses:

Administrative Services (decrease in estimate of \$117, 400)	- \$117, 400
Operations (increase in estimate)	+ \$334, 900
Trust Indenture Expense (decrease in estimate of \$5, 000)	- 5, 000
Inventory Increases and Accruals (increase in estimate)	+ <u>\$190, 000</u>
Total	\$402, 500

"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 engineers and the principal underwriters therewith."

The Chairman said that the five trucks referred to had been bought because the Commission had not had enough snow and ice equipment the previous winter. The Executive Director said that that was correct.

General Beightler said that he was going to vote for the supplemental budget because it was necessary in order that the Comptroller would be able to make certifications.

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

Ayes: Teagarden, Linzell, Beightler, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 57-1956 adopting annual budget for the fiscal

year 1957 was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 57-1956

"WHEREAS the Commission, by resolution No. 54-1956, adopted a preliminary budget for the fiscal year 1957, and caused copies thereof to be filed with the trustee and mailed to the consulting engineer and the principal underwriters;

"WHEREAS no request whatsoever for a public hearing thereon has been made to the Commission by any person or persons whomsoever; and

"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 desires to finally adopt the budget of income and current expenses for the fiscal year 1957, to be designated the "Annual Budget";

"NOW, THEREFORE, BE IT

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

Annual Budget of Income and Current Expenses
For the Fiscal Year 1957

Income	\$17, 181, 000
Current Expenses	
Administration & Insurance	891, 690
Operations	3, 627, 187
Trust Indenture Expense	127, 000
Inventory Increases and Accruals	<u>10, 000</u>
Total Current Expenses	\$ 4, 655, 877

"FURTHER RESOLVED that the Commission hereby determines that the total appropriations in any division of the budget aforesaid do not exceed the total appropriations in the corresponding division in the preliminary budget heretofore adopted by resolution No. 54-1956; and

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said 'Annual Budget' with the trustee and to mail copies thereof to the consulting engineer and to 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: Beightler, Teagarden, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 58-1956 accepting proposal for consulting engineering services was moved for adoption by Mr. Linzell, seconded by General Beightler, as follows:

Resolution No. 58-1956

"WHEREAS the commission has heretofore on April 16, 1956, entered into a supplemental agreement supplementing its earlier contract with the J. E. Greiner Company dated September 27, 1951;

"WHEREAS said supplemental agreement provided, in addition to other matters, for the furnishing of engineering services in connection with the maintenance and operation of the Ohio Turnpike;

"WHEREAS said agreement with respect to maintenance and operation will terminate January 1, 1957;

"WHEREAS the J. E. Greiner Company and the commission desire to enter into an agreement providing for the terms of compensation for the J. E. Greiner Company after January 1, 1957, with reference to services of said company as consulting engineer with respect to maintenance and operation of the Ohio Turnpike;

"WHEREAS said J. E. Greiner Company, a partnership, has submitted to the commission, under date of November 23, 1956, a proposal for its compensation and a continuation of its services in connection with the maintenance and operation of the Ohio Turnpike from January 1, 1957 to January 1, 1958, at a compensation of \$5,000 per month for the proposed 12 month period; and

"WHEREAS the commission now desires to accept the same;

"NOW, THEREFORE, BE IT

"RESOLVED that the proposal of the J. E. Greiner Company, a partnership, dated November 23, 1956, with respect to services hereinabove referred to, executed on behalf of said partnership by E. J. Donnelly, be, and the same hereby is, accepted; and

"FURTHER RESOLVED that the chairman and executive director or either of them be, and hereby each of them is, authorized and empowered to execute a new agreement on behalf of the commission carrying into effect the proposal for compensation for the year 1957 stated in the J. E. Greiner Company letter of November 23, 1956, and cause said agreement to be delivered to said J. E. Greiner Company on behalf of the commission."

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

Ayes: Linzell, Beightler, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 59-1956 requesting the Consulting Engineers to make recommendations as to revision of schedule of tolls was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 59-1956

"WHEREAS, pursuant to §501 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 covenanted that the rates of tolls on the turnpike would not be changed without the approval of the consulting engineers;

"WHEREAS any vehicle or any combination of vehicles weighing no more than seven thousand pounds falls in Class 1 notwithstanding the fact that said vehicle or combination of vehicles has more than two axles;

"WHEREAS it appears to the commission that vehicles or com-

binations of vehicles with more than two axles are not proper subjects for classification in Class 1;

"WHEREAS the classification of such vehicles in Class 1 is in accordance with the present schedule of tolls as originally adopted by Resolution No. 38-1955 and has been continued pursuant to Resolutions Nos. 40 and 48 of 1956; and

"WHEREAS it appears to the commission to be necessary to obtain recommendations from the consulting engineers as to a revision of the schedule of tolls in the one respect applicable to any vehicle or combination of vehicles with more than two axles;

"NOW, THEREFORE, BE IT

"RESOLVED that the commission deems it necessary to request and hereby does request the J. E. Greiner Company, as consulting engineer, to make recommendations as to a revision of the schedule of tolls with specific application to the one question of removing from Class 1 and placing in Class 2 any and all vehicles or combinations of vehicles weighing no more than seven thousand pounds and having more than two axles, and on the further basis that no other change in classifications appears necessary or desirable;

"FURTHER RESOLVED that copies of this request to the consulting engineer be filed with the trustee and the co-trustee and a copy mailed to the principal underwriters."

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

Ayes: Teagarden, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 60-1956 authorizing deferment of annual vacations of certain named employees of the Commission from the calendar year 1956 until the calendar year 1957 was moved for adoption by General Beightler, seconded by Mr. Linzell, as follows:

Resolution No. 60-1956

"WHEREAS certain of the Commission's employees have,

during the calendar year 1956, accumulated but not taken certain vacation leave, as indicated in the chart hereinbelow set forth; and

"WHEREAS said employees have requested that such accumulated vacation leave for the calendar year 1956 be deferred until the calendar year 1957, and the department heads concerned therewith have recommended such deferment;

"NOW, THEREFORE, BE IT

"RESOLVED that the employees hereinbelow listed are hereby granted permission to defer the accumulated vacation leave hereinbelow set forth opposite their respective names, until such time or times in the calendar year 1957 as shall be designated by such department heads as are charged with that responsibility:

<u>Employee</u>	<u>1956 Vacation Leave Accumulated But Not Taken During Calen- dar Year 1956</u>
Hartford, C. W.	Deputy Executive Director 10
Cole, F. K.	Legal 10
Hartshorne, J. D.	Information & Research Dept. 9
Cochran, R. B.	Accounting & Auditing Department 4
Durigg, Ora	Accounting & Auditing Department 2
Ford, James	Accounting & Auditing Department 5
Kappel, Norman	Accounting & Auditing Department 7
McBride, C. Paul	Accounting & Auditing Department 9
O'Grady, W. G.	Accounting & Auditing Department 9
Ployhart, Joseph	Accounting & Auditing Department 7
Vangeloff, A.	Accounting & Auditing Department 7
Berry, Ralph	Administrative Services Department 4
Hopkins, A.	Administrative Services Department 3
Linear, Hobart	Administrative Services Department 6
Robinson, Larry	Construction Department 9
Soller, John	Accounting & Auditing Department 11
Buschman, Blanche	Operations Department 1
Minton, H. L.	Operations Department 2
Grace, Andrew	Operations Department 4
Heden, T. P.	Operations Department 2
Bowman, Benjamin	Operations Department 1
Byrd, L. G.	Operations Department 8
Deetz, Russell	Operations Department 11
Staib, F. C.	Operations Department 10"

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

Ayes: Beightler, Linzell, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 61-1956 amending Section 2.10 of Article VI of the Code of Bylaws with respect to sick leave was moved for adoption by Mr. Linzell, seconded by Mr. Teagarden, as follows:

Resolution No. 61-1956

"WHEREAS the commission, having duly and fully considered the same, deems it desirable to amend and change certain of the provisions of its Code of Bylaws with respect to sick leave;

"NOW, THEREFORE, BE IT

"RESOLVED that §2.10 be, and the same hereby is, amended to read as follows:

'Each full-time employee of the commission, whether he be salaried or hourly rated, shall be entitled to an initial sick leave credit of five work days and, in addition, shall be entitled to sick leave of one and one-fourth work days for each month of continuous service. Unused sick leave shall be cumulative, but no employee shall be entitled to accumulate a credit exceeding ninety work days of sick leave. '"

The Chairman said that he understood that the Commission had not hitherto permitted the accumulation of sick leave beyond 20 days within one year. Mr. Linzell said that the accumulation of sick leave proposed in the resolution was the same as that allowed by the State of Ohio to its employees. The Executive Director said that an employee of the Commission who had been in the Commission's service about four and a half years would have accumulated 90 days of sick leave under the provisions of the proposed resolution. He said that sick leave had to be authorized by heads of departments. General Counsel said that the accumulation of sick leave under the proposed resolution would be retroactive. General Beightler said that he would go along on the resolution. The representative of the Trustee said that in view of the experience of the Trustee with sick

leave he thought that sick leave as contemplated by the resolution should be retroactive and the full 90 days be accumulated.

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

Ayes: Linzell, Teagarden, Beightler, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 62-1956 directing the closing of the Commission's offices on certain days preceding holidays was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 62-1956

"RESOLVED that the commission's administration building offices at Berea shall be closed at 12 o'clock noon on Monday, December 24, 1956, prior to the 1956 Christmas holiday, with the exception that the executive director shall determine the necessary personnel who shall be present at said offices in order that the essential operational functions of the Ohio Turnpike shall be maintained;

"FURTHER RESOLVED that the said offices, with the exceptions noted, shall be closed at 12 o'clock noon on Monday, December 31, 1956, prior to the 1957 New Years Day."

The Executive Director said that the radio room at the Berea Administration Building would not be closed.

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

Ayes: Beightler, Teagarden, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 63-1956 appointing Acting Secretary-Treasurer was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 63-1956

"RESOLVED that John Soller, assistant secretary-treasurer and comptroller, in addition to his other duties, be and he is hereby appointed acting secretary-treasurer, effective immediately, to serve until such time as a secretary-treasurer is duly appointed and qualified, at no change in compensation."

The Chairman said that he wanted the record to show that he was inquiring whether or not the bond already filed by the Assistant Secretary-Treasurer was adequate to cover him in his capacity as Acting Secretary-Treasurer.

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

Ayes: Teagarden, Beightler, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 64-1956 approving sale of former office building was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 64-1956

"WHEREAS the state of Ohio, through the Director of Public Works, subject to approval of the State Board of Control, has offered to pay the Ohio Turnpike Commission the sum of \$275,000 for a quit claim of the commission's interest in the real estate of the commission located at 135-141 East Gay Street and 40-46 North Lazelle Street, Columbus, Ohio;

"NOW, THEREFORE, BE IT

"RESOLVED that the commission duly approves the same and directs the chairman or executive director, or either of them to cause to be conveyed to the state of Ohio, upon the payment of \$275,000 to the Ohio National Bank of Columbus, as trustee, a quit claim to the premises aforesaid, to be executed in behalf of the commission by its chairman."

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

Ayes: Beightler, Teagarden, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 65-1956 ratifying actions of administrative officers was moved for adoption by Mr. Linzell, seconded by General Beightler, as follows:

Resolution No. 65-1956

"WHEREAS the executive director, deputy executive director, chief engineer, assistant chief engineer, general counsel, assistant general counsel, assistant secretary-treasurer, comptroller, chief, right-of-way department, the director of information and research of the Commission have, by various written and oral communications, fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting, and the Commission has duly reviewed and considered the same;

"NOW, THEREFORE, BE IT

"RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting on October 2, 1956, 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: Linzell, Beightler, Teagarden, 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 General Beightler, 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, Beightler, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 1:10 P. M.

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



John Soller, Acting Secretary-Treasurer