

MINUTES OF THE ONE HUNDRED FOURTEENTH MEETING  
January 22, 1957

Pursuant to bylaws, the Ohio Turnpike Commission met in special session in its headquarters at Berea, Ohio at 11:00 A. M. Eastern Standard Time on January 22, 1957 with the key members of its staff, representatives of the Consulting Engineers, members of the press, and others in attendance.

The meeting was called to order by the Chairman, the roll was called and the attendance was reported to be as follows:

Present: Teagarden, Beightler, Chastang, Linzell, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

The Chairman said that the Commission welcomed Charles J. Chastang as a member of the Commission. He said that Mr. Chastang's appointment had given the Commission great satisfaction and envisioned great service to the Commission and to the state. He said that the Commission had long known Mr. Chastang favorably and well for his ability, his courage and his integrity. The Chairman said that on behalf of the Commission he wished Mr. Chastang well and assured him of the cooperation of the Chairman and of the other members. Mr. Chastang thanked the Chairman.

The Chairman reported that since the last meeting he, with the knowledge of three members on January 12 had designated Mr. C. W. Hartford as Acting Executive Director to fill the vacancy in that office created on that day and at the same time had designated Mr. Russell S. Deetz as Acting Deputy Executive Director. He said it was his hope that the Commission would ratify his action.

The Chairman reported also that since the last meeting the Chairman had reconstituted the committee which formerly had been known as the Allen Committee, of which Mr. Archibald J. Allen during his membership on the Commission had served as Chairman, with General Beightler as Chairman and with duties somewhat the same but not identical with those formerly administered by the Allen Committee. He said that the principal responsibility of the reconstituted committee

was to make an evaluation and recommendation to the Commission of services rendered in the service plazas and also to recommend in the event current negotiations should fail the disposition to be made of the building on East Gay Street in Columbus. He said that the Public Employees Retirement Board had voted in session a short time before to acquire the building at the same price which had been offered the Commission by the Director of Public Works on December 11, 1956 subject to approval by the Board of Control. He said that the approval of the Board of Control up until then which had been a condition precedent to completing the transaction with the Director of Public Works had not been granted and accordingly that morning it was hoped that a resolution would be adopted rescinding the action of the Commission taken at the last meeting to accept the offer of the state of Ohio and instead approve the acceptance of any offer by the State of Ohio or any of its agencies including the Public Employees Retirement Board in the amount of \$275,000 and authorizing a quit claim of the Commission's interest in the building to the State of Ohio or any of its agencies whichever first would pay that amount of money to the Ohio National Bank of Columbus, Trustee.

The Chairman reported also that since the last meeting Mr. C. H. Makeever who had been long an employee of the Commission had left the service of the Commission. He said that it was with great regret that the Commission had learned of Mr. Makeever's decision to separate from its service. He said that the Commission always had the highest praise for the service which Mr. Makeever had rendered. He said that Mr. Makeever had been an employee of the Commission for more than four years and had carried the burden which was upon him "during the heat of the day" with great ability.

The Chairman reported also that the Commission had had some interesting publicity on the effect of its good maintenance of the turnpike upon its revenue at a time when its revenue otherwise because of the season would have been diminished. He said that the weather and the good maintenance were responsible for the Commission's having the best day in its history a short time before in revenue received from commercial vehicles.

The Chairman said that he could not help mentioning that the Commission had bidden adieu at its last meeting to Mr. Linzell and had bespoken his valedictory but, needless to say, the Commission was glad that he was there again and it was always benefited by his good judgment and the integrity that he symbolized. Mr. Linzell thanked the Chairman.

The Acting Secretary-Treasurer reported that since the last

meeting the following had been sent to all members:

- 1 - Unaudited financial reports for the periods ending November 30, 1956 and December 31, 1956.
- 2 - Detail of investment transactions for December 1956.
- 3 - Auditors' report for the period ending December 31, 1956.
- 4 - Traffic and revenue reports for November and December 1956.
- 5 - Letter of explanation of supplemental budget for 1956.

The Acting Secretary-Treasurer reported further that for the year 1956 total income had been \$15,350,966 and operating expenses had been \$4,111,947, leaving a net before debt service of \$11,239,019. After deducting a full year's interest of \$10,595,000 there had remained \$644,019. At the end of 1956, after the payment of the December 1 interest, there had been in or owing to the Bond Interest Account the amount of \$2,272,460 or a little over 40% of the next interest payment due June 1, 1957.

The Acting Secretary-Treasurer reported further that total revenue in December 1956 had been 23.1% above that of December 1955, and that total revenue in November 1956 had been 23.8% above that of the corresponding month in 1955. He said that in the seven-day period of January 10 to 16, 1957 inclusive, commercial toll revenue had been the highest since opening for any seven-day period. He said that six of those days had been the highest respective days of the week since the turnpike had been opened. He said that three new applications for charge accounts had been received in the previous two weeks.

The Acting Secretary-Treasurer reported also that the tabulating section had taken on additional work with no increase in personnel. He said that all accident statistics then were on tabulating cards. He said that hourly labor distribution and material stores requisitions similarly were being handled through tabulating. He said that work was under way to have a tabulating card for each piece of furniture and equipment to facilitate taking inventory and maintaining inventory records. He said that invoicing of charge customers also had been done by tabulating since the beginning and it was planned to expand that phase of the work to include all accounting for receivables. He said that in that way the Commission was getting greater utilization of existing tabulation equipment and costs were being reduced. He said that there were fewer

employees in accounting, auditing, and tabulating than at any time since the turnpike had been opened.

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

The Director of Highways said that he did not have a report to make.

The General Counsel reported that since the last meeting the Supreme Court of the United States had denied petitions of certiorari to Cooley Ellis of Toledo in three cases involving the Commission. He reported further that in the McKarns case, the so-called pig case, in which the Commission had sought an injunction against keeping pigs adjacent to the turnpike in the western section of the state, the demurrer on the part of the owner had been overruled and he would therefore be forced to answer the allegations of the Commission's petition.

The General Counsel reported further that three cases had been filed a short time before against the Commission that were duplications of previous cases. He said that one was the Vang case which had been filed in the Federal District Court in Columbus in the first instance and refiled in the same amount and with the same cause of action in the Common Pleas Court of Cuyahoga County. He said that another was the Rundle case in Lorain County which had been refiled in Cuyahoga County, and that the third case was the Summerville case which had been filed first in Franklin County and which had been refiled in Cuyahoga County. He said that apparently the attorneys in those cases were confused as to their remedies. He said the Commission was entitled not to be harrassed by the same cause of action being filed in more than one court.

The Chairman said that the report of the General Counsel would be accepted as offered. The representative of the Consulting Engineers said that he had nothing to report.

General Beightler reported that the Acting Executive Director, Mr. C. W. Hartford, had assumed membership on the Service Plaza Committee and also the assistant chairmanship of the committee. He said that other members of the committee were the Comptroller, the General Counsel, the Director of Information and Research and the Acting Deputy Executive Director. He reported further that the committee already had held three official meetings and one informal meeting. He said that at the first meeting it had been reported that the restaurant operators had taken steps to improve operational conditions - A. B. C.

Vending Corporation by appointing a new manager for its four restaurants, Olympic Commissary Company by retaining the firm of Horwath & Horwath on a consulting basis to improve its operations, and Buddies Food Services, Inc. by employing a supervisory chef to travel among its six restaurants to improve food and to standardize recipes and by employing a supervisor for training its waitresses. General Beightler said that apparently efforts were being made by the concessionaires to improve conditions. He said that he thought it was wise to have a continuing committee for the purpose of improving generally restaurant conditions. He said that if the committee should find that conditions were not satisfactory, it might recommend drastic action on the part of the Commission. He said that the committee intended to present to the operators its findings and its recommendations for making improvements and that it would expect the operators to carry out the recommendations. General Beightler reported further that the committee had made a trip to inspect restaurant operations on the Ohio Turnpike and on the Pennsylvania Turnpike and had made a report comparing the operations of restaurants on the two highways. He said that in some things the restaurants on the two turnpikes were somewhat comparable but that on other points Ohio Turnpike restaurants were the better and on other points the Pennsylvania Turnpike restaurants were the better. He said that the committee expected to take advantage of the conditions on Pennsylvania Turnpike restaurants which were found to be improvements over those in existence in restaurants on the Ohio Turnpike in making recommendations for improvements in the operation of the Ohio Turnpike restaurants. General Beightler said also that inspections of Ohio Turnpike restaurants by the staff of the Commission would be continuous and that the committee was going to work with the operators and try to assure that the restaurants on the Ohio Turnpike would be as good as could be found on any turnpike.

General Beightler reported also that that morning instructions had gone out to Ohio Turnpike restaurant operators to clean up the outside areas in the service plazas which were the responsibility of those operators. He said that trash which had not been removed presented a very uninviting approach to the restaurants. He said also that the Commission was going to have to improve the approaches to the service plaza areas and the parking areas in the plazas. He said that funds would have to be found to put an asphalt surface over the parking areas and to improve the driving lanes leading into the parking areas by resurfacing in some cases and by adding to the base in others. He said that at the time the service plazas had been built there had not been sufficient funds to put a complete surface on the parking areas. He said that a complete surface was badly needed.

The Acting Executive Director reported that when the Berea Administration building was constructed its site was within the boundaries of the Village of Strongsville but that a short time previous the area including the site had been annexed by the City of Berea. He said that the day before he had received a letter from the president of the Berea Chamber of Commerce, Mr. Harry P. Tangler. He read the letter as follows:

"Dear Mr. Hartford:

"It is a pleasure to extend the Ohio Turnpike Commission, its management and employees, a sincere and cordial welcome to Berea. The Chamber of Commerce is very pleased that this area has chosen to join the Berea Community. We have all the advantages that go with an enterprising community, and I know you will find in Berea a friendly and neighborly spirit. This combination makes it an ideal place in which to live and do business.

"During the past decade, Berea has had a substantial and successful growth, with a population increase of 5,000 to 15,000. This growth, however, has not diminished the community fellowship, civic responsibility and cultural qualities in Berea which sometimes can happen in booming suburbs.

"We want to work together with you to keep Berea as a fine suburban community, with a warm personal and friendly atmosphere.

"It is our privilege to assure you of our fullest cooperation in making the newly annexed area a healthy, orderly and attractive neighborhood. If the Berea Chamber of Commerce can be of service to you, we shall be honored to have you call on us and we will be glad to meet you and serve you to the best of our ability.

"Our best wishes for much success in Berea.

"Cordially yours,

"BEREA CHAMBER OF COMMERCE  
/s/ Harry P. Tangler  
President"

The Acting Executive Director reported further that the Chief Engineer had recommended the appointment of Mr. E. W. Meeker as Assistant Chief Engineer to replace Mr. C. H. Makeever who had resigned. He said that he had personal knowledge of the ability of Mr. Meeker and was happy to concur in the recommendation of the Chief Engineer.

The Acting Deputy Executive Director reported that the Ohio Turnpike had ended its first calendar year of full operation with a most outstanding safety record. He said that during that year approximately 10,000,000 vehicles had traveled in excess of 786,000,000 vehicle miles on the turnpike with fourteen fatal accidents, which had claimed the lives of fifteen persons. He said that in order to compare fatal accident statistics, the National Safety Council had adopted as a standard a ratio of fatalities per 100,000,000 vehicle miles of travel. He said that the Ohio Turnpike fatal accident experience when using that standard was 1.91 fatalities per 100,000,000 vehicle miles of travel. He said that that was the lowest known fatal accident ratio for a facility of the size of the Ohio Turnpike and that it might be compared to the ratio for rural state highways of Ohio which was 9.5 for 1955 and to the ratio for highways of the entire nation which was 6.4 for 1955. He said that copies of the 1956 accident statistics on the Ohio Turnpike had been mailed to each member of the Commission under date of January 8, 1957 and that a recapitulation of fatal accidents during the year 1956 had been mailed to the members on January 9, 1957.

The Acting Deputy Executive Director reported further that removal of snow and ice from the Ohio Turnpike had been a problem commanding a great deal of attention during the current winter. He said that plans for control had been formulated during the spring and summer of 1956 and that a test run had been made on November 8, 1956. He said that since November 21, 1956 many snow and ice storms had been experienced and that during the period from January 9 to January 18, 1957 inclusive the most severe storm in the history of the Ohio Turnpike had occurred. He said that the Commission's maintenance forces had performed an almost super-human feat in keeping the turnpike, including interchanges and service plazas, open to traffic and safe for travel. He said that the Commission's snow and ice control program had received much favorable publicity. He said that in April 1956 at the request of the Ohio Highway Engineering Conference program committee he had presented a paper on turnpike maintenance which had dealt primarily with snow and ice control. He said also that in October 1956 the publication "Public Works" had carried an article "Winter Maintenance on the Ohio Turnpike". He said that at the invitation of the American Road Builders Association he would present a paper on winter maintenance at the annual convention of the Association in Chicago during the last week of January 1957. He said also that the Commission's release concerning the effects of the snow and ice removal program on revenues had been widely used by newspapers and by radio and television stations. The Chairman said that the Commission had got a marvelous reaction to that publicity.

The Acting Deputy Executive Director reported further that preparation of a maintenance program for the spring and summer was then under way. He said that mowing equipment was being put into readiness, that needed erosion control and the reseeding of certain areas were being studied, that the pavement was being checked to determine any need for mud jacking operations to assure a smooth riding surface, that pavement marking materials had been requisitioned, and that service plaza landscaping was being scheduled for early spring.

The Acting Deputy Executive Director reported further that in accordance with the recommendations of the Consulting Engineers in its report on economies and efficiencies in maintenance and operation under date of April 3, 1956 an experiment had been conducted at Interchange No. 10 by cutting off every other roadway light. He said that since that time observations had been made by members of the staff and that it had been the recommendation of each observer that during the months of low traffic volume safety could be had with fewer lights, thereby effecting a saving in cost. He said that, effective January 18, 1957, the maintenance forces had been instructed to proceed with plans for cutting off approximately one-half of the roadway lights at each interchange exclusive of the two terminal toll plazas. He said that the roadway light installations at each interchange were so wired that circuits could be cut off to effect the elimination of every other light. He said that it was felt that reasonable safety commensurate with the lower volumes of traffic at that time of year would result. He said that the accident exposure diminished with lower volumes of traffic.

The Chairman said that the state of Connecticut was making a great point of lighting a large portion of the turnpike under construction in that state. Mr. Chastang said that the Commission's procedure should be a cautious one. The Acting Deputy Executive Director said that the experiment would be watched very closely. He said that the Commission's Traffic and Safety Engineer had been instructed to observe carefully any accident pattern that might develop at any of the interchanges. General Beightler said that he very definitely was of the opinion that the experiment should be tried. The Acting Deputy Executive Director said that there had been no accidents up to that time at the Strongsville - Cleveland Interchange. He said that generally the accident experience at the interchanges had been very good. The Chairman said that that meant that the Commission had been well covered at the interchanges. He said that there should be continued assurance that the interchanges would continue to be well covered and that the record of safety would continue to be maintained. He said that he was skeptical. The Acting Deputy Executive Director said



that accident statistics for the calendar year 1956 were that accidents on the turnpike totaled 594 during daylight, 66 accidents at night in lighted areas, 437 accidents at night in unlighted areas. The Chairman said that accidents in unlighted areas were pretty high. The Acting Deputy Executive Director said that the unlighted area included all of the roadway. The Chairman said that he was aware of that but that he was also aware of the deviousness of the approaches to the interchanges. The Acting Deputy Executive Director said that interchange accidents during 1956 had totaled 62. The Chairman said that he believed the experiment should be limited until it should have been proved.

The Acting Deputy Executive Director reported further that there was a new operator of Disabled-Vehicle Service in Zone 7. He said that Williams Motor Company of Berea had wanted to give up the contract because of the heavy work load it had placed upon its small garage facilities. He said that pursuant to advertising for bids, a contract for operating the service in Zone 7 had been awarded to Don Bourne of Strongsville on December 17, 1956. He said that Don Bourne together with all other contract garages operating on the Ohio Turnpike were performing their work in a most satisfactory manner. He said that letters of complaint were rare.

The Acting Deputy Executive Director reported further that pursuant to bidding twenty 1957 Dodge patrol cars had been received in trade for twenty 1955 Chevrolet patrol cars. He said that another twelve Dodge patrol cars were to be delivered in the early part of February 1957 and the balance in April 1957. He said that except for the usual minor defects found in a new car, the Dodge patrol cars were proving most satisfactory.

The Chairman thanked the Acting Deputy Executive Director for his report. He instructed the Acting Deputy Executive Director to keep the Commission advised on the experiment of interchange lighting.

The Chief Engineer reported that the exploration program at mile-post 15 where there had been some difficulty with settlement of the pavement had been completed by Greer Engineering Associates. He said that the factual information obtained was being analyzed and would be the basis for a report setting forth recommendations. He said that the report would be submitted to the Consulting Engineers. He said that if the Consulting Engineers should concur in the recommendations in the report, some of the work involved could be gotten under way during the 1957 construction season.

The Chief Engineer reported further that a contract had been entered into with Willard F. Schade and Associates of Cleveland for the development of plans and specifications for a water supply at the Erie Islands

and Commodore Perry service plazas. He said that that work was going forward satisfactorily. He said that a contract for the necessary construction would be let and that the construction would be supervised by the Commission's engineering personnel. He said that a test well had already been drilled and that one additional well would be drilled and a water line constructed by contract. He said that the Consulting Engineers and specialists employed by the Commission were agreed that the method adopted for handling the situation was the best available. Mr. Teagarden asked how far the water supply at Clyde, Ohio was from the point where the wells were being drilled. The Chief Engineer replied that he did not know exactly but that the analysis of several alternate methods of correcting the water situation at the service plazas had indicated that obtaining water from Clyde would have cost forty to fifty thousand dollars more in initial construction costs than to secure a new supply along the turnpike.

The Chief Engineer reported further that two new engineers had been employed to fill vacancies left by resignations. He reported also that the engineering department would proceed as soon as conditions should permit with the preparation of a set of plans and specifications for the completion of the paving of two service plazas. The Chairman thanked the Chief Engineer for his report.

Resolution No. 1-1957 approving the action of the Chairman designating C. W. Hartford as Acting Executive Director and Russell S. Deetz as Acting Deputy Executive Director was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 1-1957

"WHEREAS by virtue of the resignation of the executive director under date of January 12, 1957, and the exigency thereby created, it became necessary to designate an acting executive director and an acting deputy executive director until such time as there should be a meeting of the commission; and

"WHEREAS pursuant to said exigency, the Chairman of the commission designated the deputy executive director, C. W. Hartford, as acting executive director, and the project manager, Russell S. Deetz, in addition to his other duties, as acting deputy executive director effective January 13, 1957, at 12:01 o'clock A.M. and until the next meeting of the commission, both without change of salary;

"NOW, THEREFORE, BE IT

"RESOLVED that the action of the Chairman in designating C. W. Hartford as acting executive director and Russell S. Deetz as acting deputy executive director commencing January 13, 1957 at 12:01 o'clock A. M. be and hereby it is approved;

"FURTHER RESOLVED that the official actions of C. W. Hartford as acting executive director, and the official actions of Russell S. Deetz as acting deputy executive director since January 13, 1957 at 12:01 o'clock A. M. to date hereby are ratified and approved."

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

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

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 2-1957 appointing Executive Director was moved for adoption by Mr. Chastang, seconded by General Beightler, as follows:

Resolution No. 2-1957

"RESOLVED that C. W. Hartford, acting executive director, be and he is appointed hereby executive director of the commission effective January 22, 1957, to serve at his and the commission's mutual pleasure, and that his compensation shall be at the rate of \$19,000 per annum; and

"FURTHER RESOLVED that the appointment of said C. W. Hartford as chief of the right-of-way department shall remain in effect, and that said C. W. Hartford shall continue to perform the duties of that office, for which no compensation shall be paid to him in addition to his compensation as executive director."

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

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

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 3-1957 appointing Deputy Executive Director was moved for adoption by Mr. Chastang, seconded by Mr. Linzell, as follows:

Resolution No. 3-1957

"RESOLVED that Russell S. Deetz be, and hereby he is, appointed deputy executive director, in addition to his other duties, and that his compensation shall be at the rate of \$14,000 per annum for his services as deputy executive director and he shall be paid no additional compensation for his services in any other capacity."

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

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

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 4-1957 appointing Secretary-Treasurer was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang as follows:

Resolution No. 4-1957

"RESOLVED that to fill the vacancy created by the resignation of A. J. Allen as secretary-treasurer of the commission, Robert S. Beightler, a member of the commission, hereby is appointed to the office of secretary-treasurer of the commission, effective immediately this January 22, 1957."

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

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

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 5-1957 revising a classification of certain vehicles as set forth in the schedule of tolls previously adopted by the Commission was moved for adoption by Mr. Linzell, seconded by

General Beightler, as follows:

Resolution No. 5-1957

"WHEREAS by and in its resolution No. 59-1956 the commission requested the consulting engineers to make recommendations as to a revision of the schedule of tolls with specific application to the question of removing from Class I and placing in Class II any and all vehicles or combinations of vehicles weighing no more than seven thousand pounds and having more than two axles;

"WHEREAS copies of said resolution were directed to be filed with the trustee and co-trustee and to be mailed to the principal underwriters, and such direction has been carried out; and

"WHEREAS the consulting engineers have submitted a recommendation to the commission with respect to said proposed revision and have recommended that such revision be instituted to become effective February 1, 1957;

"NOW, THEREFORE, BE IT

"RESOLVED that the commission, having duly and fully considered the proposed revision and the recommendations of the consulting engineers with respect thereto, does hereby direct that its schedule of tolls for the Ohio Turnpike be, and the same hereby is, revised as follows:

"Class I. Vehicles weighing not more than seven thousand pounds gross weight, except vehicles having more than two axles.

"Class II. Vehicles weighing from seven thousand and one pounds through sixteen thousand pounds gross weight, and vehicles of lesser weight having more than two axles.

"FURTHER RESOLVED that the changes in Classes I and II comprising a part of the commission's schedule of tolls be effective February 1, 1957."

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

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

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 6-1957 rescinding Resolution No. 64-1956 was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 6-1957

"WHEREAS the commission, by resolution No. 64-1956 under date of December 11, 1956, approved the offer received from the State of Ohio through the Director of Public Works to pay the 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;

"WHEREAS the offer aforesaid of the State of Ohio was expressly made subject to the condition of approval by the State Board of Control;

"WHEREAS ample time for fulfilling the said condition has passed, and the State Board of Control, while meeting on several occasions, has failed to take action approving the offer aforesaid; and

"WHEREAS the commission, for the purpose of removing any restrictions upon its action imposed by the previous resolution, and for the purpose of enabling it to consider additional offers looking to prompt disposal of its former office building desires to rescind its previous action aforesaid;

"NOW, THEREFORE, BE IT

"RESOLVED that the commission's resolution No. 64-1956, approving the sale of its former office building be and the same hereby is rescinded. "

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

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

Nays: None.

The Chairman declared the resolution adopted.

Resolution No. 7-1957 specifying terms of sale of former office building was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 7-1957

"WHEREAS the Public Employees Retirement Board has voted to offer 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; and

"WHEREAS the State of Ohio has likewise expressed interest in acquiring the property aforesaid;

"NOW, THEREFORE, BE IT

"RESOLVED that the commission duly approves an offer in the amount of \$275,000 either by the Public Employees Retirement Board, the State of Ohio, or any agency of the State of Ohio, and directs the chairman or the executive director, or either of them, to execute a quit claim of the interest in the premises to the State of Ohio, to the Public Employees Retirement Board, or to any agency of the State of Ohio, as may first make payment of \$275,000 to the Ohio National Bank of Columbus, as trustee."

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

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

Nays: None.

The Chairman declared the resolution adopted. He said that whichever agency should first appear at the office of the Trustee with \$275,000 for the Commission's interest in the building would receive a quitclaim of the Commission's interest.

Resolution No. 8-1957 authorizing safety patrols was moved for adoption by Mr. Teagarden, seconded by General Beightler and Mr. Chastang, as follows:

Resolution No. 8-1957

"WHEREAS the commission is interested in securing utmost support for its program and purpose of securing the lives, safety, and property of the travelling public who seek to utilize the Ohio Turnpike Project No. 1;

"WHEREAS various trucking companies, insurance companies, and other commercial users of the Ohio Turnpike, having a vital interest in securing the lives and well-being of travellers and in the protection of their property on the highways of the nation, have long employed safety patrols at their own expense to supervise their own employees who are drivers upon the public highways of the nation, including the public highways of the State of Ohio, and such groups have on many occasions manifested an interest in having the privilege of maintaining safety patrols upon the Ohio Turnpike; and

"WHEREAS the commission desires to extend in certain instances to users of the Ohio Turnpike the privilege of safety patrols based on sufficient and adequate safeguards to all concerned;

"NOW, THEREFORE, BE IT

"RESOLVED that the executive director be, and he hereby is, authorized, within his discretion and judgment, and subject to approval of general counsel and concurrence of the comptroller, to grant revocable licenses to commercial users of the Ohio Turnpike to maintain safety patrols thereon at their own expense; provided that any licenses so issued shall specify terms and conditions of use, and provided that any safety patrols to whom licenses are issued shall be deemed representatives, but not agents, of the commission and only for the purpose of obtaining the observance by their employers' vehicle operators of interstate, state, and local safety laws applicable to trucks on the highways, and of the rules and regulations adopted by the commission for the control and regulation of traffic upon the Ohio Turnpike. "

The Chairman said that revocable licenses for the operation of truckers safety patrols would be issued within the discretion and judgment of the Executive Director and subject to the approval of the General Counsel and the concurrence of the Comptroller so that the Commission would not have a problem as to their having any effect on its revenue and neither would it have any problem of the truckers' safety patrolmen being understood to be anything other than agents of their employers. He said that the truckers' safety patrolmen would represent the Commission only insofar as they would be given certain permissions with respect to crossing the median in an emergency et cetera.

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

The vote was as follows:

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



Nays: None.

The Chairman declared the resolution adopted.

The Chairman said that Mr. Teagarden would represent the Commission at the opening of the Sunshine State Parkway by the Florida Turnpike Authority on January 25, 1957.

Resolution No. 9-1957 ratifying actions of administrative officers was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 9-1957

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

"NOW, THEREFORE, BE IT

"RESOLVED that all official actions taken by the aforesaid administrative officers of the commission on its behalf since the commission's meeting on December 11, 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: Teagarden, Beightler, Chastang, 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. Chastang, seconded by Mr. Linzell, that the meeting adjourn subject to call of the Chairman.

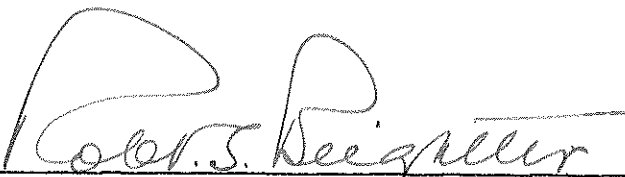
A vote by ayes and nays was taken and all members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:23 P. M.

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

  
Robert S. Beightler, Secretary-Treasurer