

MINUTES OF THE ONE HUNDRED AND THIRTY-FIRST MEETING
March 3, 1959

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session at its headquarters at 682 Prospect Street in Berea, Ohio at 11:00 A.M. Eastern Standard Time on March 3, 1959 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: Chastang, Teagarden, Preston, Shocknessy.

Absent: Beightler.

The Chairman announced that a quorum was present.

The Chairman said General Beightler had written a letter in which he had advised that Mrs. Beightler was not quite ready to travel following her hospitalization and asking for indulgence for his two absences. The Chairman said General Beightler had been very, very faithful about attending meetings and that the Commission would be glad when he should be able to be present because his advice and counsel had always been of great value. He said the Commission certainly regretted that Mrs. Beightler had not been well and that it hoped and prayed she would recover promptly.

A motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the minutes for the meeting of February 3, 1959 which had been examined by the Members of the Commission and on which the corrections suggested by the Members had been made be approved without reading.

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

Ayes: Teagarden, Chastang, Preston, Shocknessy.

Nays: None.

The Chairman declared the motion carried with the four Members present voting in the affirmative.

The Chairman reported that the Commission had had a phenomenal experience with revenue in February. He said toll revenue from commercial vehicles had been approximately 35% more than the commercial revenue in February of 1958 and that revenue from all sources was estimated at an increase of 28% over February of 1958. He said the Commission had had that extraordinary experience in both January and February in part, no doubt, due to the extremity of the weather which drove traffic to the turnpike which otherwise it might not have gotten. The Chairman congratulated the Executive Director and the Deputy Executive Director on the condition in which the Ohio Turnpike had been maintained during the winter. He said their work was recognized, that people the length and breadth of the country were aware of the high quality of maintenance on the Ohio Turnpike.

The Chairman reported also that he and the Director of Information and Research were in New York for conferences on the 19th and 20th of February making reports to investment groups who were interested in being advised often of the Commission's progress. He said it was very gratifying and very rewarding to him as Chairman and to the Director of Information and Research as a dedicated employee of the Commission to experience the appreciation which the investors seemed to have of work which had been done on the Ohio Turnpike. He said the Commission could be gratified that it had a strong position.

The Chairman reported further that there was a bill in the General Assembly which would require telephones to be placed every three miles along the Ohio Turnpike. He said the Executive Director had appeared before the Highway Committee of the House of Representatives and had indicated to the Committee that the Commission would consider the enactment of the bill unwise principally as creating a safety hazard. He said he understood the bill would be opposed by the Director of Highway Safety, by the Ohio Automobile Association, by the Ohio Bell Telephone Company, by the Ohio Safety Council and by the American Automobile Association. He said he had spoken also to the Governor about the bill. The Chairman said there had been some discussion on increasing the gasoline tax and he had no doubt there would be some agitation at least to give relief to users of the Ohio Turnpike, both commercial and passenger cars, with respect to it. He said he had no doubt the question would be raised by the General Assembly and certainly it was difficult not to have sympathy with those who would seek some consideration. He said the Commission was not taking any position, that the Commission did not take any position on questions that it could avoid but that on the question before the General Assembly on the telephones the Commission had to take a position.

The Chairman reported further that since the last meeting the Commission's annual report for 1958 in formal form had been completed and the Commission had had a lot of compliments on it which could be symbolized by a letter the Commission had received from the Governor dated February 16, 1959 in which he said:

"February 16, 1959

"James W. Shocknessy, Chairman
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio

"Dear Jim:

"Just today I have had an opportunity of reviewing the report issued by the Turnpike Commission and wanted to hasten to commend you on its form and content.

"I felt quite guilty, however, when I opened it and found my picture on the frontispiece since I have had so little to do with the accomplishments of the Commission.

"You and your fellow members and Governor Lausche, who was Governor at the time of its inception, certainly put in much time and effort and are deserving of any recognition that results from this wonderfully well organized and functioning turnpike.

"Best wishes to you.

"Sincerely,

"Michael V. Di Salle,

"Governor.

"MVD:mfc"

He said the letter was representative of the praise the Commission had received from all quarters about its Annual Report.

The Chairman said that in the absence of any questions the report of the Chairman would be accepted.

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

1. Financial Report as of January 31, 1959.
2. Traffic and Revenue report for January of 1959.
3. Draft of the minutes of the February 3, 1959 meeting.
4. Detail of investment transactions for February 1959.

The Chairman said that in the absence of any questions the report of the Secretary-Treasurer would be accepted.

The Chairman interposed to say that the Toledo Blade in its issue of Sunday, March 1, 1959 had carried an editorial titled "Ohio's Paying Pike" which was a very gratifying expression. He asked that that editorial together with editorials which had appeared in the Cleveland News of February 5, 1959 and in The Dayton Daily News of February 6, 1959 be incorporated in the record of the meeting.

"The Blade's Page of Opinion

Sunday, March 1, 1959

"OHIO'S PAYING PIKE

"It was only a few years ago that the bloom seemed to be definitely off the turnpike rose. In deflating stories about this particular method of meeting highway construction needs the disappointing volume of traffic and receipts on Ohio's spiking new turnpike were cited as reason for skepticism about the pike building boom.

"But a look at the earnings experience of the nation's toll roads in the recession year of 1958, according to the New York Times, 'has brightened the hopes of the investment community that the postwar toll road system is well on the way to justifying itself financially.' The Ohio Turnpike, it is pleasing to note, is described as 'well established in the black.'

"The position of this state's superhighway has steadily improved since its early discouraging experience. A large part of its initial trouble resulted from a virtual boycott of truckers who considered rates

unrealistically high. But once these were readjusted the picture began to change for the better. The steadily increasing use of the turnpike by commercial vehicles in 1958 brought an expression of particular gratification by Turnpike Commission Chairman James W. Shocknessy.

"Undoubtedly, too, as Mr. Shocknessy observed, it takes some time for such a transportation facility to become fully incorporated into the economic system. Not only do the operators of a pike have to gain experience, sometimes painfully, but its advantages must become familiar to potential customers.

"Some of the nation's tollways, to be sure, are in trouble (the Times lists the West Virginia Turnpike, the so-called 'road to nowhere,' and the Calumet Skyway at Chicago as superroads whose earnings continue to be discouraging to bondholders). But if the myth has been pretty well exploded that toll roads are invariably a bonanza, the '58 experience and the still brighter prospects for the current year bolsters confidence in the profitability of such roads where they are well planned and operated and serve a really useful purpose.

"Although Ohio's pike does not offer travelers an easy way through mountains, like the Pennsylvania pike, nor a passage through a congestion-ridden area, as does the New Jersey pike, its balance sheet shows that investors apparently did not miscalculate its usefulness."

"Cleveland News
Thursday, February 5, 1959

"PIKE TURNING OUT FINE

"Ohioans have special reason to be proud of their Turnpike from a modern transportation standpoint and because it is a financial success - prudently managed by Chairman James W. Shocknessy and the Ohio Turnpike Commission.

"The Turnpike revenues of \$20,822,000 in 1958 topped all previous years since it was opened in October of 1955 and more than covered operations, interest and bond retirement requirements. Its net income was 1.5 times last year's interest requirements.

"On top of this financial achievement, traffic and operational income of super-toll road in January were the highest for the month in the 241-mile road's history - \$1,258,000 and sufficient to meet the month's expense and interest charges.

"The Ohio Turnpike is turning out fine in all respects - use, income, management, convenience and safety. Ohio Turnpike bonds are up among the four or five turnpike leaders in the country.

"This proves that, when the right kind of modern highway is built and then rigidly patrolled and supervised, it will pay off."

"The Dayton Daily News
Friday, February 6, 1959

"TURNPIKE TAKES OFF

"The Ohio turnpike has climbed out of its early financial ruts onto smooth pavement.

"Last year, a bad one for business, the turnpike pulled five per cent more revenue than in 1957. Last month, an extraordinarily bad one for weather, it outdrew any previous January.

"To get to this point the turnpike had to overcome an unrealistic set of tolls (since changed), a boycott by truckers and generally fixed motoring habits of older days. Time has taken care of some of the obstacles, but good management by the Turnpike commission, headed by James W. Shocknessy, has been an important element.

"The commission can take pride in the traffic and revenue figures it issued yesterday. So can the persons who were willing, at the outset of toll road planning, to pit their vision against a considerable weight of skepticism."

The Executive Director reported that bids were opened on March 2, 1959 for the purchase of 51 dump trucks. He said 13 bidders had submitted bids in one form or another. He said bids had been taken on three different proposals: one for furnishing dump trucks less trade-in of existing equipment; a second for furnishing dump trucks without trade-in; and the third for the purchase by the bidder of the used dump trucks. He said several of the bidders had submitted bids which were not responsive to the proposals. He said the Commission's staff and the Consulting Engineers had conferred with respect to the bids to determine the best bids received. He said it had been found that the best bids received were a combination of the proposals to purchase without trade-in and for sale of the used trucks. He said the low bid responsive to the invitation for the new trucks had been submitted by Bob Beck Chevrolet of Lorain, Ohio in the amount of \$169,575. He said the best bid for the

purchase by the bidder of used equipment had been submitted by Spitzer Motors of Elyria, Ohio in the amount of \$28,280. The Executive Director said he recommended and the General Counsel and the Consulting Engineers concurred in his recommendation that the award be made to Bob Beck Chevrolet Company on its low bid of \$169,575 for the purchase of new dump trucks and to Spitzer Motors of Elyria on its high bid of \$28,280 for the sale of the used trucks. Mr. F. S. Cresswell said the Consulting Engineers concurred in the recommendation of the Executive Director.

A resolution awarding contract for purchase of dump trucks and trade-in of certain Commission-owned dump trucks pursuant to invitation No. 307 was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 2-1959

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for the sale to the Commission of 51 new 1959 model dump trucks and acceptance in trade of 40 used dump trucks, which proposed contract has been designated Contract No. 307A;

"WHEREAS the Commission has advertised in like manner for bids upon a contract for the purchase by the Commission of 51 such vehicles, which proposed contract has been designated Contract No. 307B;

"WHEREAS the Commission has also advertised in like manner for bids upon a contract for the sale to the bidder of the 40 used dump trucks hereinbefore mentioned, such proposed contract being designated Contract No. 307C;

"WHEREAS Contracts Nos. 307B and 307C are, taken together, alternates to proposed Contract No. 307A;

"WHEREAS proof of the publication of such advertisement is before this meeting;

"WHEREAS a total of twenty proposals for the several contracts aforesaid have been received from thirteen bidders in response to the aforesaid advertisement, which bids are before this meeting;

"WHEREAS the bids have been duly analyzed by the Commission's executive director, deputy executive director and general counsel who have reported thereon to the Commission that the bid of Bob Beck, Inc.

of Lorain, Ohio for Contract No. 307B for the purchase by the Commission of 51 new 1959 model dump trucks is the lowest bid meeting specifications for Proposal No. 307B, and that the bid of Spitzer Motors of Elyria, Inc. for Contract No. 307C for the sale to the bidder of 40 used dump trucks is the highest bid received for Proposal No. 307C; and

"WHEREAS the Commission has given due and full consideration to the bids received and the qualifications of the bidders to perform the contract for which they submitted their respective bids;

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of Bob Beck, Inc. of Lorain, Ohio contained in its Proposal No. 307B for the purchase by the Commission of 51 new 1959 model dump trucks for the net total price of \$169,575.00, be, and the same hereby is, determined to be the lowest and best of all bids received on Proposal No. 307B and is hereby accepted;

"FURTHER RESOLVED that the bid of Spitzer Motors of Elyria, Inc. contained in its Proposal No. 307C for the sale to the bidder of 40 used dump trucks for the net total price of \$28,280.00, be, and the same hereby is, determined to be the highest and best of all bids received on Proposal No. 307C and is hereby accepted; and

"FURTHER RESOLVED that the Commission's executive director be, and hereby he is, authorized (1) to execute contracts with said successful bidders in the form prescribed in the invitation for bids and upon condition that said successful bidders shall furnish performance bonds in the form contained in such bidding documents, (2) to return to all other bidders, pursuant to said Invitation No. 307, the bid security furnished by each of them, respectively, (3) to return said successful bidders' bid securities when the aforesaid contracts shall have been duly executed and said performance bonds furnished, and (4) to take any and all action necessary or proper to carry out the terms of said bids and of said contracts."

The Executive Director said in response to questions by the Members that the tabulation of bids which was before them was a tabulation of the bids as opened and not a tabulation of proper bids. He said that with respect to his statement that certain of the bids were not responsive to the invitation it would be noted that three firms bid and proposed to furnish Dodge 600 trucks, which trucks were lighter trucks than were specified in the invitation to bid, and that therefore

those bids were not responsive to the invitation. He said he knew the Dodge trucks were lighter than required by the specifications because of the manufacturer's published weight tables. He said his recommendation for award concerned a bid which was low with respect to the new trucks and a bid which was high with respect to used trucks.

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

Ayes: Chastang, Teagarden, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with the four Members present voting in the affirmative. The resolution was identified as No. 2-1959.

The Executive Director reported further that six carriers had commenced a test operation of tandem trailers, better known as double bottoms, on the New York State Thruway and the Massachusetts Turnpike. He said the current plan was to operate the test for three months. He said the combination of vehicles might be as long as 98 feet and weight as much as 127,400 pounds gross as contrasted with limitations of 60 feet in length and 90,000 pounds gross weight permitted on the Ohio Turnpike under the Commission's Rules and Regulations. He said the Commission had been informed that should double bottom operation prove practicable and safe on the New York Thruway and the Massachusetts Turnpike it would be the desire of the industry to expand the operation to other turnpikes.

The Executive Director said also that operation of double bottoms on the Ohio Turnpike would involve many considerations, including the following:

1. Existing axle-loading and gross-weight limitations on the Ohio Turnpike had been carefully determined and both axle-load and Gross-weight limitations in use in the test exceeded limitations permitted on the Ohio Turnpike.

2. The existing length limitations effective on the Ohio Turnpike were identical with those permitted on public roads. He said the length problem was primarily a safety problem and was substantially different on a turnpike than on the public road system. He said that tended to indicate there might not be the same validity to the determination of maximum lengths on a turnpike as there would be on public roads.

3. The existing automatic classification system on the Ohio Turnpike could classify vehicles having up to seven axles whereas tandem trailer combinations might have up to nine axles.

4. There was no toll schedule currently effective for vehicles weighing in excess of 90,000 pounds.

5. There were no facilities on the Ohio Turnpike to accommodate make-up and break-up of the combinations as they entered from or exited to the public road systems.

6. Existing toll plazas on the Ohio Turnpike were designed to accommodate combinations of vehicles of lengths currently permitted. He said the cab of a tractor pulling a combination with an over-all length of 98 feet would be approximately 27 feet beyond the toll collector when the last axle cleared the scales.

The Executive Director said it was expected that the test operations would provide conclusive information with respect to practicability of operation and safety. He said that information as well as the problems peculiar to the Ohio Turnpike were subjects of consideration by the Commission's staff and Consulting Engineers. He said it was not expected that conclusions would be reached for several months.

The Executive Director said that several of the trucking companies participating in the test on the New York State Thruway and the Massachusetts Turnpike operated conventional trucks on the Ohio Turnpike. He said that three members of the Commission's staff: the Deputy Executive Director, the Traffic and Safety Engineer and the Director of Information and Research would go to New York and Massachusetts to observe the test. He said that another staff member, Paul C. Rief, assistant to the Director of Information and Research, would ride one of the double bottom trucks from the Pennsylvania-New York line to Boston. He said the staff members would discuss the results of the test with the New York State Thruway Authority and the Massachusetts Turnpike Authority. He said he understood the trucking industry had appointed a committee of experts to monitor the test and that when that committee had reached a conclusion they would seek a conference with the Commission.

The Executive Director reported further that a copy of the report of the Commission's staff and Consulting Engineers on the effectiveness of the median on the Ohio Turnpike in performing its intended function

and recommendations with respect thereto had been forwarded to each member under date of February 26, 1959. He said statistics for the years 1957 and 1958 had been used in the study and although it would appear that a two-year period should furnish ample information to develop patterns such had not proved entirely true. He said the frequency of incidents of out-of-control vehicles escaping the median had been so small that inconclusive results had been obtained in the efforts to determine wherein improvements might be made. He said some logic might result from continued studies over a greater period of time. He said it was the intention to review periodically the experience and, if it would appear that corrections should be made, they would be recommended to the Commission for consideration.

The Executive Director said that much of the credit for the report should go to Mr. Cresswell of the Consulting Engineers. He said the report made by Professor I. W. Hurd, Director, Yale University Bureau of Highway Traffic at the Highway Research Board concluded that width of the medial was more of a controlling factor than the conformation. He said that conclusion was proven somewhat by the fact that a great many vehicles had crossed the medial on the Ohio Turnpike where the depth of the medial was greatest.

The Executive Director reported further that a total of 18 petitions for cost-of-living adjustments of wages had been received from personnel at turnpike installations. He said the petitions had been referred to the Committee on Employee Relations and the Committee had held numerous meetings and in addition had held two hearings to which spokesmen for the personnel at each installation were invited to give evidence to support the contention that the cost of living had risen. He said the Committee was progressing with its consideration of petitions but it would appear proper that the Committee delay conclusive recommendations pending some action on the part of the General Assembly with respect to salaries for state employees. He said he believed that any action on the part of the General Assembly should influence the determination of the Committee because the Commission's salary structure, especially for maintenance employees, was patterned substantially after the salary schedule of state employees.

The Chairman said that the Executive Director might add as reasons that the Commission was an agency of the State of Ohio and should be in balance with the state. Mr. Teagarden asked whether the Commission's employees understood about the matter of the General Assembly. The Chairman said some effort should be made to let the personnel know that the Committee on Employee Relations reported to

the Commission and that the Commission had approved a continuing study until it could be learned what the General Assembly would do with respect to salaries for state employees similarly situated.

The Executive Director reported further that the Director of Highways had appointed the Chief Engineer for the Bureau of Location and Design of the Department of Highways, Mr. Warren Cremean, as liaison between the Department and the Commission with respect to new state roads crossing the turnpike.

The Executive Director reported further that the 1959 budget included funds for limited landscaping of service plaza areas and Westgate terminal. He said the Eastgate terminal had been landscaped several years previous but that other than foundation plantings at the service plazas there had been very little work done except to plant a few small trees in the picnic areas. He said Indian Meadow and Tiffin River plazas had been selected for planting in the spring and the plan of planting was complete. He said that if, following the completion of the planting, the Commission approved the type of treatment, plans for planting the other plazas could be developed and work scheduled as funds were budgeted. He said it was expected that landscaping plans for the entire turnpike would be developed as time permitted with special emphasis on interchanges where it was believed plantings would serve their most useful purpose as an aid in delineation and guidance of traffic.

He said the 1959 landscaping project proposed \$10,000 for service plazas and \$2,000 for Westgate. He said there would be also some additional plantings at the Administration Building.

The Executive Director reported further that the contract for leasing of cars for the Ohio State Highway Patrol would terminate on May 5, 1959 unless the Commission should notify the lessor thirty days in advance thereof that it desired to extend the term of the contract for an additional one-year period. He said the contract was so written as to provide a termination date at the end of one year should it be determined that the service was not satisfactory. He said the service provided under the leasing contract had been reviewed by members of the Commission's staff, the Highway Patrol and the Consulting Engineers. He said it was the consensus that service had been good and the cost reasonable and that the lessor should be served notice of the extension of the contract for the one-year period. He said that unless there was some objection from the Commission notice would be served under the contract that the Commission exercised its option to extend the contract for the additional term of one year. He

said the renewal would be at the same rate. He said he thought it was a favorable contract. He said that by comparing two representative periods - the last six months of 1957 and the last six months of 1958 - it was determined there had been a savings of \$22,729 in six months by leasing rather than purchasing patrol cars. He said that experience compared favorably with the estimate of \$50,000 as the saving possible in one year through the operation of the leasing contract.

The Chairman said that in the absence of any questions the report of the Executive Director would be received as offered.

The Executive Director reported for the Chairman of the Committee on Service Plazas, General Beightler, that since the meeting of the Commission on February 3, 1959 the Service Plaza Committee had held two meetings. He said the first of those meetings was held on February 11 at which time the request of the concessionaires for an increase in the price of hamburger sandwiches and related items was considered. He said the price of hamburger sandwiches had been fixed at \$.35 in the initial contracts and had never changed. He said the Committee, in order to have the proper information on which to make a determination, had asked the Supervisor of Service Plazas to analyze food and labor costs and report to the Committee. He said that report was in the hands of the Committee for consideration. He said the Chairman of the Committee had requested that, in addition to considering the price changes requested by the concessionaires, the Committee make a comprehensive study to include all or most menu items. He said that study was now under way and should be completed soon.

The Executive Director said also that the second item considered at the meeting on February 11 was the breakage of the large windows in the lobbies and the service station sales rooms. He said that because of the inconclusive information available to the Committee it had been deemed advisable to confer with the manufacturer of the glass. He said a conference had been arranged and the Committee met with the manufacturer at Erie Islands Service Plaza on February 25. He said the Committee was informed that the manufacturer had developed a new mounting for that type glass which it believed was the answer to the problem. He said the manufacturer stated that the new type mounting had been used in a number of recent installations and had proven very successful. He said the experimental installation of the new mountings had been made in the windows at Oak Openings Service Plaza approximately two years before and there had been no

breaks in those windows since installation. He said costs were being developed for replacement of windows currently broken using the new type mounting and that as soon as that information became available the Committee should be able to make its recommendations. He said the manufacturer was rather conclusive in its opinion that movement of the building was responsible for the breakage. He said the manufacturer meant by that expansion and contraction of the building. He said the manufacturer did not say there was any settlement of the foundation or anything like that.

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

The Chairman of the Committee on Claims, Mr. Teagarden, said there was left but one claim before the Committee.

The Chairman said the report of the Committee on Claims would be received as offered.

Mr. Cresswell of the Consulting Engineers said the Consulting Engineers concurred in the Executive Director's report.

He said the Consulting Engineers ratified everything the Executive Director said.

Mr. Preston asked if there might be a joint examination of the subject of the tax on fuel used by vehicles on the Ohio Turnpike. He suggested that someone on the Commission's staff be named to work with a representative of the Department of Highways on the subject. The Chairman designated the Comptroller for that purpose.

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

Resolution No. 3-1959

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, maintenance engineer, 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 February 3, 1959, hereby are ratified, approved, and confirmed."

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

Ayes: Teagarden, Chastang, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with the four Members present voting in the affirmative. The resolution was identified as No. 3-1959.

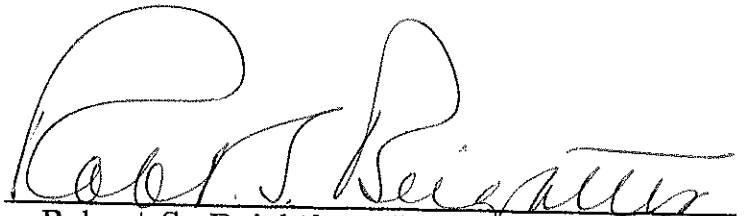
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Preston, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Preston, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:18 P. M.

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


Robert S. Beightler, Secretary-Treasurer