

MINUTES OF THE ONE HUNDRED AND FORTY-SECOND MEETING
August 2, 1960

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in its headquarters at Berea, Ohio at 10:00 a. m. Eastern Standard Time on August 2, 1960 with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, of the Auditor of State, 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, Beightler, Teagarden, Preston,
Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by General Beightler, seconded by Mr. Teagarden, that the minutes for the meeting of June 21, 1960 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: Beightler, Teagarden, Preston, Chastang, Shocknessy.

Nays: None.

The Chairman declared that the minutes stood adopted with all Members voting in the affirmative.

The Chairman reported that the Commission had learned from the newspapers of the death of Mrs. Robert Bordner. He suggested that a letter be written to Mr. Bordner, who had covered the Commission for the Cleveland Press for approximately ten years, on behalf of the Commission extending its sympathy on the loss of his very talented wife.

The Chairman reported further that during the month of July

1960 the Commission had had an income exceeding \$3,000,000. He said it was the first \$3,000,000-revenue month the Commission had ever had and the Commission could be proud of it because it derived in large measure from the increase in commercial traffic.

The Chairman said also that he wanted to congratulate the Director of Highways on his new highway, Ohio Route 1. He said he had had the pleasure the day before of driving up on the new Ohio Route 1, Interstate Route 71. He said it was a perfectly magnificent road and that it was a joy to travel to Berea from Columbus. The Chairman said also that on the way to Berea he had stopped at a Howard Johnson restaurant on the Ohio Turnpike and had been highly impressed. He said the food was good, the service was good, and everything was clean, including the men's room. He said he had nothing but praise for the restaurant at which he had stopped.

The Chairman added that he had commented on the way to Berea about how good the Commission's program of posting lead-in signs was. He said he had inquired and had found that more than 3,000, and probably as many as 3,500, directional signs to the Ohio Turnpike had been erected. He said the signs were all over northern Ohio, over a good part of central Ohio, in Michigan, in Pennsylvania, in Virginia, and in Indiana.

The Chairman reported further that the Ohio State Highway Patrol had its full complement of 75 patrolmen on the turnpike. He said the Executive Director had informed him that he had authorized the use of the 75 patrolmen and whatever overtime by patrolmen the Commander of the Turnpike District of the Highway Patrol should choose over the Labor Day week end. The Chairman said he hoped the Commission would experience as good a safety record over the Labor Day week end as it had over the Memorial Day and the July 4th week ends.

The Chairman reported further that an article that had appeared in the bulletin of the Federal Reserve Bank of Cleveland speaking highly of the Commission's finances had also been the subject of an article in the Cleveland Press.

The Chairman reported that the Executive Director had a letter from the New York State Thruway Authority confirming arrangements for a conference in Berea with the staff of the Commission on August 4, 1960 to discuss operations and management of the Ohio Turnpike. He said the General Manager of the Authority, Mr. Holden A. Evans, Jr.,

had informed the Executive Director of the Commission that he had been advised by New York bankers to consult with the Ohio Turnpike Commission on operations because it had such a good record. The Chairman said he thought the Commission and its staff could be proud that the New York bankers thought enough of them to recommend the New York State Thruway Authority come and consult them.

The Chairman said that in the absence of questions or objections his report would be accepted as offered.

The Chairman said the report of the Secretary-Treasurer would be received.

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

1. Detail of investment transactions for June and July, 1960.
2. Financial Report as of June 30, 1960.
3. Traffic and Revenue Report for June 1960.
4. Budget Report, First Half of 1960.
5. Draft of the minutes for the June 21, 1960 meeting.
6. Report on Concessionaires, First Half of 1960.

The Assistant Secretary-Treasurer reported further that on August 15, 1960, \$4,345,000 of U. S. Treasury 4-3/4% Notes would mature in the Reserve Account. He said the Treasury was offering a 3-1/8%, eleven and one-half month certificate dated that same date but any investor was eligible to buy the new securities regardless of whether he held the maturing issues. He said it was expected the new certificates would be far over-subscribed for. He said the drop in yield from 4-3/4% to 3-1/8% would cause a reduction of \$5,900 a month in investment income to the Commission and the reduction would be greater if reinvestment were made in another security with a yield lower than 3-1/8%. He said that new 91-day Treasury Bills dated the following Thursday had been sold the day before at a yield of 2.13%, the lowest in almost two years.

The Assistant Secretary-Treasurer reported further that on August 1 or August 2 of 1960 the Trustee would make transfers from the Revenue Fund that would fill the Bond Interest Account and add a little more than a half-million dollars to the Reserve Account. He said that early in September, October and November the entire amount of the transfers would be to the Reserve Account.

The Chairman said that in the absence of questions or objections the report of the Secretary-Treasurer would be accepted as offered.

The Chairman said the report of the Executive Director would be received.

The Executive Director reported that Lombardo Bros. Construction Co. had accepted the determination made by the Commission of final quantities of E-4 borrow on Construction Contract C-22 and had withdrawn its claim for \$88,920.22 and had accepted payment under the provisions of the contract and had been paid. He said that accordingly it had not been necessary to exercise the partial waiver authorized under resolution 6-1960 adopted June 21, 1960.

The Executive Director reported further that analysis of accident experience since the opening of the Ohio Turnpike to traffic indicated the severity of accidents of out-of-control vehicles colliding with the ends of steel-beam guard rails might be reduced by modification of guard-rail ends. He said the Chief Engineer had modified several lengths of guard rail by constructing a curve in the end spans of the approach end of the rail, thus turning the ends away from the pavement. He said the modification was made so the staff and others would have an opportunity to observe one type of treatment that could be obtained for minimum expense. He said also that in further consideration of the problem the Assistant Director of the General Motors Proving Ground, Mr. K. A. Stonex, had been asked to show a film on studies made at the Proving Ground on "Effects of Cross Section Design on Vehicle Operation". He said the Chief Engineer and Consulting Engineers were jointly preparing standards for modification of steel beam guard rail ends. He said that following a determination of the most effective treatment economically obtainable an estimate of cost for treatment of all steel beam guard rails on the turnpike would be made and considered for further action. He said five fatalities had resulted from piercing of vehicles by guard rail. He said the treatment of guard rail being considered was no preventative of an accident but might relieve the severity of an accident.

The Executive Director reported further that the number of trips and resultant mileage in the trial operation of tandem trailer combinations in excess of 60 feet in length on the turnpike had been increasing at an accelerated rate so that on July 27, 1960 there had been 1,489 trips for a total of 302,271 miles. He said he did not think it was possible to predict prospective annual revenue from operation of the tandem trailer combinations from the results of the trial program of operation because it was quite expensive to enter into the program from the trucking

companies' standpoint so that many of the companies, although they had expressed an interest in the program if it should be on a permanent basis, had not deemed it advisable to make the necessary expenditure to operate on a temporary basis. He said the equipment being used in the trial program was of a permanent type which would be quite adequate if the program were to go on a permanent basis. He said he thought that, if the Commission decided to put the program on a permanent basis, more trucking companies would be interested. He said permits to participate in the trial program had been granted to eight companies and applications for permits had been received from three other companies. He said it was pretty difficult to evaluate some of the reports received concerning the interest of the trucking industry in the program because that industry was ambitious in speech and slow in movement.

The Executive Director added that the staff hoped to be in a position to make some definite recommendation to the Commission concerning the program during September of 1960. He said the termination date for the trial program was October 18, 1960 and it was necessary that a decision be made concerning the program some time in September or early in October. He said that throughout the trial operation the Commission's staff had worked cooperatively with the New York State Thruway Authority and the Indiana Toll Road Commission and to a lesser extent with the Massachusetts Turnpike and the Kansas Turnpike Authority in establishing criteria for equipment and operators. He said the New York State Thruway Authority had extended an invitation to the cooperating authorities to attend a conference in its headquarters at Elsmere, New York, on August 17, 1960 to exchange ideas and discuss mutual problems of tandem trailer operation. He said the Director of Information and Research and the Deputy Executive Director would attend the conference.

The Executive Director reported further that, subsequent to the meeting of the Commission on June 21, 1960 at which the Director of Highways had stated that about two-thirds of the Ohio Turnpike lay within the approved mileage of the National System of Interstate and Defense Highways and had asked the Members to consider for later discussion whether interstate route markers might be erected along the turnpike, he and the Director of Highways had discussed the temporary routing of Ohio Route 1 between the northern terminus of Interstate Route 71 and Ohio Route 18 easterly of Medina and the western terminus of Interstate Route 90 southerly of Painesville. He said the Director of Highways had asked that the Commission direct its attention to the temporary routing selected by the Department of High-

ways and advise its recommendations. The Executive Director said the staff had considered both the requests and it was the consensus that interstate route markers should be erected along the Ohio Turnpike at such time as they would serve a useful purpose to the motoring public in following a continuous route. He said the staff had had some conversations with the Department of Highways about the matter and the engineer of traffic and safety of the Department had offered to furnish criteria for sign placement and recommendations in accordance with those criteria. He said that following receipt of that information the staff would be able to give further attention to the problem and to advise its conclusions.

The Executive Director said also that pursuant to the Director of Highway's request concerning the temporary routing of Ohio Route 1 the staff had surveyed the route selected by the Department and alternate routes and had advised the Director of Highways that it was the opinion of the staff that the routes selected by the Department were the most appropriate routes over the system of state highways and had suggested to him that the Department give consideration to establishing that portion of the Ohio Turnpike between Interchanges 11 and 13 as an alternate route to accommodate those motorists desiring to incorporate the Ohio Turnpike in their route between the terminals of the Interstate Routes. He said the Department had the Commission's proposal under consideration and a decision was anticipated in the near future.

The Chairman said that in the absence of questions or objections the report of the Executive Director would be accepted as offered.

The Chairman said the report of the Director of Highways would be received.

The Director of Highways reported that as of July 31, 1960 the Department of Highways had opened 207 miles of expressway highway during 1960. He said the Department of Highways wanted to work even more closely with the Commission in working out connections between the expressway and the Ohio Turnpike. The Chairman said he was delighted to hear of the Director of Highway's interest in the connections because it was of vital importance to the transportation system of the state that the expressways and the turnpike be well coordinated.

The Chairman said that in the absence of questions or objections the report of the Director of Highways would be accepted as offered.

The Chairman said the report of the General Counsel would be received.

The General Counsel reported that since the last meeting the two Schardt cases in Summit County had been settled and the Commission's share of the settlement had been paid. He said the cases involved the most complicated and difficult drainage problems of any of the Commission's pending cases. He said the Commission and the Western Contracting Corp. had been sued for \$105,000 for injuring well supply and surface stream and for special injuries to Mrs. Schardt resulting from heart condition caused by trucks, etc. He said that in a meeting out of court the matter was settled for \$9,000 of which the Commission's contribution was \$600. He said his office had handled the two cases without help of outside counsel.

The General Counsel said also that no drainage cases had been forwarded by him to outside counsel. He said such cases had been handled by the Commission's law department. He said four drainage cases in which outside lawyers had been employed before he became General Counsel were pending and had not been tried. He said construction-contract cases in Toledo and Cleveland were being handled by special counsel but other cases pending were being handled by his office entirely, with the exception of cases having insurance coverage.

The General Counsel reported further that since the last meeting two new cases had been filed against the Commission. He said one had been filed in Lucas County by Valerie Hoff who alleged she had turned her heel in getting out of her automobile at one of the service plazas. He said she had sued the Commission and A.B.C. Vending Corp. He said the case was one covered by insurance and that actually the case resolved itself because it had been filed more than two years after the alleged accident had occurred and so there would be no liability for the insurance company. He said the other case was filed in Lucas County by a property owner named Robert C. Butler who in the previous eight or nine months had been making claims that the turnpike had damaged the drainage on his land. The General Counsel said his office had been in negotiation with Mr. Butler and the property involved had been looked over by the Chief Engineer. He said the suit was for \$7,000. He said all the evidence appeared to be that the plaintiff himself had caused the damage by tinkering with his grounds.

At the request of Mr. Teagarden the General Counsel read a letter received from Counsel for Lombardo Bros. Construction Co. addressed to the General Counsel under date of August 1, 1960 as follows:

"This will acknowledge receipt of your letter of July 27, 1960 and the enclosures to which it refers. I am grateful to you for your cooperation in having brought this to a conclusion and express my appreciation of the manner in which the affair was handled."

The Chairman commented that the Commission would have concluded the case the same way three years before exactly as it had. He said he did not know what the thanks were for.

The Chairman said that in the absence of questions or objections the report of the General Counsel would be accepted as offered.

The Chairman said the report of the Consulting Engineers would be received.

Mr. Fred S. Cresswell reporting for the Consulting Engineers said the Consulting Engineers' annual inspection was complete and the Ohio Turnpike was in as good if not better condition than it had ever been. He said the report would be submitted to the Commission before October 1, 1960.

The Chairman said that in the absence of questions or objections the report of the Consulting Engineers would be accepted as offered.

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

Resolution No. 8-1960

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, 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 on June 21, 1960, 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 June 21, 1960, hereby are 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, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 8-1960.

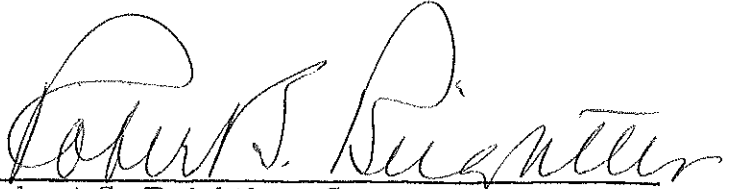
There being no further business to come before the Commission, a motion was made by General Beightler, seconded by Mr. Chastang, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:24 o'clock P.M.

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


Robert S. Beightler, Secretary-Treasurer