

MINUTES OF THE ONE HUNDRED AND FORTY-FORTH MEETING  
November 1, 1960

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Room 907 of the Ohio Departments Building in Columbus, Ohio at 11:00 A.M. Eastern Standard Time on November 1, 1960 with the key members of its Staff, representatives of the Consulting Engineers, of the Trustee, of the Auditor of State, 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, Shocknessy.

Absent: Preston

The Chairman announced that a quorum was present. He said he had been advised by Mr. Preston that he would have to be in St. Louis that morning. He said the first assistant director and chief engineer of the Department of Highways, Mr. G. A. Berry, was present as an observer in Mr. Preston's behalf.

The Chairman noted also that Mr. David B. Ewing was present as a representative of the Auditor of State's office and Mr. S. A. Keller as a representative of the Trustee.

A motion was made by Mr. Teagarden, seconded by General Beightler, that the minutes for the meeting of September 20, 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 present responded to roll call. The vote was as follows:

Ayes: Teagarden, Beightler, Chastang, Shocknessy.

Nays: None.

The Chairman declared the minutes stood adopted with the four Members present voting in the affirmative.

The Chairman reported that since the last meeting the Commission had had the fifth anniversary of the beginning of operation of the Ohio Turnpike. He said the anniversary was duly noted by several newspapers: the Akron Beacon-Journal, the Elyria Chronicle-Telegram, the Ravenna Evening Record, and the Warren Tribune Chronicle. He said it was most interesting to note that the Elyria Chronicle-Telegram could take satisfaction in the five years.

The Chairman reported further that October revenue was \$160,000 higher than the revenue of October of 1959 and exceeded \$2,000,000 for the first time an October exceeded \$2,000,000. He said the approximation was \$2,055,000 for the month of October.

The Chairman read a post card addressed to the Commission as follows:

"Des Moines, Iowa  
"October 26, 1960

"Gentlemen:

"My wife and I recently enjoyed a trip over the turnpike and we became so enthusiastic about it's beauty we wrote a poem about it, to wit:

"Ohio Turnpike

"God must smile when He sees,  
Threads of concrete within His trees,  
His children's hands, so well displayed,  
His trees lift theirs in accolade,  
The level path both dry and true,  
Where once His creatures wandered through,  
Man's newest triumph humbly stands,  
Within His ancient wonderlands,  
God must smile at this marriage,  
For the Turnpike is His sanctuary.

"Yours truly,

"Mr. and Mrs. E. C. Muelhaupt"

The Chairman directed the Director of Information and Research to acknowledge the card and tell the senders that the Chairman read the poem at the meeting and the Commission was delighted with it.

The Chairman reported further that the Buckeye Traffic Safety Attack Conference sponsored by the Governor's Traffic Safety Committee and the Ohio Department of Highway Safety was meeting that day in Columbus. He said the Commission was represented by its Traffic and Safety Engineer, Mr. B. H. Bowman, and that District 10 of the Ohio State Highway Patrol was represented by Sergeant W. B. Lohr, Lieutenant W. E. Timberlake, Commander of District 10, being at Northwestern University where he was lecturing on law enforcement on limited access highways. He said the Cleveland Plain Dealer had called him one day the previous week for a comment on the accidents which were on the turnpike, two of them involving trucks. He said the accidents once again were an example of the inability to engineer total safety because total safety required driver attentiveness and in both cases the drivers were apparently inattentive. He said he had commented to the newspaper that the Commission would make an intensive study of the background circumstances surrounding the drivers as they undertook their duty. He said the Commission could not police the whole public as adequately as it would like and it certainly could not keep the public awake but it could make an effort to see that the trucking industry kept its drivers awake, so that effort was being made by the Executive Director. He said that was the comment he had made to the Plain Dealer when he was called.

The Chairman inquired of the Director of Information and Research about progress on the Annual Report which would be due the first day of February 1961. The Director of Information and Research replied that accumulation of material for the Annual Report had already begun; that the various departments had been asked to submit their material, and that pictures were well in hand.

The Chairman said that in the absence of any questions the report of the Chairman would be accepted. He 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 September and October 1960
2. Financial Report as of September 30, 1960
3. Traffic and Revenue Report for September 1960
4. Budget Report for the First Nine Months of 1960
5. Draft of the minutes for the September 20, 1960 meeting.

In response to a question by Mr. Chastang, the Assistant Secretary-Treasurer said the estimate of projected income for 1960 which he as Comptroller had made would be more than met. He said the estimated income for the year 1960 was \$24,570,000 and for the 12 months ending September 30, 1960 the income was \$24,848,000, so that if income were the same in the last three months of 1960 as it was in the last three months of 1959, the estimate of income would be exceeded by approximately \$300,000.

The Chairman said that in the absence of any questions the Secretary-Treasurer's report would be accepted. He said the report of the Executive Director would be received.

The Executive Director reported that following the vacation peak-travel period ending with Labor Day the attention of the staff was directed to preparations for snow and ice removal during the approaching winter. He said that by the middle of October snowplow push frames had been installed on all equipment used in plowing operations and a minimum stockpile of 200 tons of salt at each maintenance building had been accumulated and hopper bodies had been installed on two medium trucks in each maintenance section to handle any unseasonable storms that might occur. He said installation of all hopper bodies was scheduled by November 1. The Executive Director said also that before the end of November there would be not less than 400 tons of salt at each maintenance building and not less than 100 tons of salt at each intermediate stockpile. He said that during the winter of 1959-1960 approximately 17,500 tons of salt had been used. He said it was expected the needs for the coming winter would approximate that same quantity so that by the end of November approximately one-fourth of the next winter's need of salt in storage along the turnpike would be accomplished. He said that because of difficulties in storing, calcium chloride would not be stored in any appreciable quantity until lower temperatures would prevail in December. He said that on October 19 the Chief Engineer held the annual fall foremen's conference at which time snow removal procedures were reviewed for possible improvement and that between October 20 and 25 all equipment was inspected for readiness and compliance with directives for winter change-over.

In response to questions by the Members the Executive Director said the federal government had been continuously furnished since 1956 with information concerning uniform bids by salt suppliers. He said he had been in touch with the Department of Justice and also with the Kefauver Committee of the United States Senate. He said all information had been furnished to those two agencies. He said he had a visit

the previous week from the Federal Bureau of Investigation which was investigating for the Department of Justice and which reviewed the Commission's experience not only in the purchase of salt but also in the purchase of calcium chloride and other chemicals. He said the bids on salt received by the Commission in 1960 were identical with the bids received in 1959. He said the same was true with respect to bids on calcium chloride and on all chemicals. He said all salt companies bid the same on salt to be delivered to a given destination but that the bids varied as between destinations. The Executive Director said the basis for selecting a supplier included such considerations as the proximity of the plant and the service the Commission had received in the past. He said the contract for salt to be used in the western portion of the turnpike had gone to International Salt Company, Inc., whose mines were in Detroit and the contract for salt for the eastern portion of the turnpike had gone to Morton Salt Company, whose mines were in Painesville, Ohio. He said a contract had not been awarded to Diamond Crystal Salt Company on its bid because that company shipped its salt from Louisiana by barge up the Mississippi River and the Ohio River to East Liverpool and on occasion the barges had been frozen in so that the company could not make deliveries. He said the Commission could not afford to take that chance on getting deliveries of salt.

The Executive Director reported further that at approximately 4:50 A.M. on the morning of October 26, 1960 a truck hauling steel westbound wandered from the pavement and struck the guard rail protecting a pier of the bridge carrying Lime City Road over the turnpike at milepost 65. He said the corner of the truck bed apparently struck one of the three columns supporting the bridge and a coil of steel weighing approximately 30,000 pounds broke loose and also struck the column. He said the driver was apparently asleep and suffered only minor injuries. He said the column supporting the bridge was shattered and approximately one-half the width of the superstructure at that point was in danger because of lack of support. The Executive Director said steps were taken immediately to limit traffic to one way on that half of the bridge not endangered and to arrange for support of that part endangered. He said a contractor was on the job by noon of the same day and completed initial shoring work with 12-by-12 inch oak timbers by afternoon of the following day. He said the bridge was opened to two-way traffic at 5:00 P.M. on the following day and repair work started. He said it was expected the repair work would cost between \$10,000 and \$15,000. He said the trucking company was adequately insured and no problem was expected in obtaining full reimbursement for costs of repair.

In response to questions by Members the Executive Director said the roadway on the bridge did not sag at all. He said the bridge was a continuous beam bridge, that is, the beams were continuous in their support and were not independent from pier to pier so that they provided an arching action. He said when levels were taken on the bridge no settlement could be detected. He said that any load that went over the bridge would make it settle. The Executive Director said the Commission had had immediate notification of the accident because a member of the Highway Patrol was trailing the truck because he thought the driving was a little erratic and would have stopped the truck had the bridge not stopped it. He said the Commission's maintenance crews were on the job within an hour after the accident occurred. The Executive Director said the driver's log had been checked and it checked out all right. He said the driver's excuse was that he had had the heater on and the windows wound up and had become drowsy from the heat. He said that was questionable. He said it was necessary to look behind the driver's statement and he had therefore advised the insurance company that the Commission believed the matter could be one of concern not only to the trucking company and to the Commission but also to the insurance company. He said the insurance company had agreed to do anything the Commission felt was necessary and it was going to go into the driver's background before he was an employee of the trucking company and before the trucking company was an insured of the insurance company. He said the attitude of the insurance company indicated it would be very cooperative.

The Executive Director said further in reply to questions that he doubted there would be any shortening of the life span of the structure. He said the repairs were being performed by Mosser Construction, Inc., a contractor in Fremont, Ohio. He said the Commission had considerable expense in providing flagmen on Lime City Road until the bridge was shored and for materials and services performed in connection with the shoring. He said the contractor's quotation of costs was about \$8,900 and the Commission's costs would be around \$1,000 and that with allowance for some things not currently known the total cost would probably be between \$10,000 and \$15,000. He said the services of the contractor had been obtained on a request to it to help in the emergency which it did. He said the contractor had done other work for the Commission and had a reputation for doing very good and precise work. He said the contractor's work on the bridge was on the basis of a continuing arrangement. He said he had discussed the arrangement with the insurance company and it was agreeable to the company. He said it was possible the insurance company would pay the contractor direct and make a separate reimbursement to the Commission for its costs. He said the insurance company was the Continental National Group.

The Executive Director reported also that in cooperation with the Director of Highways that portion of the Ohio Turnpike between interchanges 11 and 13 had been established as an alternate routing for Temporary State Route 1. He said signs designating the turnpike as an alternate to State Route 82 as a portion of Temporary State Route 1 had been erected both on state roads adjacent to the turnpike and on the turnpike between interchanges 11 and 13 on October 27. He said the signs would serve those travelers wishing to incorporate a portion of the turnpike in their routing along Route 1. He said the signs would also serve those patrons on the turnpike wishing to find State Route 1. He said a release had been issued by the Commission to advise travelers that they could use Temporary Route 1 in traveling between the Ohio Turnpike and Interstate Route 90 which connected directly with the New York State Thruway at the New York - Pennsylvania line.

The Executive Director reported also that following the meeting of the Commission on September 20, 1960 letters were sent to all trucking companies participating in the experimental operation of tandem-trailer combinations in excess of 60 feet in length on the Ohio Turnpike advising that the Commission had authorized the issuance of annual permits and that their respective permits had been extended accordingly for a period of one year from the dates of issue. He said all other trucking companies and agencies which had asked to be kept informed on the tandem-trailer program were advised by letter of the Commission's action. He said that as of November 1 permits had been issued to 11 trucking companies, an increase of one company since the last Commission meeting. He said the application of Daniels Motor Freight, Inc. was being processed. He said four other trucking companies had shown interest in the program and had asked that regulations and permit-application forms be mailed to them. He said three of the currently operating companies had asked for additional application forms, advising that they were purchasing additional large tractors and hoped to have them licensed in the near future.

The Executive Director said also that there was an increase in tandem-trailer combination operations in September of 77 trips and 15,259 vehicle-miles over and above the August figures and that the figures for the first 26 days of October showed 476 trips compared to 421 trips for the entire month of September. He said that although that growth was quite minimal it did show a pattern of steady increase. He said it could not be expected there would be any rapid growth in the program for quite some time. The Executive Director said the construction of a make up and break up area for the tandem-trailer

operation at Cleveland Interchange was started early in October and all grading and drainage work was complete. He said the Commission had advertised for bids for stone to pave the area and it was hoped to accomplish the paving in the near future and place the area in service before the end of 1960. He said it was not contemplated that any other areas would be needed within the next several months.

The Executive Director said also that within the past several weeks the Highway Patrol had observed a few tandem-trailer combinations operating on grades at speeds somewhat less than the 25-miles-per-hour minimum required by the permit. He said the matter had been brought to the attention of the company concerned and by letter under date of October 25, 1960 the company advised of three steps it was taking to maintain the minimum speed and assured the Commission of its desire to meet all of the regulations to the fullest extent. He said the Inter-Turnpike Committee on tandem-trailer combinations had scheduled a meeting to be held on November 15 in New York City at the time of the annual meeting of the American Bridge, Tunnel and Turnpike Association, Inc. He said the Director of Information and Research and the Deputy Executive Director, who had been representing the Commission at such conferences, would attend the conference.

The Executive Director reported further that in the continuing study of the use of the facilities at the service plazas the staff had completed an examination of over 4,000 guest checks representing 9,330 guests of the restaurants. He said checks for the examination were selected from two average days during the summer vacation period and two average days in September. He said it was found that 22.5% of guests ordered a beverage only and 14% ordered a beverage and dessert. He said 24% ordered sandwiches, 12% ordered breakfast, and 19% ordered meals or plate lunches. He said the remaining 8.5% ordered miscellaneous items, most of which were small salads. He said 29% of the orders cost 25¢ or less, and 75% of the orders were \$1.00 or less. He said less than 1% of the orders cost in excess of \$2.00. He said the findings clearly indicated the buying habits of the traveling public on the turnpike and would provide useful information in considering expanded facilities.

In response to a question by the Chairman of the Committee on Budget and Finance, Mr. Chastang, the Executive Director said he had submitted to the Members of the Committee the recommendations made by the Committee on Employee Relations following consideration of petitions for salary adjustments submitted by toll and mainten-



ance employees. He said he thought a meeting of the Committee on Budget and Finance was in order but prior to the setting of any meeting of the Committee he would like to know from the Committee if there was any additional information desired in connection with its consideration of the recommendations of the Committee on Employee Relations. He said that because the recommendations were costly and had not been considered by the Committee on Budget and Finance at the time the latter Committee made its recommendations for the budget it was necessary that the Committee on Budget and Finance review the recommendations as to cost. Mr. Chastang said he would promptly arrange a meeting of the Committee on Budget and Finance.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted. He said the report of the General Counsel would be received.

The General Counsel reported that in the past week the case of Hollister B. and Isabelle E. Crane vs the Ohio Turnpike Commission had come up for trial. He said it was a drainage case in which the plaintiffs were suing for \$10,000, urging error of design and negligence in construction. He said a contractor, the T. L. James & Company, Inc., was also a defendant. He said the company had agreed to pay \$1,000 in settlement and the Commission had contributed \$400. He said the Commission's contribution was not more than it would have cost the Commission to have expert witnesses, including engineers and a real estate appraiser, at a trial.

The General Counsel reported further that the Beacon Construction Company case had come up for pre-trial in Federal Court the past week. He said negotiations looking toward a settlement were under way.

The Chairman said in the absence of questions the report of the General Counsel would be accepted.

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

Resolution No. 11-1960

"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 September 20, 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 September 20, 1960, 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, Beightler, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with the four Members present voting in the affirmative. The resolution was identified as No. 11-1960.

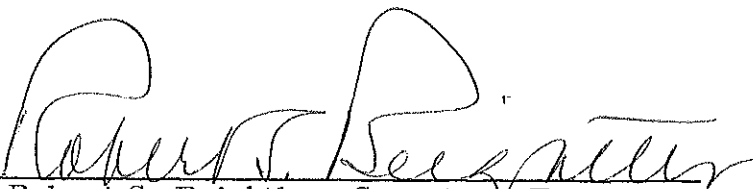
There being no further business to come before the meeting a motion was made by General Beightler, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Beightler, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:01 P.M.

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

  
Robert S. Beightler, Secretary-Treasurer