

MINUTES OF THE ONE HUNDRED AND FORTY-NINTH MEETING  
July 28, 1961

Pursuant to call of the Chairman, the Ohio Turnpike Commission met in special open session in Room 907 of the Ohio Departments Building in Columbus, Ohio at 11:00 o'clock A.M. on July 28, 1961 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. He said it was the 149th meeting of the Commission and was a special meeting called at that time and at that place pursuant to the authority granted to the Chairman under the bylaws. He said the meeting would consider all business which the Commission would have considered at the regular meeting in July, which for the convenience of the Members was not held for one reason or another, and also such business as would have been transacted at the meeting regularly to be held for August, the remainder for which on August 1st at 11:00 o'clock A.M. in Room 907 of the Ohio Departments Building in Columbus the Members had all received. He said that therefore, assuming that the July business he had mentioned could be transacted and the business which would have been transacted at the August 1st meeting could be accomplished that morning, the Commission would not expect to meet on August 1st. He said that with respect to August 1st the Director of Highways would be away at that time.

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

Present: Teagarden, Beightler, Preston, Shocknessy.

Absent: Chastang.

The Chairman announced that a quorum was present. He said Mr. Chastang had asked him to advise the meeting that he could not be present because he had to be in Washington that morning for a conference in one of the departments there for a client of his which he could not arrange for any other day and could not change. He said Mr. Chastang had said he approved holding the meeting at that time.

The Chairman said also that immediately prior to the convening of the meeting Mr. O. L. Teagarden was inducted for another term of eight years as a Member of the Commission upon appointment of the

Governor. He said he would like to congratulate Mr. Teagarden on his own behalf and on behalf of the Commission on his reappointment. He said he would like to congratulate the Governor for once again exercising such good judgment in making an appointment. He asked Mr. Preston as the Governor's personal representative on the Commission to let the Governor know that all the Members were gratified with Mr. Teagarden's appointment and with the knowledge that he would be with the Commission again, and to assure the Governor that the cooperation that he had given the Commission always the Commission would reciprocate every possible way. He said the Governors with whom the Commission had worked ever since it had been in being had all extended the Commission the fullest, the greatest cooperation and once again the Commission had evidence of that in Mr. Teagarden's reappointment. He said to Mr. Teagarden that it had been grand to serve with him those many years.

Mr. Teagarden thanked the Chairman. He said he would like publicly to express his gratitude to the Governor for his confidence and to express his thanks to the Chairman, to General Beightler, to Mr. Preston, to Mr. Chastang, and to all the members of the staff for the very generous and kind expressions of confidence that they had extended and for their words of congratulations. He said it would always be his pleasure to render the very best service he could for the benefit of the people of the State of Ohio.

A resolution nominating and electing officers of the Commission, moved and seconded as noted below was introduced as follows:

Resolution No. 4-1961

"RESOLVED that the following officers be nominated and elected, each to serve until July 1, 1963, and until his respective successor is elected and qualified; provided, however, that should any officer hereby elected, who is now a member or employee of the Commission cease to be such member or employee, the term of such officer shall terminate at such time as he ceases to be such member or employee:

"For Chairman James W. Shocknessy

"For Vice Chairman O. L. Teagarden

"For Secretary-Treasurer Robt. S. Beightler

"For Assistant Secretary-Treasurer John Soller"

Mr. Shocknessy was nominated for Chairman and Mr. Teagarden was nominated for Vice Chairman by General Beightler. The nominations were seconded by Mr. Preston. There being no further nominations for Chairman or Vice Chairman, the Chairman declared the nominations for those offices closed.

The Chairman announced that each office would be voted on separately. The roll was called on the nominee for the office of Chairman and the Members present responded to roll call. The vote was as follows:

General Beightler: Aye.

Mr. Preston: Aye.

Mr. Teagarden: Aye.

Mr. Shocknessy: Present.

The Chairman declared that Mr. James W. Shocknessy stood elected as Chairman.

The roll was called on the nominee for the office of Vice Chairman and all Members present responded to roll call. The vote was as follows:

General Beightler: Aye.

Mr. Preston: Aye.

Mr. Teagarden: Present.

Mr. Shocknessy: Aye.

The Chairman declared that Mr. O. L. Teagarden stood elected as Vice Chairman.

General Beightler was nominated for Secretary-Treasurer and Mr. Soller was nominated for Assistant Secretary-Treasurer by Mr. Preston. The nominations were seconded by Mr. Teagarden. There being no further nominations the Chairman declared the nominations for Secretary-Treasurer and Assistant Secretary-Treasurer closed.

The Chairman announced that each office would be voted on separately.

The roll was called on the nominee for the office of Secretary-Treasurer and the Members present responded to roll call. The vote was as follows:

Mr. Preston: Aye.

Mr. Teagarden: Aye.

General Beightler: Present.

Mr. Shocknessy: Aye.

The Chairman declared that Maj. Gen. Robt. S. Beightler (USA Ret.) stood elected as Secretary-Treasurer.

The roll was called on the nominee for the office of Assistant Secretary-Treasurer and all Members present responded to roll call. The vote was as follows:

Mr. Preston: Aye.

Mr. Teagarden: Aye.

General Beightler: Aye.

Mr. Shocknessy: Aye.

The Chairman declared that Mr. John Soller stood elected as Assistant Secretary-Treasurer.

The Chairman declared the resolution adopted. The resolution was identified as No. 4-1961.

A motion was made by Mr. Teagarden, seconded by General Beightler, that the minutes for the meeting of June 6, 1961 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, Preston, Shocknessy.

Nays: None.

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

The Chairman reported that the July revenue prospects from operation of the Ohio Turnpike were good. He said the revenue for July ought to be just about the same as July 1960 despite weather and despite some impact of the economic conditions nationally and plus the fact that the Fourth of July holiday was not as satisfactory as it might have been had the holiday occurred on a week-end day. He said it still remained that July 1st brought the record day-total to that time for total toll revenue to \$119,725 which was more by approximately \$3,000 than the previous record which was set on July 2, 1960. He said also that the truck traffic continued in July the uptrend established in June.

The Chairman reported further that because of the continuing accidents apparently attributable to sleepiness the staff had undertaken to throw all the weight it could and all the weight the Commission could to whatever measures the Commission could adopt and toward whatever influence the Commission could bring to bear on agencies which might be able to assist in developing safety procedures. He said that with all the respect the Commission had for the commercial traffic, with all that it had meant to the Commission, and with the acknowledged competence of the commercial operator-driver generally, there had been too many accidents on the turnpike with all the appearances of having been caused by sleepiness. He said that therefore the Commission was bending every effort it could. He said the Executive Director had addressed a letter, a copy of which was in the Members' folders that morning, to the Interstate Commerce Commission making some comments with respect to the situation. The Chairman said he considered that one of the important things the Commission was doing at that time was drawing national attention to the problem of sleepiness. He said he was not, despite what some others might be doing outside the Commission, trying to determine or to declare what the cause of drowsiness was. He said the Commission was seeking to find the cause and to do what it could to help the commercial driver. He said he was not saying the cause was carbon monoxide or was not carbon monoxide or that there was a carbon monoxide factor. He said there might be a carbon monoxide factor but the only thing he could say was that there was a drowsiness factor and what induced drowsiness he did not know. He said drowsiness was one of the things that all the agencies which had something to do with control of heavy commercial traffic would have to work together on. He said the passenger driver had not manifested the same tendency to drowsiness that the commercial driver had.

The Chairman reported further that there was an article which all the Members had received in the Investment Digest of July 17, 1961 which was quite flattering to the Commission and its securities. He said a copy would be sent to Governor Di Salle.

The Chairman said that in the absence of questions the report of the Chairman would be accepted as offered. 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. Traffic and Revenue Reports for May and June 1961.
2. Financial Reports as of May 31, 1961 and June 30, 1961.
3. Detail of investment transactions for June 1961.
4. Draft of the minutes for the June 6, 1961 meeting.
5. Cost and Budget Report, 1st Half 1961.

The Chairman said the report of the Secretary-Treasurer would be accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways, Mr. Preston, said his report would concern the development of Interstate Routes in the area of the Ohio Turnpike. He recalled that at a previous meeting the Department of Highways had requested the advice of the Commission on the construction of an Interstate Route between Akron and Youngstown. He said that at that time the Department did not have definite approval from the Bureau of Public Roads on various routes on interstate network in Ohio. The Chairman said the Commission had expressed its concurrence in the construction of the Akron-Youngstown Interstate Route in a letter addressed to the Director of Highways by the Executive Director under date of July 7, 1961.

The Director of Highways said also that on July 14, 1961 representatives of the Ohio Department of Highways had a meeting with the Administrator of the United States Bureau of Public Roads, Mr. Rex M. Whitton, for the express purpose of resolving and determining and definitely approving the interstate routes in northeastern Ohio. He said that interstate routes in that area which had been advanced in construction

had had documented approval of the Bureau but that other interstate routes in the area had had only tentative approval. He said he thought that agreement had been reached between the Department of Highways and the Bureau of Public Roads on all the interstate routes in northeastern Ohio only to learn two days before the meeting of the Commission from Mr. Whitton that certain advisors on his staff had expressed themselves as being unable to approve all the things discussed on July 14. The Director of Highways said Mr. Whitton informed him that his advisors wanted to delete the extension of the south outer belt in Cleveland between Interstate Route 71 and Interchange No. 9 (North Olmsted-Cleveland) on the Ohio Turnpike, and the portion of the Clark Freeway extending eastward from U. S. Route 21 to the east outer belt of Cleveland. He said the matters still in disagreement would be discussed further between the Department and the Bureau at a meeting scheduled for the last week in August 1961.

The Director of Highways said also that the Department had been given permission by the Bureau to proceed with the engineering work on the extension of Interstate Route 71 north from its existing northern terminus at Ohio Route 18 east of Medina to a junction with U. S. Route 42 north of the Ohio Turnpike. He said that as a result the Department the day before had sent a telegram to an engineering firm to proceed with the detailed plans for that extension.

The Director of Highways said further that the other changes in the interstate routes in northern and northeastern Ohio which had been agreed on at the meeting on July 14 included the deletion of the relocations of Ohio Route 18 west from U. S. Route 21 to Norwalk, and the deletion of the relocation of Ohio Route 14 south from the Ohio Turnpike to the relocation of Ohio Route 18. He said other changes agreed on included the addition of a diagonal connection from Interstate Route 71 at Ohio Route 18 northeasterly to Northfield, the relocation or improvement of U. S. Route 224 between U. S. Route 21 and Interstate Route 71, and the extension of the relocation and improvement of U. S. Route 21 south to bypass Massillon and connect with Interstate Route 77 south of Canton.

The Director of Highways said also that it had been agreed that the Ohio Turnpike would be designated as Interstate Route 80 all the way from the Ohio-Indiana line east to Interchange 15 at which point Interstate Route 80 would proceed east to the Ohio-Pennsylvania line to connect with the so-called Keystone Shortway in Pennsylvania. He said he understood the State of Pennsylvania was moving ahead with the construction of the Keystone Shortway. He said Interstate Route 80

would be a major New York-Chicago route, the most direct route between New York and Chicago and probably the most direct routing on the Interstate System in the United States.

The Director of Highways said also that the Commission might be interested in erecting interstate markers on that portion of the Ohio Turnpike between Interchange 8 and Interchange 15 after that portion of the turnpike was established to be part of the interstate system. The Chairman said the Commission had already said that whenever the Director of Highways indicated that interstate markers were desirable on that portion of the turnpike which was interstate the markers would be put up. The Executive Director said that interstate markers were up between Interchanges 8 and 15 in the form of so-called lead-in signs. He said that all that would be necessary to do to convert them to Interstate Route 80 markers would be to eliminate the word "To" from the lead-in signs.

The Director of Highways said he thought the interstate network in northeastern Ohio as developed at the July 14 meeting was an improvement on previous plans. He said the network was the result of much discussion. The Chairman said the Director of Highways was to be congratulated. He said he thought the state owed the Director a debt of gratitude for working out the plan for the network. He said that as far as he could see the turnpike would derive advantages and would suffer no disadvantage from the way it had been worked out. The Chairman said also that, speaking of Ohio, it would benefit measurably, especially those people who were suffering from the congestion in that most populous northeastern section would be benefited measurably.

General Beightler asked whether Mr. Whitton or any of his advisors in the Bureau of Public Roads had indicated any apprehension as to possible adverse effects on turnpike revenues if the revised complex of the interstate system in the highly industrialized area of northeastern Ohio was put into effect. The Director of Highways replied that they did not indicate any apprehension. He asked General Beightler whether he contemplated any adverse effect. General Beightler replied that he did not contemplate too much adverse effect. He said he thought that any improvement like the complex would perhaps whittle a little traffic off the turnpike here and there. He said he did not quite agree that the complex would not have any adverse effects because the Commission had seen already the bad effects that Interstate Route 94 in southern Michigan was having on the westerly part of the Ohio Turnpike and what it had done to the Indiana Toll Road. He said Interstate Route 94 had hurt the Indiana Toll Road to some extent.



General Beightler said also that he had some concern about the possible effect of the placing of that portion of Route U. S. 224 between Route U. S. 21 and Interstate Route 71 on the Interstate System. The Director of Highways said that unless that addition to the complex had been made traffic coming out of the southwest going to the Akron - Youngstown areas would have had to go north of Ohio Route 18 on a loop about 10 or 12 miles in order to stay on the interstate system. He said that by having that traffic detour by way of U. S. Route 224 it would have a direct route into Akron and on to Youngstown.

In response to questions the Executive Director said it was his opinion the turnpike would get a lot of benefit out of the complex and particularly a substantial increase in volume with the completion of the section of Interstate Route 80 between Interchange 15 and the Ohio - Pennsylvania line and the completion of the Keystone Shortway in Pennsylvania. He said that presumption was borne out somewhat by the completion of Interstate Route 90 west to Painesville and the resulting increase in traffic on the Ohio Turnpike through Interchange 13. He said some traffic was lost at Interchange 14 because of the extension of Interstate Route 90 but the loss at Interchange 14 had been minor in comparison with the gain at Interchange 13. The Chairman said he thought that that was what would be found with the complex, that any loss the turnpike suffered was going to be more than compensated. He said that more and more good roads without an outright competing road would bring business to the turnpike. He said he thought more good roads would bring business to the turnpike so long as they were not competing roads because the turnpike would serve those roads. He said the complex served the turnpike. General Beightler said he thought the Director of Highways had worked out the complex very nicely. He said that while the turnpike might suffer some, he did not think it was going to be hurt materially. He said he could not agree that some traffic would not be lost to the turnpike.

The Chairman thanked the Director of Highways for his report and said that in the absence of further questions his report would be accepted as offered.

The Chairman ascertained that there would be no reports from the Committee on Service Plazas, the Committee on Budget and Finance, the Committee on Claims, the General Counsel, the Consulting Engineers or the Director of Information and Research. He said the report of the Executive Director would be received.

The Executive Director reported that the Members would find in

their folders the expense and budget report for the first six months of 1961 showing a comparison between actual expenditures and budget and a comparison of expenditures with those for the first half of 1960. He said the 1961 expenditures were substantially under budget and below the expenditures for the first six months of 1960. He said the greatest item of savings was \$92,000 in the cost of ice and snow removal early in 1961.

General Beightler said he was glad to see that the reported expenses were nearly a quarter of a million dollars under the budget because the budget for 1961 was predicated on a five per cent increase in income over the revenues of 1960 and 1961 income was running about 4 and one-half per cent under the estimate. He said it was incumbent upon the Commission and its staff to try to keep costs down as much as possible.

The Executive Director reported further bids for salt to be used during the winter of 1961 - 1962 in the snow and ice removal program were opened the previous Tuesday. He said three bidders responded to the Commission's invitation and surprisingly the bids submitted were not identical. He said the proposal was in two parts, one for each of the eastern and western divisions of the turnpike. He said part one for the western division included an estimated 6,650 tons and the bids ranged from a low of \$88,370 to a high of \$97,585. He said part two was for the eastern division and included an estimated 8,050 tons and the bids ranged from a low of \$96,035 to a high of \$115,655. He said there were nine delivery points in part one and eight delivery points in part two with separate and different quotations for each delivery point. The Executive Director said also that in comparing the bids with bids submitted by the same three suppliers in 1960 it was found that the 1961 bids were lower on the average by \$2.36 per ton for the western division and lower on the average by \$1.29 for the eastern division.

The Executive Director said also that the same results were not obtained in the bids for calcium chloride opened the previous Monday. He said three bidders submitted identical bids for both divisions and a fourth bidder had made a mistake in figuring freight rates which resulted in bids higher than the other three bidders. He said the bids averaged \$36.35 per ton compared with the average bid of \$35.98 per ton for 1960 or an average increase of 37¢ per ton on 1,800 tons estimated to be used. He said the base price of \$32.00 per ton bid in 1961 was the same bid as in 1960 but there had been some adjustments in freight rates which accounted for the differences.

The Executive Director said also that as was the usual practice of the Commission all bids on salt and calcium chloride were being referred to the United States Department of Justice. He said the first break in the previous practice of suppliers of salt of submitting identical bids occurred in 1959 in bids for salt for the eastern division. He said the successful bidder on the eastern division on that occasion submitted a price of \$2.00 a ton less than the two other bidders who had bid on the eastern division. He said that following the receipt of those bids the contractor for supplying salt for the western division immediately reduced his price \$2.00 a ton to a price equal to the low bid on the eastern division.

The Executive Director reported further that the Board of Elections for Cuyahoga County had asked permission to use the employees' lunch room in the Administration Building in Berea for voting purposes in future elections. He said entrance to the building for voters would be by the doorway at the west end of the building. He said that use in that manner would not require the use of the elevator nor would there be any traffic through the lobby or past any office. He said that although the lunch room was used by a few employees at lunch time those employees could be accommodated elsewhere with little inconvenience. He said also that it was possible and likely there would be minor parking problems but they did not appear to be serious. He said that because of the characteristics of the two precincts planned to be served it was expected that most votes would be cast early in the morning before Commission employees arrived for work and again in the evening when the Commission employees had left for the day.

The Executive Director said also that because there might be some liability of the Commission with respect to the use of the building the Election Board had been asked to provide information on liability insurance it carried. He said the Commission had been informed that insurance was carried by the Board with respect to the use of privately owned facilities used for voting but not for public buildings. He said the Board had taken the matter up with its insurance company and if it were determined the Board could not provide adequate insurance it would withdraw its request. He said he had promised to bring the request to the attention of the Commission to determine if there were any objections to the use of the Administration Building for voting purposes provided, of course, the Commission were adequately protected from any liability because of granting permission.

The Chairman said Boards of Election used school houses and

other public buildings. He said he did not see any harm in the Administration Building being used for voting purposes. He said it was nice to cooperate with the local community. The Members indicated their willingness to leave the decision on the request to the Executive Director.

The Executive Director reported further that in connection with the Commission's efforts to improve the Ohio Turnpike safety record he would like to bring to the attention of the Members the activities of the truckers safety patrol. He said the members of the patrol often did not receive recognition for the work they did. He said he was presenting a report of their activity for the first six months of 1961. He said that currently 11 trucking firms, one bus company and one insurance company had a total of 30 safety patrolmen operating under the Commission's regulations for the issuance of truck safety patrol permits. He said the majority of patrolmen also operated as truck safety patrolmen under the program of the Ohio Trucking Association and the American Trucking Associations, Inc.

The Executive Director said also that in the first six months of 1961 the patrolmen had reported over 33,000 miles of patrolling of the Ohio Turnpike and made reports on the following observations:

Too fast for conditions	253
Following too close	83
Unsafe passing	45
Failure to permit passing	36
Failure to keep right	31
Improper lighting	78
Equipment or load unsafe	34
Commendations	1082

for a total of 1642 reports. He said that in all cases where it was possible to do so the observations of the patrolmen were brought to the attention of the persons or firms responsible for the drivers through the Ohio Trucking Association and the American Trucking Associations, Inc. He said that depending on action taken by the

various trucking companies upon the receipt of the reports it was believed the truckers safety patrol served a very useful purpose in promoting safety on the highways. He said the Commission was pleased with the cooperation received from the patrolmen operating on the turnpike. In response to questions the Executive Director said the truck safety patrolmen stopped trucks only in an emergency and had actually stopped only a few trucks. He said that on occasion they reported incidents concerning trucks at the interchanges and to the Ohio State Highway Patrol when necessary.

The Chairman said that in the absence of further questions the report of the Executive Director 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. 5-1961

"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 6, 1961, 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 6, 1961, 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, 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. 5-1961.

The Members agreed that there would be no regular meeting on August 1, 1961 because the business that would have been transacted on August 1 had been transacted that morning at the meeting and the business for the month of July had been transacted. The Chairman said that if any meeting were needed in August it would be a special meeting and would be called by the Chairman. The Members agreed also that the regular meeting for September would be on September 12 rather than on September 5 because September 5, the first Tuesday of the month, followed Labor Day.

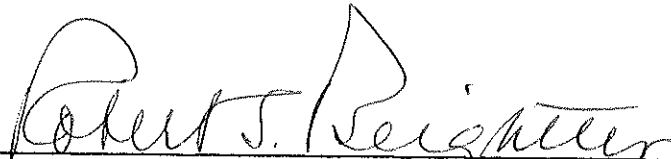
There being no further business to come before the Commission, a motion was made by General Beightler, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Beightler, Teagarden, Preston, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 1:25 o'clock P.M.

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

  
Robert S. Beightler, Secretary-Treasurer