

MINUTES OF THE ONE HUNDRED AND SIXTY-THIRD MEETING
April 16, 1963

Pursuant to bylaws, the Ohio Turnpike Commission met in special session in its headquarters at Berea, Ohio, at 11:00 A. M., Eastern Standard Time, on April 16, 1963 with Governor James A. Rhodes, Attorney General William B. Saxbe, the key Members of the Commission's staff, Mr. E. J. Donnelly of the Consulting Engineers, Mrs. Russel Lucas of the Office of the Auditor of State, members of the press, and the following, among others, in attendance: Cuyahoga County Commissioner William P. Day, Cuyahoga County Engineer A. S. Porter, Jay Katz, City Engineer of the City of Cleveland; Mayor James W. Day of Parma, a member of the Executive Committee of Cuyahoga County Mayors and City Managers Association; Major General Robert S. Beightler, U.S.A., (Ret.); Bernard T. Chupka, Assistant Attorney General; Edgar H. Swick, Director, Office of Right-of-Way and Location, U. S. Bureau of Public Roads; Martin F. Maloney, Chief, Interstate Highway Division, U. S. Bureau of Public Roads; August H. Schofer, Regional Engineer, Hagerstown, Maryland, U. S. Bureau of Public Roads; Robert S. Johnson, Division Engineer, Ohio, U. S. Bureau of Public Roads; C. H. Makeever, Chief Engineer, Ohio Department of Highways; T. J. Kauer, Engineer Specialist, Ohio Department of Highways; Howard Bovard, Chief Engineer, Right-of-way, Ohio Department of Highways; Warren J. Cremean, Urban Engineer, Ohio Department of Highways; and Charles M. Yurick, Division Engineer, Division 12, Ohio Department of Highways.

The meeting was called to order by the Chairman, who said the meeting was a special meeting called at that time and at that place to consider some matters which required the attention of the Commission. He said the regular meeting for the month of April had been cancelled.

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

Present: Redman, Chastang, Teagarden, Masheter, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Tea-

garden, that the minutes for the meeting of March 5, 1963 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: Chastang, Teagarden, Masheter, Redman, Shocknessy.

Nays: None.

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

The Chairman said that in order that there would be no delay, all reports which ordinarily would be made to the Commission at a meeting could be filed with the Secretary without reading. He said that in the absence of any objections that would be so done.

The following reports were filed with the Secretary.

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

1. Traffic and Revenue Reports for February and March 1963.
2. Financial Report as of February 28, 1963.
3. Draft of the Minutes for the March 5, 1963 meeting.
4. Detail of investment transactions for March 1963.

The Assistant Secretary-Treasurer reported further that the report of the Auditor of State covering the calendar year 1962 had been received. The letter of transmittal was as follows:

"April 10, 1963

"Mr. James W. Shocknessy, Chairman
Ohio Turnpike Commission
Huntington Bank Building
17 South High Street
Columbus 15, Ohio

"Dear Mr. Shocknessy:

"Your copy of the Auditor of State's Report of Examination of the Ohio Turnpike Commission, for the calendar year 1962, is being sent to you today.

"From the reading of the report and the comments of our Examiner, Mrs. Agnes M. Lucas, you, as Chairman, and the members and employees of the Commission are to be complimented on the operation of the Turnpike.

"You obviously had a good year in all respects.

"Very truly yours,

"ROGER W. TRACY

"Auditor of State

"RWT:ah"

The Assistant Secretary-Treasurer reported further that there were no findings included in the report and that for the eighth consecutive year no errors were reported for corrections.

The Assistant Secretary-Treasurer reported further that March set a new record for commercial toll revenue which exceeded by \$8,400 the previous record established in August 1962. He reported that for the tenth consecutive month income from all sources exceeded that of the corresponding month of any previous year.

The Assistant Secretary-Treasurer reported further that the Trustee acquired \$237,000 principal amount of Ohio Turnpike bonds in March at a price of 100-1/2. He reported that the acquisition brought to \$15,670,000 the total amount of bonds retired.

The Chairman of the Service Plaza Committee, Mr. Teagarden, filed the following report.

"The Service Plaza Committee met on March 26, 1963 to discuss and take action on several matters it has had under consideration.

"A modest food price increase was granted to the restaurant operators for a few controlled items. This was the first price increase in more than four years and in respect to some food items the

first price increase since the opening of the Ohio Turnpike to traffic on October 1, 1955. Price relief was determined to be necessary for the operators to continue to maintain high standards of service. Of 21 requested changes, eight were approved.

"Cities Service Oil Company was granted permission to install 'Directomats' at its stations on the Ohio Turnpike. A 'Directomat' is a push-button routing-and-information vending machine. The company expects to have the machines installed at Oak Openings and Fallen Timbers Service Plazas by Memorial Day.

"The installation of three additional cafeterias in the Gladioux Corporation operation and one additional cafeteria in the Howard D. Johnson operation are proceeding in accordance with plan. They are expected to be in service early in May.

"The reconstruction and modification of Gift Shop area in the four central service plazas is progressing satisfactorily.

"The public rest room addition and modification at Erie Islands Service Plaza is nearly complete. Both the ladies' and men's new rest rooms were open for the Easter traffic. The contracts for the rest room addition and modification at Vermilion Valley and Great Lakes Service Plazas were awarded at a later date and consequently construction is not as far along as at Erie Islands. The ladies' new rest room at Vermilion Valley Plaza is open and the men's new rest room should be completed early in May. At Great Lakes Plaza it is expected the ladies' new rest room will be open yet this month. It is entirely possible this facility will not be completed until the month of June.

"With the opening of these new rest rooms the remaining old rest rooms looked dark and dingy and showed their years of use. To attempt to offset this contrast the restaurant operators are repainting with light colors everything paintable and the Commission is putting in a pilot relighting installation at Towpath Service Plaza. Others will be relighted as observation of the pilot installation may indicate.

"Appendix

"A. Price Changes

1. Price differential between complete dinner and ala carte \$.50 to \$.60.
2. Ham steak from \$1.45 to \$1.55.

3. Yankee pot roast from \$1.35 to \$1.50.
4. Chicken or turkey croquettes from \$.90 to \$.95.
5. Beef stew over noodles from \$1.10 to \$1.15.
6. Fried chicken from \$1.60 to \$1.65.
7. Sherbet from \$.20 to \$.25.
8. Frankfurter-on-roll, change from eight to the pound to 10 to the pound.

"B. Cafeteria Installations to be Made.

Wyandot Plaza

Erie Islands Plaza

Vermilion Valley Plaza

Towpath Plaza"

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

Resolution No. 3-1963

"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 March 5, 1963, 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 March 5, 1963, 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, Chastang, Redman, Masheter, Shocknessy.

Nays: None.

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

The Chairman said the Commission was ready to consider the matters for which the special meeting had been called. He said he first wanted to express to the Governor the Commission's pleasure at having him at the headquarters of the Commission for the first time. He said the Commission hoped that the Governor would have many occasions in the future to come to the headquarters. The Chairman said the Commission welcomed Mr. Saxbe as Attorney General of Ohio. He said it was the first time Mr. Saxbe had been at the headquarters as Attorney General and the Commission was happy to have him. The Chairman said also he wanted to welcome all the Commission's other guests. He said there were at the table a selection of public officials with responsibilities which were manifestly great. He said the importance of the occasion was signified by the presence of the conferees who had chosen to come.

The Chairman then introduced all those seated about the table. He commented that the fact that four officials of the U. S. Bureau of Public Roads would come to the meeting was further indication of the Governor's purpose to accomplish a mission which had been the mission of Ohio for a long while in producing a suitable, convenient thoroughfare from the southwest to the northeast of the State. He said the fact that General Beightler would come to Berea for the meeting was an indication of his continued dedication to the works of the highways in Ohio. He said he was quite disappointed that Mayor Ralph S. Locher of Cleveland was not there because the Mayor of Cleveland was an old friend. He said he knew the Mayor of Cleveland as Secretary to the Industrial Commission a long while before and knew him as secretary to the Governor. He said the meeting was the first opportunity he had had to deal with the Mayor as first man, that theretofore he had dealt with the Mayor as somebody else's man. He said he understood, however, that Mayor Locher was on his way back from Washington and that he was going to be named man of the year by some organization at noon that day and that nobody could stay away from a ceremony like that.

The Chairman said also that there was a very distinguished press corps present from newspapers, radio and television. He said there had never been such a gathering at the Berea headquarters before. He said he was personally, sincerely grateful for all the kind things that had been said by the newspapers of Ohio during the past week. He said the references to him whether warranted or not, had been generous. The Chairman said the Ohio Turnpike, as he had often said, was built as much by newspapers and agencies of communication and lawyers as by engineers. He said that when one rode over the turnpike he was just riding over an awful lot of law books and a lot of newspapers. He said that had it not been for the lawyers and the support of the newspapers and the other communications media which supported the Commission in the construction of the turnpike it would not have been out there regardless of how hard the engineers might have worked. He said that in the construction of the Ohio Turnpike the Commission had an almost unparalleled support from the communications media which was reflected throughout the state. The Chairman said the acceptance which the commission gained from the state from Governors who had preceded Governor Rhodes and from Governor Rhodes came in a great measure from the fair, wholehearted presentation of the affairs of the Ohio Turnpike by the communications media. He said the Commission had had as governors men who gave it their trust. He said the Commission always hoped to merit trust that Governors had reposed in it.

Addressing Governor Rhodes, the Chairman said the Commission assured him publicly at that time as the Chairman had done theretofore since his inauguration and even before his inauguration that he would have from the Commission every ounce of support that it could give him. He said it was his belief that the Office of Governor was burdensome and the burden could be lightened by those who were associated with Governor Rhodes in government. The Chairman said he was enormously interested in good government and always hoped to have that interest and to manifest it in every respect he could.

The Chairman said also that he had heard from Governor Rhodes some time ago that he thought the Turnpike Commission and the Chairman personally could make a contribution to the State of Ohio by way of lending assistance to the completion of Interstate Route 71. He said the completion of a great highway which served so many of the people of Ohio, which served great centers of population, would serve the economy of Ohio. He said the Commission had had and he personally had had a very pleasant reaction from the public on Governor Rhodes' having asked the Commission to be of assistance

and having asked the Chairman personally. He said he thought it was to Governor Rhodes' credit that he would ask the Commission and he thought the Commission and its Members had no choice but to do everything they could both as a Commission and as individuals to render assistance. He said it was his personal view that any time the head of the state asked him to contribute any skill, talent, ability or industry of mind, he had no choice but to make the contribution that was called upon.

The Chairman said also that people had laughingly said within the previous few days, "Shocknessy working with the Republicans" and that he wanted to address himself to that and say "Yes". He said Shocknessy would work with anybody that was Governor of Ohio. He said he had been asked whether or not the matter had political implications. He said the answer to that was "Yes". He said the matter had political implications in the generic sense of the term. He said it was a service to all of the people. He said the Governor had asked that the service be rendered and he personally had said he would render it if he could. He said it was not a partisan service. He said he did not believe in blind partisanship, as was well known. The Chairman said he would no more deny giving any assistance he could to the Governor of Ohio merely because he was a Republican on the chance that in four years there would be a Democrat to give the same service to than he would cut off his right arm. He said that if Ohio needed something which he could contribute he was happy to make the contribution through the Governor of Ohio. He said the Governor of Ohio was a very high office. He said he had profound respect for the Governor of Ohio and for the office of Governor. He said he had personally known every Governor of Ohio since Governor Harmon. He said it had been his purpose, it had been bred into him, to make what contribution to government he could. He said he only adverted to that because he wanted it understood that the implications of his personal service were political only insofar as they related to people of Ohio. He said they were not partisan. He said partisanship had never had any impact in that room. He said he did not ever expect to be controlled in any activity he had by mere partisan considerations. He said Governor Rhodes knew that and Governor Rhodes had asked him to do what he could with that full understanding.

The Chairman said also that he must make clear the connections the Ohio Turnpike had with Interstate Route 71. He said it was his personal belief that a direct connection between the Turnpike and Route 71 was most desirable. He said he knew there were those who differed with him, those who thought that certain economic studies

would not at that time warrant a direct connection. He said it was his belief that the traveling public in the United States in years to come would curse the Commission and damn the Commission if there were not a direct connection. He said the first job the Commission and the Director of Highways, who was an ex-officio Member of the Commission, had was to make a determination upon the connection between the Turnpike and Route 71 and between the Turnpike and other highways which were in the process of construction.

The Chairman said also that he did not point any fingers at anybody about why Route 71 had not been completed to that date. He said it was his belief, with such examinations as he had been able to give to the subject over the previous six days, that Route 71 was currently progressing very well. He said it was true that there were pockets of inertia existent which he thought could be eliminated and would be. He said it was true that things could be done to accelerate the construction and that those things, he had no doubt, would be done. The Chairman said his personal connection with Route 71 was indirect. He said the responsibility for the construction of Route 71 reposed, of course, in the Director of Highways. He said that in the construction of the Ohio Turnpike the Chairman's connection with the Commission led direct to the Governor, and the Commission's responsibility was a direct responsibility. He said that in the instant instance the Commission as such could not spend any moneys which were not in furtherance of the Commission's obligations as provided by law and as set forth in the indenture under which Ohio Turnpike Project No. 1 was financed. He said the Commission could do everything in its power which was reasonably calculated to produce income for the Ohio Turnpike. He said the Chairman of the Commission had resolved to do what he could as an individual to help. He said the Members of the Commission, he was sure, had made the same resolve. The Chairman said he did not expect to dedicate six years of his life, as he did in constructing the Ohio Turnpike, but he did not think it was going to take six years and he hoped it would not take half that time to complete Route 71. He said the Governor's mission for him was to assist in the development of Route 71.

The Chairman said he did not have in mind doing anything to advance Route 71 which would be to the disadvantage of other Ohio highway construction. He said that so far as he was concerned, and that he was sure the Governor thought the same, Route 71 must be completed; Route 71 was needed in Cincinnati, in Columbus, in Akron, in Cleveland and in all the communities along the way. He said the economy needed Route 71 and also needed other highways which were contemplated or which were under construction. The Chairman said

his purpose at that time would be to advance Route 71 but not at the expense of anything else nor did he want Route 71 impeded because of prospective improvements which were in the far distant future. He said he had asked the Director of Highways to make available to him an office in Columbus from which he could work.

The Chairman said also that it had also been asked whether or not he was going to be paid. He said the answer to that was "No". He said he was not going to be paid. He said Governor Rhodes did not say anything about paying him and he did not say anything to Governor Rhodes about doing the job for pay. He said that might have something to do with the amount of time he would be able to contribute because he did have his living to earn and he really could not earn his living by what he was paid by the Turnpike Commission either. He said he did not expect to spend any turnpike funds for any activity which was merely Route 71. He said he had told Mr. Makeever that any traveling he did in furtherance of Route 71 he would have to arrange. He said the revenues of the turnpike were dedicated to the payment of its bonds and he was not going to spend any turnpike moneys for anything that had no direct relationship to the production of turnpike revenues. He said that was reducing turnpike matters to the very simplest terms because the Commission gave a luxury kind of service on the Ohio Turnpike but it merchandised highway service. He said the Commission wanted to provide for the convenience of the public but would derive income in proportion to the service it gave. He said the public did not pay to ride over the turnpike just to ride over the turnpike. He said the public paid to ride over the turnpike because it provided a form of transportation service that was not otherwise available.

The Chairman said also he had some things to say in the form of recommendations. He said it would be necessary to do a lot of very difficult land acquisitions, especially in Cuyahoga County. He said it was his belief that private negotiators should be considered to acquire the right-of-way. The Chairman said it was his belief also that contractors must be assured that change orders, any direction or change of direction, any advice which they needed from the Director of Highways or from the Bureau of Public Roads would be readily available. He said it was his belief that the contracts which were already let for design and for construction must proceed in accordance with the completion dates established therein. He said it was also his belief and fond hope that no extensions would be granted in the completion dates of the contracts. He said he recognized that there might be occasions when extensions might have to be granted but contractors should understand when they signed a contract with the completion date set that the completion date was firm.

He said also that contractors should have the assurance that when they needed something from whatever public body, the public body should see that it was promptly made available.

Addressing the city engineer of Cleveland, Mr. Katz, the Chairman said there were going to be families displaced in the City of Cleveland. He said the State did not have a direct responsibility in their relocation. He said he did not know whether the City of Cleveland or any municipality had a direct responsibility in relocation but he did know that whether the agencies concerned had a direct responsibility or not, they had a moral responsibility to help in the relocation of families who were displaced by construction of any public improvement. He said he had hoped that Mayor Locher would be present because he had wanted to say to him as he was saying to Mr. Katz that he hoped that the City of Cleveland would lend every opportunity it had in helping.

Addressing the member of the Cuyahoga County Board of County Commissioners, Mr. Day, the Chairman said he hoped anything the County Commissioners could do, they would do.

Addressing Governor Rhodes, the Chairman said he would do what he could.

Governor Rhodes thanked Mr. Shocknessy for his remarks which, he said, were more than philosophy and came directly from his heart and from the desire and determination to do a job for all the people of Ohio. He said he wanted to express his gratitude and appreciation especially to those who had come all the way from Washington and to the men coming from all over Ohio, especially General Beightler, and to thank United States Senator Frank J. Lausche publicly for his excellent cooperation in the matter of the completion of Interstate 71. The Governor said he wanted to say to the County officials, the City officials, to the Highway Department, to the Turnpike Commission that together as citizens of Ohio they had a duty, an obligation, a responsibility to the people of that great State. He said 70% of the people of Ohio were affected by Interstate 71.

The Governor said also that highways such as Interstate 71 were often started at the easiest point between two terminals. He said he had always believed highways should be started in the downtown areas of the cities involved. He said Interstate 71 had been under construction for six to seven years, the cost was up, and the difficult part still lay ahead. He said it was no reflection on anyone. The Governor said it

was very easy to build a highway through a very small populated town but in dealing with downtown Cincinnati and downtown Columbus and downtown Cleveland the obstacles became greater and the responsibility became much deeper. He said it behooved every public official within a fifty-mile radius of Interstate 71 to cooperate. He assured Mr. Shocknessy that everyone in the Highway Department would cooperate with the Turnpike Commission and with Mr. Shocknessy personally and do everything within their powers and within their duties as officials of the State to expedite. He said the public officials were participating in a great effort of cooperation and should not encounter red tape, bureaucracy or any of the handicaps that went with constructing a highway.

The Governor said he had called upon Mr. Shocknessy and the Turnpike Commission because of their experience and the great record they made in the construction of the Ohio Turnpike. He said the construction of Interstate 71 was more than a challenge to all concerned, it was a duty. He said he knew the Attorney General of Ohio would do everything within his power to cooperate from the legal aspects. He said he wanted to express his appreciation to people like the Cuyahoga County Engineer, Mr. Porter, and County Commissioner Day, and Mayor Locher, and all of the county and city officials in Cuyahoga County.

Governor Rhodes said also he thought Cleveland was possibly the most isolated city in the United States of America. He said it was deplorable to think that travelers had to get off of Interstate 71 and take Ohio Routes 18 and 94 into downtown Cleveland. He said there was not a city in the United States that had an entrance so shabby so far as a highway was concerned. He said he thought the people of northeastern Ohio had been very patient and had had great perseverance with public officials, including himself. He said he knew that Mr. Shocknessy and the other Members of the Turnpike Commission and the other officials present had the talent, the intelligence, the know-how, and the engineering ability required and that all that was needed from everyone was the desire and determination to build the road. He said there was no problem in the State of Ohio that was insurmountable, no problem in the State of Ohio that could not be settled, regardless of political faith or political belief, by reasonable men sitting around a table if they had respect for the attitudes of the other individuals involved.

Governor Rhodes said also that as Governor of the State of Ohio he pledged to the public officials present and to other elected officials involved, including all the other officials in the state house,

on behalf of the Director of Highways, Mr. Masheter, his deputies and all others in the Highway Department, that they would do everything within their power to cooperate and coordinate to bring the project to a conclusion just as soon as they possibly could. He said he was asking complete cooperation of everyone at the table. He said with that cooperation and with desire and determination on the part of each individual the job could be completed. The Governor said he was not going to permit one individual, one organization, one group to stand in the way of the progress of Interstate 71. He said that whatever power he had as Governor of the State he pledged to Mr. Shocknessy, to the Turnpike Commission, and to all of the people affiliated in the effort for the completion of Interstate 71. He said there were assembled the greatest brains for directing the construction of highways in the State of Ohio and that it was therefore just a matter of cooperation, a matter of starting. He said that whatever Mr. Shocknessy and the Turnpike Commission desired out of the Governor's office, they would receive. He said he asked all those present for their complete cooperation, comprehensive study and recommendations.

The Attorney General of Ohio, Mr. Saxbe, said he appreciated the opportunity to join with the team. He said he congratulated Governor Rhodes on asking Mr. Shocknessy and the Turnpike Commission to proceed on the project. He said his office would pledge that there would be no delays to the contractors in building the road in the right-of-way acquisition as far as the Attorney General was concerned. He said his office would cooperate with the Chief of Right-of-Way of the Department of Highways, Mr. Bovard, and, as soon as the plans were delivered, his office would proceed. The Attorney General said the unpleasant part of building any highway was the displacement of people. He said there were 1,500 or 2,500 persons who owned parcels of real estate required for Interstate 71, and that he was sure they would be given every consideration. He said it would be the policy of his office to handle the acquisition with consideration and fairness. He said it could be expected that of the number of parcels it would be necessary to file condemnation proceedings on some 23 to 27 per cent. He said he would see that that was diligently done, that the owners were given their day in court. He said the only limitation on his office would be the availability of courts but that his office certainly intended to keep ahead of the contractors and allow the engineers to do the real work of building the highway.

The Chairman thanked Mr. Saxbe. He said he had long experience with Mr. Saxbe and knew that he was a doer as well as a talker.

The Director of the Office of Right-of-Way and Location of the United States Bureau of Public Roads, Mr. Swick, said the Bureau of Public Roads subscribed to the purpose of the meeting because the administrator of the Bureau of Public Roads, Mr. Rex M. Whitton, was making quite an effort to get 50 per cent of the national system of interstate highways under traffic by the end of 1964. He said he was sure the Bureau would give every cooperation to the endeavor that it could. He said a quick look indicated no problem that could not be solved by local officials working with the Regional Engineer of the Bureau, Mr. Schofer, or with the Division Engineer for Ohio of the Bureau, Mr. Johnson, but if there had to be something sent to the Bureau in Washington it would get a quick answer whenever possible.

The Chairman said that was the important thing - that all concerned gave answers to all contractors whether they were concerned with construction or design or whatever endeavor they had. He said he had not had experience with the Bureau of Public Roads before and people had been saying "Oh, Jim, you don't know what you are up against. Just wait 'til you start dealing with the Bureau of Public Roads. You had an easy time on the turnpike". He said that, however, he did not believe there could be any trouble at all. He said any organization that would send four men to a meeting was one that was manifesting cooperation right then.

Governor Rhodes said he thought the Bureau of Public Roads did one of the real outstanding jobs of public service. He said the Bureau did cooperate. He said the Bureau made certain recommendations with respect to certain highway systems, and certain individuals who thought they knew more than the Bureau of Public Roads and more than other individuals went ahead on their own and when the Bureau did not approve of their judgment those people said the Bureau did not cooperate. The Governor said that in the matter at hand the advice of the Bureau would be followed. He said the state would give the Bureau complete information in advance about what was wanted and what was needed. He said that in that way there would be no tie-up between the Bureau of Public Roads and the State of Ohio. The Chairman said everyone had to be reasonable - that all they had to do was to give service back and forth. He said he did not care whether the Bureau said "No" just so they said "No" promptly. He said the important thing was to get the decision made and then do something else about that decision. He said that as far as he was concerned or as far as anybody who was going to deal with the Bureau was concerned, the Bureau would get the best that was available.

The Regional Engineer for the Bureau of Public Roads, Mr. Schofer, said the Congress had challenged the Bureau and the states by providing the money and whatever else was necessary to complete the Interstate System by 1972. He said the Bureau would work with the state of Ohio to attain that goal. He said the problem of relocation assistance was somewhat formidable. He said the problem presented more than a moral obligation, that it was a requirement in the law that the state put up offices in the areas where the construction jobs were to be built and lend assistance to the people who were to be displaced and do whatever was possible in getting them settled in quarters that met their financial and other needs. He said that in Cleveland there was the Urban Renewal Group that had had experience in relocation, and he urged that that group be used because the project would need a very favorable climate through the news media and through the public. He said the support of the news media and the public was necessary in order to accomplish the things it was agreed were necessary for the benefit and welfare of the Ohio commonwealth.

The Chairman said he had as much compulsion from what he considered his moral obligation as he did from what was imposed on him by law.

The Division Engineer for Ohio for the Bureau of Public Roads, Mr. Johnson, said he and the Director of Highways had had many conferences and had analyzed the situation and knew the problems. He said the Director of Highways had already indicated to him by his general plans that he was going to move in the right direction and have the way clear so that when the contractors went to work, they could work.

The Chairman said he believed in a rather intensive inspection of work. He said he did not like to come up to deadline and find that a job was not going to be completed because it had not been inspected carefully along the way. He said he was sure the Director of Highways had it in mind that there would be not only deadlines set by contract but that the contracts would be policed by adequate inspection.

The Director of Highways, Mr. Masheter, said it was a great pleasure and satisfaction to him that Mr. Shocknessy had so graciously accepted the request for assistance. He said he thought the great benefit that the Highway Department would derive from his acceptance of the request was that he would be a most honored member of the Department's team. He said his history as an official and engineer had demonstrated the fact that he like to work as a team, that he

liked to work with people, that he liked to get their support not by dictation but by consultation. He said he was sure that the goal Governor Rhodes had set would be achieved with the help of the people in the Department, of Mr. Shocknessy, and of the Commission so that the people of Ohio would have the use of Interstate 71 in the shortest possible time.

Major General Robert S. Beightler, U.S.A. (Ret.) said he was strongly for the completion of Interstate 71 and thought the position taken by Mr. Shocknessy and the Commission was most worthy and that the Governor was very smart in asking Mr. Shocknessy to serve. He said one avenue by which the Highway Department could get a lot of help from the Commission would be the great experience of the Commission's Executive Director, Mr. C. W. Hartford, with the procurement of right-of-way. He said it was through the Executive Director's indefatigable efforts to a considerable extent that it was possible to complete the Turnpike on time.

The Chairman said the Governor and the Director of Highways knew what a good right-of-way man Mr. Hartford was, and that the Chairman knew what a good right-of-way man and what a good Executive Director Mr. Hartford was. He said that everyone present knew that and also that Mr. Hartford's critique on the production of highways was well worth publishing.

Cuyahoga County Commissioner Day congratulated the Governor on behalf of the Board of County Commissioners for recognizing the very bad, lagging problem in Cuyahoga County as far as Interstate 71 was concerned. He also congratulated the Governor on the selection of Mr. Shocknessy and the Turnpike Commission who had shown proven ability, desire and dedication in facing a tough problem and seeing it through to a satisfactory conclusion. He said Mr. Shocknessy could rest assured that anything that the Board of County Commissioners and, he was quite sure, the other public officials in Cuyahoga County could do to aid him in expediting the completion of Interstate 71, they would do.

Cuyahoga County Engineer Porter said that if the group present could not get Interstate 71 built he did not think it was possible to build a road any place. He said there were some rather nasty little problems that he thought the group might have to look at. He said he had not had such a favorable press on the freeway system in Cuyahoga County as Mr. Shocknessy said he had enjoyed in constructing the turnpike. He said that if there was no other thing that Mr. Shocknessy

could contribute to the Interstate 71 project than the fact of perhaps a little enlightenment on the part of the public through the media of communications that those who were trying to build freeways were performing a public service he would have made a monument for himself that would stand forever in the State of Ohio. Mr. Shocknessy said he had had some rough experiences in Maumee, in Elyria, and in Cuyahoga County with the Cleveland Metropolitan Park Board but that the press had always helped.

Mr. Porter said also that with respect to assistance for displaced persons the Highway Department had a man assigned to that duty but, unfortunately, the General Assembly had not enacted legislation enabling the Highway Department to take advantage of the monetary assistance made possible by Federal law.

Mr. Porter said also that one difficulty encountered in acquisition of property for right-of-way was the proration of real estate taxes. He said that if one individual sold property to another, the two individuals prorated the taxes as of the date of transfer but, if the state or the county or another governmental body took a piece of right-of-way by eminent domain, the taxes were not prorated and the person from whom the property was taken was expected to pay all of the taxes for the year in which the acquisition took place. He said apparently there was no relief for such property owners and that fact created quite a bit of resentment on the part of people. He said a bill to provide relief - Senate Bill No. 216 - had been introduced in the General Assembly which would help because it would permit the proration of taxes as of the date of acquisition through eminent domain. He said the County Auditors and the County Treasurers of Ohio thought proration was a good idea.

Mr. Porter said also that the most important thing of all in the entire program was the matter of administrative decision. He said that the matter of determining line, grade, typical section, interchanges, geometrics, and other similar things by all concerned, from the people who did the plans to the agencies who let the contracts, would be expedited if decisions could be obtained in a short period of time. He said he did not mean that decisions should be arbitrary or poorly considered, but should be thought out and talked out and worked out carefully.

Mr. Porter said also that there was a job of diplomacy to be done and that effort should be made to educate the people of the community that a favor was being done them by construction of Interstate 71, and that when their councils consented to the construction they were not

giving up any vested rights nor were they being overridden by any higher agency of government.

Mr. Porter said that anything Mr. Shocknessy wanted him to do, he was there to do it.

Mayor Day of Parma said that at the next meeting of the Cuyahoga County Mayors and City Managers Association, on April 25, he would ask the Mayors of all communities concerned in the construction of Interstate 71 to try and expedite all paper work and to cooperate with the construction project. He said he thought most members of the association believed it had been too long since Cuyahoga County had been taken care of and were certainly happy that the Governor and Mr. Shocknessy had called the meeting to try and expedite the construction. He said the Association would do everything in its power to expedite the job and any other job for Cuyahoga County. The Chairman asked Mr. Day to communicate to the members of the Association that it was the purpose of everybody at the table to be as reasonable as it was possible to be, recognizing that the whole public had to be served and that sometimes smaller segments had to give a little. Governor Rhodes suggested that, in order to obtain a working agreement with the six communities involved in the construction of Interstate 71 in Cuyahoga County, Mr. Shocknessy and he sit down with the Mayors, the City Councils, and other elected and appointed officials of the communities as soon as possible and tell them what was planned, what must be done, what was expected from them, and what they could do to advance the project. He said the status of every community should be explained and that it should be pointed out to all that if Cuyahoga County was to move forward there had to be a change of the attitude which moved people to go to court to attempt to block projects. Mr. Day said the meeting could be arranged.

Cleveland City Engineer Katz said that he represented Mayor Locher and in that capacity pledged the continued full endeavor on the part of the City to expedite everything that was required. He said the City was surely going to give all the cooperation that rightfully could be expected from it. He said the city's urban renewal section would establish field offices and would do everything possible in helping displaced individuals to be transported to other neighborhoods.

The Chairman said that with respect to legislation that there had never been anything he considered an insurmountable obstacle to getting legislation when legislation was needed. He said that during the construction of the turnpike he had suggested one time that the Governor call a special session of the General Assembly which he did,

to get some legislation enacted, and he was sure that in the event of any emergency where legislation would be necessary Governor Rhodes would do the same thing.

The Chairman said also that while there had been all kinds of talk about the Cuyahoga County problem, his mission as he interpreted it was from one end of the road to the other and it was his firm belief the road would be in downtown Cincinnati about the same time it would be downtown in Cleveland. He said it was just possible that traffic might roll downtown in Cincinnati over Interstate 71 and Interstate 75 even before Interstate 71 got downtown in Cleveland. He said the Governor and the Director of Highways especially spoke for the whole state and it was recognized that the completion of the highway from its one end to the other was what was planned and what was going to be seen through.

The Chairman said also that he had been asked what the expediting of Interstate 71 was going to cost. He said he did not believe that the expediting of the road was going to cost anything. He said it was his belief that if it were expedited, money would be saved. He said it was his view that there should not be any greater cost in getting the road completed promptly than if it just rolled along for another six years.

Mr. Shocknessy said that with respect to a time for completion of the project he would hope that traffic would be running downtown in Cincinnati, probably by the improvisations that he had mentioned, late in 1965, and would be downtown in Cleveland by the summer of 1966.

The Chairman said that everything that could be covered in the conference had been, that it had been a good conference. He said he was most grateful and that he was sure the Governor was and that Mr. Masheter was for the presence of everyone who attended. He said he thought something had been accomplished. He said he was enormously pleased with everything that had been said.

There being no further business to come before the Commission, a motion was made by Mr. Teagarden, seconded by Mr. Redman, 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: Teagarden, Redman, Chastang, Masheter, Shocknessy.
Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 1:02 P. M.

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



Charles J. Chastang, Secretary-Treasurer