

MINUTES OF THE ONE HUNDRED AND SIXTY-FIFTH MEETING
July 2, 1963

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the Conference Room of the Ohio Department of Highways Right-of-Way Building, 139 East Gay Street, Columbus, Ohio at 11:00 A. M. Eastern Standard Time on July 2, 1963 with the key members of the staff, the representative of the Consulting Engineers, Mr. H. A. Harnden; the representative of the Trustee, Mr. Robert H. Bartholomew; the representative of the Auditor of State, Mrs. Russel Lucas; members of the press and others in attendance.

The Chairman called the meeting to order. The General Counsel swore in Mr. Redman for his new term as Member of the Commission beginning July 1, 1963.

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

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

Absent: None.

The Chairman announced that a quorum was present.

The Chairman said that in the absence of the Assistant Secretary-Treasurer, Mr. John Soller, with the consent of the Commission, he would name the Director of Information and Research, Mr. James D. Hartshorne, as acting Assistant Secretary-Treasurer for the meeting and during the absence of Mr. Soller. The Secretary-Treasurer, Mr. Chastang, said that was agreeable with him. A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the Director of Information and Research be named acting Assistant Secretary-Treasurer for the duration of Mr. Soller's absence on vacation. A vote by ayes and nays was taken by the Secretary-Treasurer and all Members responded to roll call. The vote was as follows:

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

Nays: None.

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

The Chairman said the next order of business would be the election of officers for the biennial. He said the Commission was ready for nominations for the offices of Chairman, Vice Chairman, Secretary-Treasurer, and Assistant Secretary-Treasurer of the Commission for the ensuing biennial.

The Director of Highways said that in view of the highly laudatory statements of the Governor and of the Auditor of State he felt he would be remiss in his duty as a member ex officio of the Commission if he would not suggest that the Commission, having done such a wonderful job in the last year, should remain in being with the officers as then constituted. A resolution nominating the incumbent officers of the Commission for election to their respective offices was moved by the Director of Highways, seconded by Mr. Redman, as follows:

Resolution No. 5-1963

"RESOLVED that the following officers be nominated and elected, each to serve until July 1, 1965, 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 Charles J. Chastang

"For Assistant Secretary-Treasurer John Soller"

There being no further nominations, the Chairman directed the acting Assistant Secretary-Treasurer to call the roll for the office of Chairman. All Members responded to roll call. The vote was as follows:

Masheter: Shocknessy.

Redman: Shocknessy.

Teagarden: Shocknessy.

Chastang: Shocknessy.

Shocknessy: Present.

The Chairman announced that Mr. Shocknessy was elected Chairman for two years. The Chairman directed the acting Assistant Secretary-Treasurer to call the roll for the office of Vice Chairman. All Members responded to roll call. The vote was as follows:

Masheter: Teagarden.

Redman: Teagarden.

Teagarden: Present.

Chastang: Teagarden.

Shocknessy: Teagarden.

The Chairman announced that Mr. Teagarden was elected Vice Chairman for two years.

The Chairman directed the acting Assistant Secretary-Treasurer to call the roll for the office of Secretary-Treasurer. All Members responded to roll call. The vote was as follows:

Masheter: Chastang.

Redman: Chastang.

Teagarden: Chastang.

Chastang: Present.

Shocknessy: Chastang.

The Chairman announced that Mr. Chastang was elected Secretary-Treasurer for two years.

The Chairman directed the acting Assistant Secretary-Treasurer to call the roll for the office of Assistant Secretary-Treasurer. All Members responded to roll call. The vote was as follows:

Masheter: Soller.

Redman: Soller.

Teagarden: Soller.

Chastang: Soller.

Shocknessy: Soller.

The Chairman declared Mr. Soller elected Assistant Secretary-Treasurer for two years. He said the resolution moved by the Director of Highways and seconded by Mr. Redman had been adopted. The resolution was identified as No. 5-1963.

The Chairman said the election formality was just as always. He said the Director of Highways had always made the motion for election of officers and he wanted to mention that he considered it highly appropriate that it be done that way because the Director of Highways was the Member who represented the Governor on the Commission and he always took it as the wish of the Governor as well as the wish of the Director of Highways when the Director of Highways made the nomination and the officers were so chosen. The Chairman thanked Mr. Masheter for nominating the officers. He thanked Mr. Redman for seconding the motion. He asked Mr. Masheter to convey to the Governor assurances which he made on behalf of all Members, all officers of the Commission that they would try to do as well as they had done in the past and they might even try to do better.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of June 4, 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 he wanted the record for the meeting to show that the Commission complimented the secretary to the Comptroller, Mrs. Lenora Nelson; the Assistant to the Director of Information and Research, Mrs. Gertrude Knott, and the Director of Information and Research for preparing the minutes of the Commission meetings and getting them out. He said the minutes always looked good, they were never gibberish, they came out good and they were not hard to read and

work with. He said he was glad to mention at that time that they were so well done.

The Chairman reported that the expediting of Interstate Route 71 was running along in good fashion. He said there were hills and valleys in the expediting of the highway but that it could be said that I-71 was moving along in good style and that the legislation which would allow some payments for displaced persons had been passed by the General Assembly and should be of great help in proceeding through metropolitan areas, especially Cuyahoga County where there was so much to do.

The Chairman reported also that the revenue for June 1963 was approximately \$2,870,000, which was \$124,000 higher than the best previous June. He said the revenue for the first six months of 1963 was about \$11,918,000, which was higher than the \$11,497,000 for the first six months of 1962, which had previously been the best first six months the Commission ever had. He adverted to an editorial from the Enquirer of Cincinnati, Ohio for June 24, 1963 entitled "Turnpike in the Black" which was as follows:

"With more cars and trucks on the highways and rising business activity, the Ohio Turnpike is paying its way with a comfortable margin. Thus far in 1963, it has been used by more passenger cars and trucks than in 1962, getting about the same revenue from each trip, and shows a small but satisfactory gain in income prior to debt service. Traffic and revenue figures from year to year are quite stable, which suggests that for the long run the turnpike should continue to be in the black.

"About three-fourths of the vehicles on the turnpike are passenger cars. They pay about one-third the toll charge of trucks. As a result, passenger cars provide just about 50% of total toll revenue, and trucks the other 50%.

"The turnpike's income from tolls for the first five months of 1963 came to \$7.5 million. Other income, from service stations, restaurants and such, brought the total up to \$9 million. Operating expenses were about \$2.4 million. In a more typical business enterprise, that ratio of income to operating costs would spell fabulous success. But a super-highway represents enormous construction cost, and therefore a large debt service - \$4.2 million for the five-month period.

"The upshot is that the turnpike earned 1.59 times its interest charges. That looks like a safe margin, even though the toll highway faces increased 'competition' as more and more good highways are completed."

The Chairman reported further that the Vice Chairman, Mr. Teagarden, whom he described as a valued member, had been pictured in some recent publicity at the dedication of a swimming pool which he had given to his home community. He said Mr. Teagarden had always been a citizen of great heart and one who had contributed a great deal to his home community and to his state-wide and national community and he wanted to have in the business of the meeting the Commission's congratulations to Mr. Teagarden for continuing his benefactions.

The Chairman reported further that he was called by The Plain Dealer of Cleveland, Ohio to make any comments that he chose to make with respect to the 70-mile-an-hour speed limit to be permitted on certain highways in Ohio. He said his remarks were reported by the newspaper under the heading "Ohio Turnpike May Continue to Spurn 70-MPH Limit". He said he supposed it was true that the Commission might, but that certainly with the state authorizing 70-mile speed in certain areas the Commission had to give consideration to whether or not the speed on the Ohio Turnpike should be increased. He said the state statute did not become effective until September 30, 1963 so that what he told The Plain Dealer was that the Commission would observe all traffic effects during the summer which were related to speed and in the fall at the time the state statute became effective the Commission would be able to determine what it was likely to do. He said one thing he was personally sure of was his belief that a 65-mile-an-hour limit for commercial passenger buses was fast enough. He said the Commission had had some most unfortunate experiences with bus accidents and that he, personally, had a reservation about permitting buses to travel at 70 miles an hour. He said he thought that was one of the things that would have to be examined pretty carefully during the summer because the Commission had a pretty profound responsibility with respect to increasing bus speeds. He said he had seen the time not too long before when he thought bus speeds ought to be reduced. He said there had been some serious bus accidents on the turnpike and he thought the commercial passenger vehicle industry itself must examine whether or not buses should travel at 70 miles per hour. Mr. Chastang said it was his observation that buses did travel at too high a rate of speed on state highways. The Chairman said that he was not saying that the frightful bus accidents that had occurred on the turnpike were the result of speed but he was not saying that speed was not a contributing factor to the degree of severity of the accident. The Chairman said he had a letter

from the Municipal Court Judge of Oberlin, Ohio which said:

"June 28, 1963

"Mr. James W. Shocknessy, Chairman
Ohio Turnpike Commission
Strongsville, Ohio

"Dear Sir:

"This Court was interested to read in the Plain Dealer this morning that your Commission was going to study thoroughly the matter of the application of the new 70 mile per hour speed limit to the Ohio Turnpike.

"It is our feeling that it would be a serious mistake to adopt this limit. At the present time, people are not arrested at 70 miles per hour, but rather 75, unless radar is used. If the limit is raised to 70, we will have cars traveling 70 to 80 all the time.

"As we both know, the amount of tire failure on this road due to sustained high speeds is quite prevalent. If the limit is raised, these failures will increase and so will the death rate on this highway.

"In closing, may I respectfully urge that no change be made. The writer drives on this road often and at 65, practically everybody, including trucks, passes my vehicle.

"Yours very truly,
/s/ D. R. Goldthorpe

"D. R. Goldthorpe
"Judge

"DRG:ap"

The Chairman directed the Director of Information and Research to respond to the letter and say that the letter was read to the Commission at the meeting, that the Commission was grateful to Judge Goldthorpe for bringing his views to its attention, and that he could be sure that they would have full consideration, and that the Commission was going to be very, very thoughtful.

Mr. Chastang asked whether the Commission had a record of the arrests for speeding and for various speeds charged. The Executive Director replied that the record could be gleaned from the records of arrests. He said that with the use of radar it was possible

to obtain a positive reading of the speed of a vehicle whereas in tailing a vehicle it was difficult to say what the speed differential might be. He said Judge Goldthorpe had more experience by far than he in knowing just what the citations said because he heard quite a few of the cases resulting from turnpike arrests.

The Chairman said the matter of increase in speed was going to be brought to the Commission's attention for action later in the year. He said that before that time the Commission would have to observe the patterns of safety as related to speed and make its determination. He said he suggested that the bus companies themselves be consulted. He said he had talked to top management of some bus companies after serious bus accidents on the turnpike and he was not at all certain that they would likely urge the speed limit of 70 miles. He said he did not know whether top management urged a limit of 70 miles to the General Assembly or not, but that he certainly had talked to some awfully shaken and shattered executives on the mornings after serious bus accidents. He directed the General Counsel to see that the Members had an outline of the important features of the new statute as affecting speed. He said he would likely personally view with some concern increase in speed for any vehicle other than mere passenger vehicles. He said accidents which occurred during the summer should be scrutinized to see how much speed had to do with them.

The Chairman said that in the absence of further questions the Chairman's report would be accepted as offered. He said the report of the Secretary-Treasurer would be received.

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

1. Financial Report as of May 31, 1963.
2. Draft of the Minutes for the June 4, 1963 meeting.
3. Detail of Investment Transactions for June 1963.

He said the latter report showed very fine investment transactions.

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

The Executive Director reported because of an impending shortage of supply from the wells serving water to Great Lakes and Towpath service plazas, the Commission cooperated with Broadview Heights and others in extending City-of-Cleveland water lines by con-

structing approximately 7,000 lineal feet of 16-inch water line in the fall of 1960. He said that, in addition, the Commission had to construct approximately 1,000 lineal feet of 6-inch line from the mains to the service plaza and buildings for a total cost of \$45,000. He said that because of the current drought there were unusual demands for water in all areas and since the service plazas were at the end of the water line a failure of supply at Great Lakes and Towpath was experienced at 8:30 P. M. on Tuesday, June 25, 1963. He said that by 11:00 P. M. turnpike maintenance workers had reconnected the old well field to the water system of the plazas and water was being processed through the water plant and full service was restored. He said limitations on the use of water for lawn sprinkling had been imposed by all communities obtaining supplies from the City of Cleveland, and; the situation had improved substantially. He said that, however, the old well system was being maintained in a ready condition so that it might be reverted to on a moment's notice.

The Executive Director reported further that under date of April 23, 1963 Governor Rhodes proclaimed the months of May and June as "Voluntary Vehicle Safety-Check Months". He said the Commander of District 10 of the Ohio State Highway Patrol, Lt. W. B. Lohr, reported that District 10 conducted 4,411 safety checks at toll plazas and service plazas on the Ohio Turnpike during May. He said that 2,195 commercial and 2,216 passenger vehicles were checked, that defects were found in 319 commercial and 237 passenger vehicles, and that approximately two-thirds of the defects noted involved lighting. He said checks continued through the month of June but findings had not been summarized to date.

The Executive Director said also that the Public Utilities Commission of Ohio cooperated with the Interstate Commerce Commission in a seven-day, nation-wide road check of commercial vehicles commencing at 8:00 A. M. on June 8, 1963. He said the Commission also cooperated in that effort and checks were held on June 10, 11 and 12 at both Eastgate and Westgate Terminals. He said District 10 of the Highway Patrol participated in the handling of the checks and acted as enforcement officers, and the checks were conducted in a workmanlike manner with a minimum inconvenience to traffic. He said a summary of the findings from the road checks would not likely be available until August.

The Executive Director reported further that the Committee on Employee Relations, after having under study the wages and salaries of employees of the Commission, reported to the Executive Director its

recommendations with respect to wages and salaries under date of June 19, 1963. He said the recommendations were:

- "1. That the wage and salary schedule for toll collectors and maintenance men be increased by approximately 5 percent in each step except that the wage schedule for Maintenance Man Class I (Temporary Help) and Maintenance Man Class II be increased approximately 10 percent all with due regard to the pay-range schedules of the State of Ohio.
- "2. That although the committee had only the wage and salary schedules for toll collectors and maintenance men before it the committee suggests that you may wish to consider applying an approximate 5 percent increase to the wage and salary schedules of the non-supervisory employees in the field and at the Berea headquarters and to the salaries of such of the field and headquarters supervisory personnel as you might elect."

The Executive Director said that also because an approval of the recommendations would involve an expenditure of additional funds, the recommendations were referred to the Committee on Budget and Finance for consideration. He said it was determined that approval would result in an increase in costs of approximately \$130,000 to \$145,000 per year depending a great deal on overtime costs during snow-removal operations. He said that at the end of May 1963 expenditures were \$66,000 less than that portion of the budget allocated for the five months of the year despite an over run of \$65,000 in snow-removal costs. He said the Committee on Budget and Finance, by poll, and with the exception of the Comptroller who was on vacation, recommended the adoption of the recommendations of the Committee on Employee Relations.

The Executive Director said that he, as a member of the Committee on Budget and Finance, approved the recommendations, and as Executive Director approved the recommendations to be effective July 1, 1963 subject, of course, to a veto of the latter action by the Commission.

Mr. Chastang, the Chairman of the Committee on Budget and Finance, asked whether it was not contemplated at the time the budget for 1963 was made up that there would be an increase. The Ex-

Executive Director replied that at the time the budget was prepared for 1963 it was anticipated that there would likely be an increase in wages and salaries in 1963, and allowances were made to cover such an increase. He said the last general increase for the employees of the Commission was an approximate 5 percent on January 1, 1961, two and one-half years before. Mr. Chastang said that as a member of the Committee on Budget and Finance he also recommended that the two recommendations be accepted, effective July 1. Mr. Redman by questions directed to the Executive Director examined the recommended wage schedule which was elaborated upon by the Executive Director. Mr. Redman said that on the basis of the information supplied by the Executive Director the schedule certainly was not too high. Mr. Teagarden said he had no objections to the schedule. Mr. Masheter said he concurred in the schedule.

The Chairman said the Commission was fully informed with respect to the proposed schedule of wages and unanimously approved the schedule as recommended by the Executive Director, the changes to be effective July 1, 1963.

The Chairman said that in the absence of any further questions the report of the Executive Director would be accepted as offered. He said the report of the Committee on Service Plazas would be received.

The Chairman of the Committee on Service Plazas, Mr. Teagarden, reported that because of a continuing problem with both the restaurant operators and the service station operators in controlling the rear-access gates at the service plazas and policing their respective areas of the service plazas, the Executive Director under date of June 24, 1963 issued a letter of caution to each unit manager and to the supervisors of the concessionaires warning that failure on their part to administer properly their responsibilities with respect to the rear-access gates would result in restrictions in using the access gates, and failure on their part to maintain the grounds for which each was responsible would result in the assignment of employees of the Commission on an overtime basis to clean the area, the cost for performing the work to be charged against the operator responsible for the work. He said it was hoped it would not be necessary to enforce those cautions but the Commission stood ready to enforce them if the operators failed in the performance of their responsibilities.

The Chairman of the Committee on Service Plazas reported also that it was hoped that the policy inaugurated by Sinclair Refining Company of honoring credit cards of all the major oil companies for the

sales of its products on the Ohio Turnpike would be followed by the other four operators of gasoline filling stations on the turnpike. He said the other operators were definitely interested. He said that should they adopt the policy the result would be a major improvement in service to the patron and would perhaps increase the amount of gasoline sold on the turnpike.

The Chairman of the Committee on Service Plazas reported further that the remodeled men's room at Great Lakes Service Plaza had been placed in service, thus completing the 1963 program for the remodeling of rest rooms. He said that meant that rest rooms had been enlarged at Erie Islands, Vermilion Valley and Great Lakes Service Plazas. He said cafeterias had been installed at six service plazas. He said the Committee had no plans in mind for the remodeling of rest rooms or the installation of cafeterias at other service plazas in the immediate future unless the increase in traffic would demand such changes be made, in which case the Committee would consider recommendations to the Commission with respect to further changes.

The Chairman of the Committee on Service Plazas reported further that some strange complaints had been received from people using the cafeterias. He said he considered them strange because the writers did not complain about the service or the food but rather that they spent too much money for the use of the cafeteria. The Chairman said he himself was receiving fewer complaints about restaurant service and rest room conditions. He said he had not had one complaint so far during the summer travel season. The Chairman of the Committee on Service Plazas said he thought the cafeteria program definitely was going to save the Commission from the necessity of installing additional service plazas for some time to come. He said he thought the expenditures made for cafeterias had been well worth while. The Chairman said the program also offered a contribution in public relations because people were busy and were not sitting around complaining about waiting for service. He said they knew they were going as fast as they could go. He said he thought the experiment to have the gracious kind of service that the Commission tried to have given for a number of years was noble but not necessarily efficient. He said he thought cafeterias were going to be much better.

The Chairman said the report of the Committee on Service Plazas would be accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways said he would like to report informally to the Commission that the Highway Department appreciated the help the Chairman of the Commission was giving to the Department in the expedition of I-71 and that with his help the Department was getting down to where it should be able to purchase right-of-way in the very near future. The Chairman replied that there was little he had been able to do because the Highway Department was a going institution and did an excellent job. He said the Department was fortunate in having as its leader a man like Mr. Masheter who had as much experience in the Highway Department. He said that people like the Highway Director and the Executive Director of the Commission were steeped in the business of highways in Ohio and it was a joy to work with them because they knew so much about the business.

In response to a question by Mr. Teagarden, the Director of Highways said that right-of-way presented the greatest problem in the I-71 program. Mr. Teagarden said that that was true in the construction of the Ohio Turnpike. The Chairman said the problems encountered in constructing the turnpike could not have been overcome if it had not been for the public acceptance and for the public help the Commission got. He said everybody had been on the Commission's side except a minority of people who fought with it all the time. He said that that was where the I-71 program was also but that he was amazed at the minimal opposition to that program from individuals. He said the I-71 program was not getting the same kind of aggressive, hostile opposition that the turnpike got. He said there was a great amount of reasonableness. He said he had not seen anyone yet who had not demonstrated a cooperative attitude. The Director of Highways said the press could be complimented as being of great help to the program. The Chairman said he had always said that the agencies of public information had had so much to do with the building of the turnpike and were going to have to do with building I-71. He said the public was kept informed of what was going on and as long as the public was kept informed the program was likely to have a cooperative public. He said an informed public was likely to be a cooperative public.

The Chairman said the report of the Director of Highways would be accepted as offered. He said the report of the General Counsel would be received.

The General Counsel reported that the litigation report for the period ending June 30, 1963 was in the hands of the Members.

The Chairman said that the report of the General Counsel was accepted as offered. He said the report of the Consulting Engineers would be received.

The representative of the Consulting Engineers reported that the field work in connection with the Consulting Engineers' annual report to the Commission was under way.

The Chairman said the report of the Consulting Engineers would be accepted as offered. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that the Commission's new brochure listing camping facilities near the turnpike had been issued and was being distributed widely. He gave copies of the brochure to the Members.

The Chairman said the report of the Director of Information and Research would be accepted as offered.

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

Resolution No. 6 - 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 June 4, 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 June 4, 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, Masheter, Redman, Shocknessy.

Nays: None.

The Chairman announced that the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 6-1963.

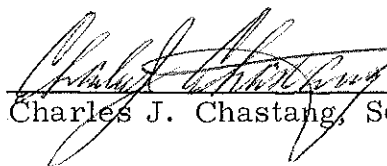
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:25 P.M.

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


Charles J. Chastang, Secretary-Treasurer