

MINUTES OF THE ONE HUNDRED AND SIXTY-SIXTH MEETING
August 6, 1963

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the conference room of the Right-of-Way Building of the Ohio Department of Highways at 139 East Gay Street, Columbus, Ohio at 11:00 A.M., eastern standard time, on August 6, 1963 with the key members of the staff, representatives of the Consulting Engineers, Mr. Fred S. Cresswell and Mr. H. A. Harnden; a representative of the Trustee, Mr. S. A. Keller; a representative from the Auditor of State's office, Mrs. Russel Lucas; members of the press and others in attendance.

The Chairman called the meeting to order, 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. Teagarden, that the minutes for the meeting of July 2, 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 reported that the July revenue from operation of the Ohio Turnpike was approximately \$3,120,000, making the fourteenth successive month in which income was higher than for any corresponding month in any previous year. He said the income for the first seven months of 1963 was approximately \$15,045,000, or approximately \$465,000 greater than that of the first seven months of 1962. He said truck traffic continued at a very high volume.

The Chairman reported further that during 1963 to date \$2, 975, 000 in Ohio Turnpike revenue bonds were retired, making the total retirement \$18, 408, 000. He said there was a further possibility of increasing retirements to approximately \$26, 000, 000 by the end of 1963. The Chairman addressed Mr. Keller and said the Commission appreciated the very competent way he was handling the Redemption Account and wished he would let the President of the Ohio National Bank of Columbus, the Trustee, know of the Commission's feeling.

The Chairman reported further that the status of construction of Interstate Route 71 was continuing to be satisfactory. He said the Director of Highways and he met with their usual group the day before and they were now at the place where IR-71 progress was routine progress.

The Chairman reported also that the discussion at the last Commission meeting about the statutory increase in speed limits on certain roads in Ohio had been widely reported and had been the subject of editorial comment. He said that without exception everything the Commission had heard had been in agreement with its view that an increase in commercial bus speeds was hardly justified. He said the Executive Director was making some investigations with respect to the speeds of trucks and commercial buses. He said the Executive Director would report on the investigations at the next meeting at which time the Commission would take action with respect to any adjustments in speed regulations on the turnpike. He said the state statute with respect to speed limits would be effective the 30th of September 1963 which would leave plenty of time for the Commission's regulations to become effective, if they were changed.

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

The Secretary-Treasurer reported that the compilation of expenses against budget for the first half of 1963 showed that the Commission was within budget by \$148, 000 for the half year.

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

1. Traffic and Revenue Report for June 1963.
2. Financial Report as of June 30, 1963.
3. Budget Report, First Half 1963.

4. Draft of the minutes for the July 2, 1963 meeting.
5. Detail of investment transactions for July 1963.

The Chairman said the report of the Secretary-Treasurer and the Assistant Secretary-Treasurer was accepted as offered. The Chairman said the report of the Executive Director would be received.

The Executive Director reported that in connection with IR-71 the Ohio Department of Highways had completed its origin and destination survey at Interchange No. 10 on the Ohio Turnpike and had submitted the figures to the Commission. He said the figures appeared proper and had been turned over to the Consulting Engineers for assignment and detailed study. He said it was reported at a conference had with the Department of Highways on August 1, 1963 that the Commission should have some indication from the Consulting Engineers as to their findings about August 15. He said that particular problem was progressing nicely.

The Executive Director reported further that Interchange No. 11 had been a problem ever since the opening of the turnpike to traffic in that there had been considerable spalling of the concrete surfaces and joints. He said that in 1959 at an approximate cost of \$15,000 the interchange was resurfaced with a thin layer of dense graded asphalt. He said the resurfacing performed reasonably well for about two years but during the last winter signs of failure indicated the need for further attention. He said patches of the resurfacing loosened from the pavement and at joints in the pavement. The Executive Director said it was determined that asphalt repair and resurfacing was not the answer to the problem and, because the progress of the deterioration had stopped, a program of concrete repair was instituted. He said a crew had been at work on the interchange all summer and expected to complete the work during the fall. He said progress was slow and difficult because the work must be done with the least interference possible to traffic. He said that when the concrete repair work was completed the remainder of the asphalt resurfacing would be removed and the appearance of the interchange would be improved over its existing state. He said the interchange currently looked pretty much like a patch-work quilt.

Mr. Chastang inquired whether the condition at the interchange was a result of bad base. The Executive Director replied in the negative. He said the spalling began before the turnpike was opened to traffic in that area and it took quite some time to determine just what had happened. He said it had been determined that the cause of the spalling was the fine aggregate used in making the cement. He said that although the aggregate

passed specifications, it broke down under prolonged mixing and wherever there was hand finishing as would be the case on an interchange the surface completely deteriorated. He said the pavement in the interchange and in the section of the turnpike in which the interchange was located had been cored and the strengths of the concrete were good and there was no deterioration at all on the bottom side of the slabs. He said the situation had been watched very carefully and it had reached the point of stabilization where no further deterioration was being experienced and the program of concrete repair could be instituted.

The Executive Director reported further that at the meeting of the Commission on June 4, 1963 he had reported that the Consulting Engineers had recommended measures to correct the settlement at milepost 15 by the construction of an earth-fill counter balance and that additional right of way would be necessary on which to construct the fill. He said title reports for the two parcels of right of way required had been obtained and negotiations for the parcels were under way. He said no particular difficulty in obtaining the right of way was anticipated. He said it was expected that the counter balance could be constructed in the fall. He said that if the counter balance performed as expected over the coming winter, the west-bound roadway would be repaved with concrete the following spring. The Chairman said the situation at milepost 15 had been an annoyance for eight years. He said he thought it was remarkable that the Commission had been able to use that pavement for eight years because 50% of its life expectancy had been gotten.

The Executive Director reported further that the Consulting Engineers in their annual report submitted to the Ohio Turnpike Commission under date of September 24, 1962 recommended the installation of edge-of-pavement drainage in certain locations in the Amherst area where edge pumping of the pavement slab was apparent. He said that following a study of the problem by the staff and the Consulting Engineers it was determined that drainage along the outside edge of the pavement was necessary between milepost 141.0 and 151.1. He said it was planned to accomplish the work by placing a six-inch corrugated metal pipe adjacent to and below the outside edge of the pavement, backfilling it with sand and outletting it into the existing ditch at appropriate locations. He said the shoulder pavement would be disturbed and would have to be replaced. He said plans and specifications for the work were complete and, because of the magnitude of the project, it would have to be done by contract. He said early estimates indicated the work would cost about \$200,000 and it was expected the work would be completed during the fall.

He said also that as time went on there would be more and more of such edging to be performed and there would be some interference to traffic during the construction period. He said it was not expected that there would be any great lengths of single-lane traffic.

The Executive Director reported further that at the meeting of the Commission on July 2, 1963 he had reported concerning a failure in local water service to Great Lakes and Towpath Service Plazas and that the condition was corrected by reactivating the old well field. He said that a failure of the Amherst Water Company to furnish adequate supplies of water to Vermilion Valley and Middle Ridge Service Plazas commenced Friday evening, July 19, 1963, and extended for periods of one to two hours to Sunday evening, July 21. He said in that instance, however, there was no old well field to resort to and the problems were more acute. He said the area served by the Amherst Water Company had suffered almost daily from periods of low pressure during the recent dry spell. He said that had been no particular problem to the Commission because there was a 100,000-gallon storage tank serving the two service plazas which was pumped full during night-time hours when the demands of the community were least. The Executive Director said also that in an effort to improve local service the water company had determined to clean the lines. He said the pig used for the cleaning became stuck in a main and reduced the supply to the extent that the two plazas were without a supply of water for extended periods of time. He said that once the storage supply of 100,000 gallons was gone on Friday evening only a very limited amount of water could be pumped and for brief periods only. He said the amount available was inadequate to serve the plazas, and conditions, especially in the rest rooms, were bad.

The Executive Director said also that plans had been made to improve the local system and some of the materials were on hand but progress in that direction had been stopped because of negotiations by the community to purchase the system from the water company. He said agreement had not been reached on the value of the system nor did it appear that there would be an early settlement. He said that even so the recurrence of the July experience was not expected since it was caused by an unusual condition. He said the 100,000 gallon storage tank was more than adequate for a 24-hour period and sufficient supplies were available during night time hours even though residents in the area might not have sufficient water and pressure during the peak demand hours, which occurred usually during the early evening. In response to a question by the Chairman the Executive Director said he did not think that building some wells to supply the two plazas could be justified

under existing circumstances. He said that under ordinary conditions the 100,000 gallons in storage would suffice for about 48 hours. In response to a question by Mr. Chastang as to increasing the storage for water the Executive Director said it would cost about 50 cents a gallon to provide additional storage for water. He said he was certain that unless there were some very unusual circumstances there would not be a recurrence of the problem.

The Executive Director reported further that Amended House Bill No. 523, relating to width, length and height limitations for motor vehicles in Ohio, was passed June 11, 1963 and was signed by the Governor on June 17, 1963. He said the statute would be effective September 17, 1963. He said the only provision in the new law of concern to the Ohio Turnpike Commission was an increase in the allowable length of a commercial tractor and semi-trailer combination from fifty feet to fifty-five feet. He said the Commission's Rules and Regulations permitted a length of fifty feet for a tractor and semi-trailer combination and to be consistent with Ohio Law should be changed to fifty-five feet. The Executive Director said also that at the same time consideration should be given to a less important problem arising from new buses and new fire trucks being delivered for use in municipalities. He said that generally those vehicles exceeded the Commission's length limitations and the Ohio Turnpike was avoided in delivering the vehicles because of the cost of permits on the turnpike. He said it was believed that an exemption from length limitations on new buses and new fire trucks being delivered would induce that type of traffic to use the turnpike and should not create any problems for other users of the turnpike. He said a recommendation to the Commission for a change in rules and regulations to accommodate those conditions was being developed and he expected to present the recommendation to the Commission at its next meeting.

The Executive Director reported further that a second and more difficult problem arose from the passage of Amended House Bill No. 509 which increased the speed limit on freeways outside municipal corporations to seventy miles per hour for passenger cars and fifty-five miles per hour for trucks and commercial tractors weighing in excess of four thousand pounds empty. He said the Bill was passed on June 19, 1963, signed by the Governor on July 1, 1963, and would become law on September 30, 1963. He said that under date of July 22, 1963 the views of the various automobile associations, The American Trucking Association, the National Safety Council, The Interstate Commerce Commission, The Ohio Trucking Association, the major trucking companies using the turnpike, bus companies and other

authorities on reasonable and proper speed limits for passenger cars, buses and trucks on the Ohio Turnpike were solicited. He said a gratifying response to the query was being received. He said the answers indicated thoughtful consideration of the questions asked, but also divergent conclusions. He said the material was being assembled and analyzed and he expected to be in a position to make a recommendation to the Commission in regard to possible changes in speed limits on the turnpike at its next meeting.

The Chairman said the report of the Executive Director was accepted as offered. He said it was a good report and covered all matters with which the Commission was concerned. 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 the usual summer time increases in patronage at the restaurants and service stations had developed but not quite to the extent expected. He said the cafeterias were proving their value in accommodating surges of traffic. He said the Supervisor of Service Plazas, Mr. W. R. Anders, reported observing service to approximately 700 patrons from fourteen buses in addition to normal traffic over a two and one-half hour period at Tiffin River Service Plaza on Saturday, July 27, 1963. He said Mr. Anders reported there were no delays and the crowd was handled routinely. He said that report was typical of other reports relating to cafeteria service. He said the Commission had received and expected to continue to receive criticisms from a few patrons who disliked cafeteria service but that acceptance of the cafeterias had shown that the traveling public was overwhelmingly in favor of them.

The Chairman of the Service Plaza Committee reported further that the Gladioux Corporation had designated Mr. L. O. Kibbel as supervisor of its ten restaurant operations on the turnpike. He said Mr. Kibbel was well known to the staff of the Commission and his abilities were respected. He said the assignment of Mr. Kibbel was regarded as an improvement in supervision and he was expected to be most cooperative in the Commission's efforts to provide the best food and service possible under the trying conditions of roadside feeding.

The Chairman of the Committee on Service Plazas reported further that at 7:34 P. M. the evening before Glazier Hills Service Plaza reported by radio that a car had entered the sales room of the service plaza through the front window. He said apparently the patron had his car in gear and in reaching for something in the rear seat inadvertently stepped on the gas. He said the patron was not injured but it took a tow

truck to get his car out of the building. He said the Commission's maintenance forces had closed in the front of the building with plywood by midnight. He said that because the neoprene gasket for thermopane windows must be custom made for each mounting, it was likely to take several months to complete repairs to the building. He said it was expected the Commission would recover all expenses in making the repairs.

The Chairman said the current summer was the first one during which he had not been badgered to death by people complaining about the food service. He said he had just not gotten it that summer and he thought the cafeterias had done it. He said people said nice things and when the Chairman of the Service Plaza Committee said the public was overwhelmingly in favor, he just did not think that there was any question. He said it was his view that the Commission should have gone into the cafeterias in the very beginning. He said the business of trying to furnish a luxury type service in that kind of a restaurant facility was not practical. The Chairman of the Service Plaza Committee said that not too many complaints were being received. He said he thought that was due to the supervision the Supervisor of Service Plazas was giving to the restaurants. He said the Supervisor was continually hammering at managers of the restaurants, not only about keeping their places clean but about seeing that there was good food and plenty of waitresses. The Chairman said he did not believe that that activity worked before the cafeterias were installed. The Chairman of the Service Plaza Committee concurred with the Chairman's comment that more food was being sold in the cafeterias. He said the increase was about 16-1/2%.

The Chairman said the report of the Chairman of the Service Plaza Committee was accepted as offered. The Chairman ascertained that there would be no reports by the Director of Highways or by the General Counsel. He said the report of the Consulting Engineers would be received.

The representative of the Consulting Engineers, Mr. Harnden, reported that the Consulting Engineers' report with respect to an interchange between the Ohio Turnpike and Interstate Route 71 would be completed by the end of the following week.

In response to a question by Mr. Redman about projection of amounts expected to be spent for depreciation the Executive Director said that depreciation needs had been projected for a period of about twenty years. He said dollar needs had been projected into the future

based on what it was thought would have to be done. He said that to date expenditures had not kept up to what the projection was. He said it had been thought that the Commission would have to repaint all the turnpike bridges in six years. He said that had not been necessary. He said the bridges were in their ninth year of use and instead of doing a wholesale repainting of them the Commission had established crews which had painted bridges where they needed paint the most severely. He said that because of the number of bridges the crews could not keep up with the need for repainting and in 1964 or 1965, depending upon the recommendation of the Consulting Engineers, the Commission would have to let a contract for painting the bridges which it would be unable to paint with its own forces. The Chairman said that eight years of operation of the Ohio Turnpike would be completed on October 1, 1963 and that the Commission had expected to have to resurface the turnpike pavement at the end of 16 years of operation but it was going to be longer than 16 years before the pavement would have to be resurfaced. Mr. Cresswell said it had originally been expected that after seven years of operation of the communication system it would be necessary to rehabilitate the system but that had not yet been necessary and it appeared that rehabilitation would not be necessary in the near future.

The Chairman said the report of the Consulting Engineers was 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 received many expressions of commendation from users of the turnpike. He said the writer of a letter received from Lorain County referred, in concluding, to "the Ohio Turnpike, which we like so much and feel so fond of as Ohioans". He said that was typical of the many expressions of pride in the Ohio Turnpike voiced by residents of northern Ohio. He said also that a request for information received from the St. Marys' Camping Club included the statement that "Our club has discovered the joy and ease of traveling through Ohio via the turnpike. It truly is worth every toll fee". He said a resident of Philadelphia whose two and one-half year old child became very ill while traveling the turnpike in July near the Streetsboro Interchange received prompt assistance at the interchange and thereafter wrote a letter of appreciation to the Commission, one paragraph of which said: "My wife and I want to thank you from the bottom of our hearts for everything that was done that day to make our little girl receive the best of care". The Director of Information and Research reported also that among the regular contributions from maintenance buildings and interchanges to the publication titled "The Green Light", which was issued

for employees every three months, there were a number of expressions of appreciation for the recent increase in wages which were spontaneous and unsolicited. He read one such expression as follows: "So I am going to start this article by saying thanks to the Members of the Commission for all the fellows here for the increase in pay we received the first of July".

The Chairman said the report of the Director of Information and Research was 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. 7-1963

"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 July 2, 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 July 2, 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 adopted with all Members voting in the affirmative. The resolution was identified as No. 7-1963.

There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Masheter, 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, Masheter, Teagarden, Redman, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 11:58 P.M.

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



Charles J. Chastang, Secretary-Treasurer