

MINUTES OF THE ONE HUNDRED AND SIXTY - SEVENTH MEETING
September 3, 1963

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways Building, 139 East Gay Street, Columbus, Ohio at 11:00 A.M., eastern standard time, on September 3, 1963 with the key members of its staff; the representative of the Consulting Engineers, Mr. H. A. Harnden; members of the press and others in attendance.

The meeting was called to order by the Chairman, the roll was called and the attendance was reported to be as follows:

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

Absent: None.

The Chairman announced that a quorum was present. He expressed regret that Mrs. Russel Lucas of the Auditor of State's staff was not present, and noted that the Trustee also was not represented. On behalf of himself and the other members of the Commission, the Chairman offered heartiest congratulations to Mr. Teagarden upon his marriage.

A motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the minutes for the meeting of August 6, 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: Teagarden, Chastang, Redman, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that he had been advised that morning that the Trustee had purchased \$1,804,000 worth of Ohio Turnpike bonds in August and also had bought \$2,391,000 worth of bonds for September

delivery and settlement at 100-3/8 and 100 1/2. He said that at the end of August the Commission had \$307,191,000 bonds outstanding and, with the purchases of September, would have only \$304,800,000 outstanding. He said that by the end of the year the Commission hoped it would have under \$300,000,000 outstanding, making purchases for the year between \$10,000,000 and \$11,000,000. He said that was a good record.

The Chairman reported further that the August revenue was estimated at \$3,400,000 which made the best month the Commission had ever had, with previous best month having been August 1962 with \$3,282,000.

He said the revenue for the first eight months of 1963 was approximately \$18,440,000 which exceeded the best record for the same time of any previous year by \$580,000. He said the best eight-month period that was being beaten was the first eight months of 1962.

The Chairman reported further that the Director of Highways and he could report to the Commission that they were enormously pleased with the progress of construction of Interstate Route 71.

The Chairman reported further that members of the staff had made a survey relating to speed-limit adjustments and the Members had received the survey and the Members received in their envelopes that morning a reproduction of a letter from the Consulting Engineers making recommendations consistent with the survey.

The Chairman reported further that the Illinois State Toll Highway Commission had approved an increase in fare for private passenger and commercial vehicles on the Illinois Tollway, effective October 1, 1963. He said it had been reported that the Illinois Tollway had suffered in revenue by the opening of the Dan Ryan Expressway in south Chicago and that its toll revenue for July 1963 was \$100,000 less than for July of the previous year. He said the Members knew that the Congress of the United States had been asked to buy the Chicago Skyway Bridge for \$63,838,000 and convert it into a freeway, that toll bridge having defaulted on its semi-annual interest payment. He said he supposed that that could be construed as a premium being placed upon failure. He said he had trouble comprehending why it would be suggested that by some ingenious but cynical device the Congress of the United States would be asked to assume a debt for a bad business venture of a government. He said that he should think that after that West Virginia ought to seek to have its turnpike bought and some of the other turnpikes

that were in trouble ought to be bought, and that he supposed after that the Ohio Turnpike Commission ought to put its turnpike in default so that the Congress would buy it out. He said the absurdity of that appeared on its face.

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

The Secretary-Treasurer reported that the Committee on Budget and Finance would have a meeting on Thursday, September 5.

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

1. Traffic and Revenue Report for July 1963.
2. Accountants' Report for period ending June 30, 1963.
3. Financial Report as of July 31, 1963.
4. Draft of the minutes for the August 6, 1963 meeting.

The Chairman said that in the absence of questions the report of the Secretary-Treasurer was received as offered.

The Chairman said the report of the Executive Director would be received. He addressed Mr. T. J. Kauer, the I-71 Liaison Engineer of the Ohio Department of Highways, who was present and welcomed him back to the meeting table of the Commission. He said Mr. Kauer had always been welcome at that table and had always made a contribution when he had been there and the Commission had profited over the years by the good works he did when he was with the Commission as Director of Highways and as Chief Engineer. The Chairman said he had asked Mr. Kauer to come to the meeting because Mr. Kauer and the Executive Director had been in consultation on the interchange of I-71 and the Ohio Turnpike and the Executive Director was going to include that in his report, and Mr. Kauer could discuss it for the benefit of the Members.

The Executive Director reported that at the meeting of the Commission on August 6, 1963 he had reported that the staff had undertaken a study to determine reasonable and proper speed limitations for commercial vehicles, buses and passenger cars on the Ohio Turnpike. He said the study was occasioned by the amendment of Section 4511.21

of the Revised Code of Ohio to increase the speed limit to 70 MPH for passenger cars and 55 MPH for commercial vehicles on rural limited access highways in Ohio. He said the new limits would be effective September 30, 1963. He said the study had resulted in a comprehensive report, copies of which were sent to the Members under date of August 26, 1963. He said he was sure that the Members, after having examined the report, would agree that the establishment of appropriate speed limits was a difficult task especially when consideration was given to the differences in recommendations from authorities having responsibilities in safety and the use of highways.

The Executive Director said also that the tabulation of the recommendations resulting from the user survey showed a great variation in speeds recommended for commercial vehicles and variations, but to a lesser extent, in speeds recommended for passenger cars. He said it would be reasonable to assume that many recommendations were based on self-interest considerations and should be weighed in that light. He said that, even so, the consensus favored 55 MPH for trucks and 70 MPH for passenger cars, those being the limits that would be effective on rural freeways in Ohio on September 30, 1963.

The Executive Director said also that there was merit in uniformity of regulations, as was expressed by the National Safety Council in its statement, "Uniformity in speed limits among roads of substantially the same characteristics is desirable and is one factor, we feel, that leads to respect for all types of traffic regulations". The Executive Director said it would be noted from the report that the Indiana Toll Road had limits of 55 MPH for commercial vehicles and 70 MPH for passenger cars. He said that, in addition to the National Safety Council, the Ohio State Automobile Association; Markel Service, which was basically an insurance and safety service for the trucking industry; Consolidated Freightways; The Ohio Mobile Home Association, and others reported favoring uniformity. He said that, accordingly, it would appear that a prudent selection of limits for commercial vehicles should be 55 MPH and since that limit was the existing limit for commercial vehicles on the turnpike no change was recommended at that time.

The Executive Director said also that because the limits for passenger cars would be increased to 70 MPH on rural freeways in Ohio on September 30, 1963 and was the current limit on the Indiana Toll Road, a greater degree of uniformity would be obtained by increasing the limit for passenger cars on the Ohio Turnpike to 70 MPH. He said the majority of respondents to the questionnaire sent out by the staff

favored the 70 MPH limitation and that majority included the National Safety Council, the Ohio State Automobile Association and most major trucking firms. He said that since the preparation of the report there had been received a recommendation from the Cleveland Automobile Club which stated:

"At a meeting of the Board of Trustees of The Cleveland Automobile Club, held Monday, August 26, 1963, I was authorized, by unanimous action, to advise you of the position of the Trustees of The Cleveland Automobile Club, and to urge the Ohio Turnpike Commission to change the lawful rate of speed on the Ohio Turnpike to seventy miles per hour, to become effective, if possible, as of September 30, 1963, at which time the prima facie lawful rate of speed of seventy miles per hour on freeways in Ohio becomes operative. "

The Executive Director said also that from the limited experience of other highway authorities that had increased speeds to 70 MPH, those being the Indiana Toll Road Commission, Florida State Turnpike Authority, and the State of Michigan on its freeways, it would appear that an increase in speed limits should not adversely affect the Ohio Turnpike accident experience. He said that, accordingly, it was recommended that the Commission give favorable consideration to an increase in the speed limit on the Ohio Turnpike for passenger cars from 65 MPH to 70 MPH.

The Executive Director reported further that responses to the question of recommended speeds for commercial passenger buses produced less conclusive answers that ranged from 55 MPH to 70 MPH. He said that while it was recognized that modern intercity commercial buses were engineered to give performance comparable to passenger cars, there was a great deal of difference in the actual operation of the two. He said that speed for commercial buses under the new state law was the same as for passenger cars on rural freeways in Ohio, or 70 MPH, yet Continental Trailways, in answer to the Commission's query, recommended retention of the existing 65 MPH for passenger cars and commercial buses; Eastern Greyhound Bus Lines advised it endeavored to control the speed of its buses by a governor setting permitting maximum speed of 65 MPH and that even though the speed limit were to be increased to 70 MPH it would not change its governor settings, which were "standard throughout Greyhound nation-wide". He said Greyhound did indicate it favored a 70 MPH limitation, even though it would not increase the speed of its buses, to provide a tolerance for governor variations and because it might reduce motorists' complaints by the common overstatement of speed on private car speedometers.

The Executive Director said also that because there appeared to be some virtue in permitting an automobile a speed advantage over buses to avoid the disagreeable fumes from diesel motors when following a bus or the uncomfortable feeling in having a bus follow a passenger car at high speeds, and in view of the limit of 65 MPH for buses on the Indiana Toll Road, it was recommended that the existing limit of 65 MPH for commercial passenger buses be retained.

The Executive Director said, in summary, it was recommended that the speed limit for passenger cars be increased from 65 MPH to 70 MPH and the existing limits for trucks and commercial passenger buses be retained, with the increase to be effective September 30, 1963. He recommended also that, in order to conform with state statutes respecting school buses, the speed limit for school buses on the Ohio Turnpike be established at 50 MPH, effective September 30, 1963.

The Executive Director said also that copies of the summary report were furnished to the Consulting Engineers, the J. E. Greiner Company, and by letter addressed to the Commission under date of August 28, 1963, copies of which had been furnished to the Members that day, the Consulting Engineers had similarly recommended. The letter from the Consulting Engineers was as follows:

"August 28, 1963

"Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio

"Attention: Mr. C. W. Hartford, Executive Director

"Subject: Ohio Turnpike Speed Limits

"Gentlemen:

"As requested we have reviewed the 'Report on Speed Limit Study' prepared by the Ohio Turnpike Commission dated August 1963.

"Based on the data contained in this report, on the experience of the Indiana Toll Road, a facility similar to the Ohio Turnpike and in recognition of the speed limits on other similar roads on the Interstate System, it is our recommendation that the Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike be amended to provide a maximum speed limit of 70 miles

per hour for passenger vehicles, and the present speed limits of 65 miles per hour for buses and 55 miles per hour for trucks be continued.

"Very truly yours,

"J. E. GREINER COMPANY

"by H. A. Harnden

"cc: F. S. Cresswell"

A resolution amending second paragraph of section 2.3 of the Rules and Regulations with respect to speed of motor vehicles upon the Ohio Turnpike was moved for adoption by Mr. Redman, seconded by Mr. Teagarden, as follows:

Resolution No. 8-1963

"WHEREAS, the Commission by Resolution No. 155-1954, adopted Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike, which Rules and Regulations were subsequently amended in part by Resolutions No. 41-1955 and No. 2-1956; and

"WHEREAS, the Commission deems it advisable, necessary, and proper, and in its own and the public interest, to amend Section 2.3 with respect to speed of motor vehicles upon the Ohio Turnpike, which Rule and Regulation was adopted by Resolution No. 155-1954;

"NOW, THEREFORE, BE IT

"RESOLVED that the second paragraph of Section 2.3 of the Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike Project No. 1, adopted by Resolution No. 155-1954, be, and it hereby is, amended to read as follows:

'Sec. 2.3

'No person shall operate a truck, trailer, semi-trailer, or commercial tractor upon the turnpike at a speed in excess of 55 miles per hour. No person shall operate a commercial passenger bus upon the turnpike at a speed in excess of 65 miles per hour; nor shall any person operate a school bus at a speed in excess of 50 miles per hour. No person shall operate any other motor vehicle upon the turnpike at a speed in excess of 70 miles per hour.'

"FURTHER RESOLVED that the amendment of the aforesaid second paragraph of Section 2.3 of the Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike be, and it is hereby declared to be effective on and after September 30, 1963, and that the existing second paragraph of Section 2.3 as originally adopted by Resolution No. 155-1954 be, and it is hereby, rescinded as of the aforesaid date; and

"FURTHER RESOLVED that general counsel shall cause the foregoing rule and regulation as amended to be published in a newspaper of general circulation in Franklin County, Ohio; that he shall, forthwith, file a certified copy of said amendment in the office of the Secretary of State of the State of Ohio; that he shall mail a copy of said amendment to the Department of Highway Safety of the State of Ohio; and that he may cause to be given such additional notice of said amendment in such manner as he may deem advisable."

The Chairman said he personally endorsed the resolution. He said he thought it was the sense of the Commission that the resolution expressed the best judgment of the industries affected and the public as represented by the automobile clubs and others. Mr. Chastang complimented the staff upon the very fine research job it did. He said the report of the study was very well presented. The Executive Director said that the Deputy Executive Director was the draftsman of the report. The Chairman said the report was well documented and was a good report. Mr. Redman said he had wondered about the governor on a bus which had passed him on the turnpike while he was driving at 65 miles per hour. The Executive Director said that on occasion Greyhound Bus Lines had been questioned about the governor setting and, of course, its statement was that the governor, being a piece of equipment, was subject to maladjustment. He said the bus company said they had found a few cases in which the driver had maliciously tampered with the governor and removed the seal. The Chairman said there had been some frightful bus accidents on the turnpike and he thought the differential in speed was justified. Mr. Teagarden said he thought the resolution spelled out what the General Assembly had said in its statute.

A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 8-1963.

The Executive Director reported further that at the meeting of the Commission on August 6 he had reported the passage by the General Assembly of Amended House Bill 523 relating to width, length and height limitations for motor vehicles in Ohio effective September 17, 1963.

He said the only change in that law of concern to the Commission was the increase in length permitted commercial semi-tractor-trailer combinations from a maximum of 50 feet to 55 feet. He said the new length limitation would apply to vehicles on two-lane highways in Ohio as well as on the four-lane divided highways. He said that because the length of combinations of vehicles was not a matter of great concern on divided highways where vehicles involved in a passing maneuver were not occupying a driving lane for approaching traffic there could be little opposition to the length of vehicles using a divided highway. He said there were no problems of safety or public acceptance. He said that could best be demonstrated by the use of many toll roads in double-bottom operations where the combination of vehicles was over 90 feet in length. He said that since inauguration of the double-bottom program on the Ohio Turnpike in January 18, 1960 no problems had resulted from the length of those combinations and in spite of the apprehension expressed by many prior to that inauguration the Commission had yet to receive the first complaint from any source regarding any phase of that operation.

The Executive Director said also that in his report to the Commission on August 6 he recommended the adoption by the Commission of a length limitation for semi-tractor-trailer combinations of 55 feet to agree with the new state law to be effective September 17, 1963, and further recommended that an exception be made in length limitations for fire trucks and buses being delivered. He said the length of those vehicles, which were used in municipalities, generally exceeded length limitations permitted on rural roads, and the Commission's length limitations required that permits be obtained for use of the Ohio Turnpike. He said that because of the permit costs those vehicles avoided the Ohio Turnpike and were delivered over the public roads. He said it was believed that an exception in length limitations would encourage the use of the Ohio Turnpike for delivery of those vehicles.

The Executive Director said also that a proposed amendment to the Rules and Regulations to accommodate those proposed changes in

length was presented to the Consulting Engineers for consideration and the Consulting Engineers recommended the adoption of the proposed amendment in a letter addressed to the Commission under date of July 30, 1963 which stated:

"July 30, 1963

"Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio

"Attention: Mr. C. W. Hartford, Executive Director

"Subject: Amendment Section (j) Rule 3.1 'Use of the
Turnpike Prohibited' - Rules and Regulations
for the Control and Regulation of Traffic.

"Gentlemen:

"We have reviewed the proposed amendment to the subject rule submitted to us with the letter from the Executive Director dated July 19, 1963.

"It is noted that the proposed amendment is not proposed to apply to fire engines, fire trucks or passenger buses in delivery. Although this removed all restrictions concerning the size of such vehicles, it is considered no extreme dimensions will be encountered on these since they will be controlled by legal limits imposed by the municipality or other governing agencies in the areas in which they will be used.

"We recommend the proposed amendment be adopted.

"Very truly yours,

"J. E. GREINER COMPANY
"by H. A. Harnden

"cc: F. S. Cresswell"

The Executive Director recommended the adoption of the proposed amendment as drafted in a resolution prepared for that purpose.

In response to a question by Mr. Chastang as to possible

problems to be created by overlength of buses and fire trucks in the course of being delivered, the Executive Director said he anticipated no problems. He said the buses that were being delivered were buses that were to be used in municipalities in the east. He said most of them were manufactured in the Detroit area and were moved to the east but the Ohio Turnpike was avoided in the delivery because the Commission required that a permit and a fee be paid on such buses. He said the buses were permitted to travel on state roads under permit but without costs. In response to a question by Mr. Teagarden, the Executive Director said that under the terms of the resolution the buses and fire trucks would not require a special toll ticket for use of the turnpike.

A resolution amending section 3.1 (j) of the Rules and Regulations for the Control and Regulation of Traffic with respect to dimensions of vehicles and further providing for exemption of length limitations for buses and fire trucks in course of delivery was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 9-1963

"WHEREAS, the Commission by Resolution No. 155-1954, adopted Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike, which Rules and Regulations were subsequently amended in part and supplemented by Resolutions No. 41-1955 and No. 2-1956, and more recently by Resolution No. 8-1963; and

"WHEREAS, the Commission deems it advisable, necessary, and proper, and in its own and the public interest, to amend Section 3.1 (j) with respect to dimensions of commercial tractors and semi-trailer combinations, which provision of the rule and regulation was adopted by Resolution No. 41-1955, and to provide for exemption of length limitations for busses and fire trucks in course of delivery;

"NOW, THEREFORE, BE IT

"RESOLVED that the provision of paragraph (j) of Section 3.1 of the Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike which was adopted by Resolution No. 41-1955 pertaining to dimensions of commercial tractors and semi-trailer combinations be, and the same hereby is, amended as to length to specify 55'-0" in substitution for 50'-0";

"FURTHER RESOLVED that paragraph (j), Section 3.1 be,

and the same hereby is, amended to add at the end of the said paragraph the following exemption:

'Provided further that busses and fire trucks in course of delivery shall be exempt from length limitation. ';

"FURTHER RESOLVED that the foregoing amendments of the aforesaid Section 3.1 (j) of the Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike be, and they hereby are, declared to be effective as of September 17, 1963; and

"FURTHER RESOLVED that general counsel shall cause the foregoing amendments to Section 3.1 (j) of the Rules and Regulations to be published in a newspaper of general circulation in Franklin County, Ohio; that he shall, forthwith, file a certified copy thereof in the office of the Secretary of State of the State of Ohio; that he shall mail a copy to the Department of Highway Safety of the State of Ohio; and that he may cause to be given such additional notice thereof in such manner as he may deem advisable. "

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 resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 9-1963.

The Executive Director reported further that because the Interstate System of highways when constructed was expected to change some of the existing patterns of traffic on the turnpike it was likely that the Commission would need to relocate some of the toll collection equipment and expand facilities beyond existing capacities. He said that conclusive studies had not been made as to those needs but as part of those studies the staff had developed some background material concerning the costs to collect tolls and had analyzed those costs for the years 1956 to 1962, inclusive. He said the results of that analysis were most interesting.

The Executive Director said also that the year 1956 was the first full year of operation of the turnpike and experience indicated the

need for a number of adjustments during that year so 1956 expense had not been used for making comparisons. He said that, even so, costs for 1956 were not far out of line for subsequent years. He said that in making the analysis total expense in collecting tolls had been related to dollars collected and to the number of transactions. He said that not included in the cost were the expenses of fringe benefits for employees; that, however, these expenses would not affect materially the comparison made, and it would be difficult to isolate and include them.

The Executive Director said also that on that basis the cost to collect each dollar of tolls in 1957 was 7.82¢. He said that in 1962 that cost had been reduced to 6.05¢. He said also that the total cost to collect tolls when related to the number of transactions in 1957 amounted to 11.37¢ per transaction. He said that in 1962 that cost had been reduced to 9.69¢. The Executive Director said also, that, actually, the total expense for collecting tolls rose only slightly more than 1% between 1957 and 1962. He said that was made possible, in part, through the purchase of the toll collection equipment from International Business Machines Corporation on June 1, 1960 for \$290,977 and in part through a more favorable maintenance contract. He said that prior to June 1, 1960 the equipment was leased. He said the salary expense of toll collection personnel represented the greatest single item of expense in toll collection costs and increased from \$735,655 in 1957 to \$892,176 in 1962, yet when that item of expense was related to the number of transactions in each year the salary cost for each transaction had risen from 6.53¢ in 1957 to only 6.68¢ in 1962, but when those same salary costs were related to dollars collected, the cost had dropped from 4.5¢ in 1957 to 4.2¢ in 1962. He said the latter figures might appear to be inconsistent with those relating to the cost per transaction but were logical when consideration was given to the fact that dollars per transaction had increased during the period under consideration.

The Executive Director said also it would be wishful thinking to believe that that very favorable experience could continue at its current rate since there appeared to be little room left to effect savings and costs were bound to rise proportionately to increases in volumes and wages. He said that, secondly, the equipment was then eight years old and costs in repair and maintenance were bound to increase in the future.

The Executive Director said it was most amazing to him, even though he was in touch with the situation almost daily, to determine that costs had dropped so substantially over the years. In response to a question by Mr. Chastang, the Executive Director said the costs cited were an average for the entire turnpike and would not be true at each interchange because traffic patterns already had changed at some interchanges and the volumes had increased substantially or decreased

substantially. The Chairman said that what had been found was that each person was probably handling more transactions and handling more money. The Executive Director assented to that statement. He said the toll collection personnel had become more efficient over the years and, of course, the staff continually worked on the cost to collect tolls and had removed the "fat" wherever it could find "fat". He said he thought the staff had got the cost pretty lean at the moment.

The Executive Director reported further that in a conference held in the administration building at Berea the previous Thursday attended by representatives of the Bureau of Public Roads, the Ohio Department of Highways, and the Commission discussions were held on two proposals submitted by the Consulting Engineers for an interchange between Interstate Route 71 and the Ohio Turnpike. He said an alternative study to one of the proposals - 4B - was discussed, and the Consulting Engineers would develop the alternative to determine its feasibility and estimated cost. He said that when that had been done, probably within several weeks, further conferences would be in order.

The Chairman asked Mr. Kauer if he wished to comment on that matter. Mr. Kauer said the studies submitted by the Consulting Engineers and by the Executive Director and the alternative plan for proposal 4-B provided for an interchange at the turnpike between the turnpike and I-71 but at the same time it required an interchange between I-71 and U. S. Route 42. He said that at the conference at which the Bureau of Public Roads was represented, Mr. W. E. Reed, Division Engineer of the Bureau of Public Roads, on being asked the question as to whether or not the Bureau would participate, telephoned his regional office at Hagerstown, Maryland. Mr. Kauer said Mr. Reed was advised and so advised the other conferees that the Bureau would participate in only one interchange. Mr. Kauer said that since it was apparent that the interchange between I 71 and U. S. Route 42 could not be eliminated, there would be no participation by the Bureau in an interchange between the turnpike and I-71.

The Chairman said he only accepted that with some reservation. He said it just happened that the turnpike in that area was not on the interstate system. He said the possibilities were that it would be placed on the interstate system. He said 206 miles of the turnpike were on the interstate system and 35 miles were not on it. The Chairman said that if that portion being discussed were on the interstate system, it would be eligible for participation. He said the reason the Bureau was not participating was because it was not on the interstate system. He said that he, therefore, was not willing to accept as final the interim position

that the Bureau could not participate because certainly if the United States was willing to consider an ex post facto determination of the Chicago Skyway Bridge as justification for a 90% participation of a purchase at \$63,000,000, there was not much justification for its not being willing to consider participation before the interchange was done. He said he thought the matter became one for negotiation. He said he agreed that the regional office of the Bureau at Hagerstown had no choice but to say what it said at that time but that he did not agree that the administrator of the Bureau of Public Roads, Mr. Rex M. Whitton, probably had no choice because he thought it was within Mr. Whitton's discretion and it was certainly for the convenience of the public. The Chairman said also that the Commission would bide its time on that and proceed with its plans with the hope that the Bureau could be persuaded to recognize that whether it did or not participate the interchange was going to have to be provided. He said the method of payment would have to be worked out. The Chairman said also he thought that what would have to be arrived at was that, if the Consulting Engineers concluded and the Executive Director and Mr. Kauer concluded - because the analysis had to be a joint analysis and there was no point in a unilateral analysis by the Commission - the Consulting Engineers should proceed on the plan discussed at the conference and when the Consulting Engineers' report was ready the conferees would meet again and jointly evaluate it and then the Director of Highways as Director and the Commission as the Commission including the Director of Highways, whose functions overlapped, would make a recommendation to the Director of Highways on what to do. The Chairman said that at that time he expected to make some effort to get further consideration because the interchange would serve sections of the turnpike which were already on the interstate system. He said one came off the interstate system onto the 35-mile section from both ways, so he thought there was a good case. He said the road was a continuous road.

Mr. Kauer said that another factor that entered into the Bureau's determination was the closeness of the I-71 interchanges at the turnpike and at Route 42. He said the normal rule on urban areas was that interchanges should not be closer than one mile. Mr. Kauer said he believed the distance between the interchange between the turnpike and I-71 and the interchange between I-71 and Route 42 was in excess of one mile so that when the Consulting Engineers brought in the new design which, he thought, would be lower in cost and serve traffic in a better manner, the Department of Highways could go to the Bureau to have the Bureau participate in both interchanges based upon the fact that the distance between them would be in excess of one mile and also upon the fact that regardless of whether the turnpike was on the interstate system it did serve the same purpose. The Chairman said the

traffic was the same and that he, therefore, was of the opinion that the expression of the Hagerstown regional office of the Bureau was subject to correction and that eventually the Bureau could and would be reasonable because it certainly had been reasonable in dealing with the Department of Highways on I-71. He said one could not ask for better cooperation than had been had from the Bureau on I-71. The Director of Highways said he thought the matter of the interchange between the Ohio Turnpike and I-71 had progressed very much. He said one scheme was currently being talked about whereas a month before several schemes were being discussed. He said he agreed with the Chairman that the local Bureau office headed by Mr. Reed or the regional office headed by Mr. August H. Schofer, the regional engineer, could not be expected to take any view other than the one reported by Mr. Reed because that view was in line with established regulations. He said regulations were made for certain purposes so it was up to the Department of Highways to reconsider the matter and present the case as it should see it at that time.

In response to a question, Mr. Harnden, the resident engineer of the Consulting Engineers, said the plan for the interchange between the turnpike and I-71 which was being modified was estimated at \$1,900,000. He said the interchange between I-71 and U. S. Route 42 would cost about half a million dollars. The Chairman said the figures were currently down to a feasible scheme and an economic construction. He said the construction as currently proposed was an economic construction.

The Chairman said in the absence of further questions the report of the Executive Director would be accepted as offered. He thanked Mr. Kauer for his participation in the discussion. 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 there had been no meetings of the Committee since the meeting of the Commission on August 6, 1963.

Mr. Teagarden reported further that the Comptroller, who was secretary of the Committee, submitted his semi-annual report on concessionaires for the first half of 1963 under date of August 9, 1963 and sent copies of that report to the Members. He said it would be noted from the report and the opening dates of the various cafeterias that a valid comparison of the operations of the cafeterias with the previous year's experience with the restaurants could not be made for the first half of the year with the first half of the previous year but in that regard the Committee expected to prepare a special report comparing the experience of June, July and August of 1963 with the same three months of 1962.

Mr. Teagarden reported further that the Committee expected to have a meeting of the Committee in the near future to review the experience of the past summer and to determine needs for the future and especially for the summer of 1964. He said one thing had been lost sight of. He said in the effort to improve the cafeterias and other restaurants for service the matter of service for people who were buying gasoline had been neglected to a certain extent. He described his own recent experience at Middle Ridge and Great Lakes service plazas where he found automobiles lined up nine deep waiting for service at the gasoline pumps. He said only four attendants were serving the pumps. Mr. Teagarden said also that if service for patrons who wanted gasoline fell down it was nobody's fault except that of the people who were operating the gasoline service stations, that they were not giving proper service. He said that under those conditions people would go off the turnpike to buy gasoline.

Mr. Teagarden reported further that he had had an opportunity to eat at restaurants on other turnpikes and he, as a result, did not feel too bad about the restaurants on the Ohio Turnpike. He said he thought they were doing a pretty good job compared to restaurants on other turnpikes. The Chairman said that he had gotten through Labor Day without ever being stopped on the streets of Columbus or any place else in Ohio to receive a complaint about the cleanliness of rest rooms. He said it was the first year that he had not been accosted by somebody who had a complaint about cleanliness and restaurants. He said that the previous day a woman in northern Ohio had told him that she had to wait 40 minutes for service in an Ohio Turnpike restaurant on the Sunday before Labor Day. He said also that that morning he had met a man who told him that he had just come home from a three weeks' trip on the Ohio Turnpike, the Pennsylvania Turnpike, the Garden State Parkway, the New Jersey Turnpike, the New York State Thruway, and several other toll roads and had said "I just didn't believe, Mr. Shocknessy, that there could be so much difference in the operation of a road". Mr. Shocknessy said the man said the Ohio Turnpike was head and shoulders in maintenance over all the others. He said the man mentioned one toll road specifically where the signing was not good, where the signs were in bad condition, and had mentioned especially about how precise the signing on the Ohio Turnpike was and about the good condition that the Ohio Turnpike was in.

The Chairman said the report of the Committee on Service Plazas would be accepted as offered. He determined that the Director of Highways and the General Counsel had no reports to make. He said the report of the Consulting Engineers would be received.

The Resident Engineer of the Consulting Engineers reported that the field work for the annual report of the Consulting Engineers had been

completed and that the first draft of the transcript had been completed also and had gone to the headquarters of the Consulting Engineers in Baltimore for review. He said the report would be delivered to the Commission on schedule.

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 two letters of appreciation had been received by the Commission both of which referred to the disabled vehicle service on the turnpike. He read one letter from Sister M. Laura, Treasurer of the Sisters of St. Francis of Pittsburgh, Pa., which was addressed to Whitey's Automotive Service in Fremont, as follows:

"Sincere thanks for your kind, efficient and patient service. The Sisters are most grateful. Thank God that the world still has such generous men in it.

"God bless you.

"Yours in St. Francis,

"/s/ Sister M. Laura, Treasurer"

The Director of Information and Research read the following excerpt from the other letter which was addressed to Passerelli Bros. Inc., in Youngstown, Ohio from Father Chang of Saint Martin Rectory in Chicago, as follows:

"I was most grateful to you for all the services and kindness you've given me about two weeks ago, I know it was more than money could make up. I pray the Good Lord to bless you, may your work and services to the mankind continue to prosper."

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. 10-1963

"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 August 6, 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 August 6, 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 resolution was identified as No. 10-1963.

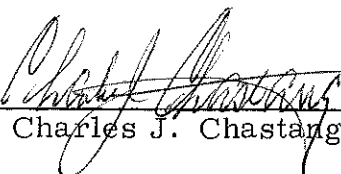
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:20 P.M.

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



Charles J. Chastang, Secretary-Treasurer