

MINUTES OF THE ONE HUNDRED AND SEVENTY THIRD MEETING  
March 3, 1964

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the conference room of the Division of Right of Way of the Ohio Department of Highways at 139 East Gay Street, Columbus, Ohio at 11:00 A. M. , eastern standard time, on March 3, 1964 with the key members of the staff; representatives, Mr. H. A. Harnden and Mr. L. Frank Harris, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; 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: 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. Redman, that the minutes for the meeting of February 4, 1964 which had been examined by the Members of the Commission and upon 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, Redman, Masheter, Teagarden, Shocknessy.

Nays: None.

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

The Chairman reported that February revenue was estimated at \$1,557,000 and was better by \$102,000 than the previous February record established in 1963. He said the extra day, February 29, contributed \$30,000 to \$40,000 and that there was not as much snowfall in February as usual which caused the turnpike to get a lot of

passenger car traffic. He said February was the 25th of the last 29 months in which income was greater than the corresponding month of the previous year.

The Chairman reported further that progress toward completion of Interstate Route 71 was doing very well. He said he was especially encouraged about the progress made on the structure over the Little Miami River which was about 58% completed and which was a keystone in the project between Columbus and Cincinnati. He said that if construction of the bridge proceeded as well as it appeared it might, there might be some dramatic results in the southern part of the state before the end of 1964.

The Chairman said also that the Mayor and the President of Council of Strongsville attended the I-71 conference the day before. He said that because he was speaking for the Director of Highways at that meeting he had asked the Executive Director to come to Columbus and speak for the Commission because the Mayor had indicated that he was going to be at that meeting. He said the Executive Director in his usual competent way portrayed the position of the Commission with respect to the interchange between the Ohio Turnpike and I-71. He said he was of the opinion that the officials from Strongsville were most reasonable and not seeking to be obstructionists but honestly seeking to get information which would be valuable to them in portraying the Commission's plans and the Highway Department to the local community.

The Chairman reported further that he had a letter from a very distinguished Ohioan who was competent to give an opinion on the Commission's annual report and, while it was only one of the letters he had received complimenting the Commission on the annual report, because it did come from someone who was well qualified he was going to read it. The letter follows:

"February 28, 1964

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

"Dear Jim:

"After our recent meeting, I returned to my office, searched for, and found the 1963 Ohio Turnpike Annual Report. This is a truly fine public communication. My admiration for Jim Hartshorne and his

associates continues to increase year after year.

"As you know, I travel the Turnpike out of Cleveland to the Toledo exit on the West and the Gateway to Pennsylvania on the East. I have traveled these portions of the Turnpike at least once a week for the past two years. I believe it to be the finest road in the world, and certainly the best managed. Its winter maintenance is so far superior to the State roads in Ohio and the Pennsylvania Turnpike, there is no comparison.

"One area, however, needs a great deal more attention than it gets. I'm referring to the truck speed limit.

"A great many truck drivers -- my estimation would be as many as one out of every ten -- pay no attention to the speed limit. On my weekly trips during the past year, I have frequently been passed by huge tractor-trailer rigs, even though I was traveling the legal seventy miles an hour for passenger cars.

"These truck violations are flagrant, and they are frequent. Other Turnpike drivers to whom I have spoken about this matter report similar experiences.

"It doesn't hurt my pride to be passed by a truck doing seventy miles an hour; it just scares me to death. When the truck comes to a grade, he slows down anyhow, and I find myself see-sawing back and forth with the truck, going around him and vice versa.

"When the forty-mile speed limit is in effect due to weather conditions, I think it is a fair statement to say that practically no trucks observe it. Almost all passenger cars do, because it would be hazardous to go faster under the restricted conditions. The trucks with their great weight apparently have no traction problem and keep rolling at their normal speed. This is an incredible hazard to the passenger cars, because the trucks throw up salt and slush in such a manner that the passenger car driver is blinded for perhaps five or six seconds while the truck is passing.

"I'm sure your Highway Patrolmen are aware of this situation. My question is, why do they permit it?

"I urge your commission to look into this situation, perhaps by querying passenger car drivers regarding their experience on the Turnpike. This road is so ideal in all other respects, it would seem

that the speeding truck hazard could easily be eliminated.

"Very truly yours,

"STORYCRAFT, INCORPORATED

"Frank Siedel, President

"FS:d"

The Chairman directed that replies to the letter be made by the Executive Director and by the Director of Information and Research, the latter for the kind words that had been said about the annual report and the former for the kind words that had been said about the operation and maintenance of the Ohio Turnpike, and also for the discussion of the speed problem.

The Chairman reported further that the Commission had a letter under date of February 20, 1964 from the Ohio State Association of Plumbing-Heating-Cooling Contractors, Inc. by Mr. J. H. Soehlnen, vice president, at Canton, Ohio with respect to the bids on the service plaza work and the applicability of a certain statute which, in his opinion, did not apply. He said the General Counsel had so stated.

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

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

1. Traffic and Revenue Report for January 1964.
2. Cost and Budget Report, year 1963.
3. Financial Report as of January 31, 1964.
4. Draft of the minutes for the February 4, 1964 meeting.
5. Detail of investment transactions for February 1964.

The Assistant Secretary-Treasurer reported further that the Trustee purchased 118 bonds late in February for delivery and settlement on March 3 and March 4. He said the price paid was 99. He said

the transaction would be reported as a March transaction.

The Assistant Secretary-Treasurer reported further that the reduction in Federal income tax withholding rate would start with the maintenance payroll to be paid March 6. He said the handling of the change in the federal income tax withholding rate was accomplished by the change of a single figure in the computer program. He said that by the method of payroll preparation in use prior to the first of 1964 such a change would have required several hours of work.

In response to a question by the Chairman, the Assistant Secretary-Treasurer said that the bonds purchased in 1964 brought the total of bonds outstanding to \$299, 187, 000.

The Chairman said that in the absence of any further questions, the report of the Secretary-Treasurer was 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 preparation of plans, specifications, invitations for bids, and award of contracts in connection with the renovation of the service plazas remained on schedule. He said bids on contracts 40C and 41C, for refurbishing the mechanical refrigeration system at 14 service plazas, were opened on March 2, 1964. He said the bids were being reviewed and, if found satisfactory, contracts would be awarded by March 6, 1964 with work to begin no later than March 16, 1964 and to be completed by May 15, 1964.

Mr. Teagarden reported further that awards were made on contracts 42C and 43C, for refurbishing and alterations of restrooms at nine service plazas, on February 27, 1964. He said the two contractors concerned were scheduled to begin work on or before March 9, 1964 and to complete work on or before May 15, 1964. He said those contracts were awarded one day ahead of schedule, thus getting an additional day for construction.

Mr. Teagarden reported further that contracts 44C and 45C, involving additions and alterations in connection with gift shop enlargement and modification of food service areas at Commodore Perry, Middle Ridge, Great Lakes and Brady's Leap Service Plazas, were advertised for bids on the scheduled dates, February 21 and 28, 1964, and bids were to be opened on March 6, 1964. Mr. Teagarden said also that the time schedule for completion of those contracts was very

tight, therefore it was deemed advisable to perform some preparatory work - which was already under way - by utilizing the services of the Commission's maintenance forces and the restaurant operators' maintenance forces. He said the preparatory work included relocating the dish washer, glass washer, pot sink and all connecting utilities thereto at Commodore Perry and Brady's Leap Plazas. He said that with that work out of the way the contractors would be able to begin immediately with restoration work in the food service areas.

Mr. Teagarden reported further that preliminary steps had been taken that week on negotiations with the restaurant operators to determine an acceptable agreement for recovering their costs for remodeling and redecorating within the limited time remaining under the restaurant service contracts. He said the Commission's staff had drafted a letter of agreement and was in the process of determining depreciation factors. He said findings to that time showed that some items depreciated to zero value over a period of ten years while others depreciated to zero value in fewer years. He said there remained approximately one and one-half years in the terms of the restaurant contracts with a provision for extending the terms five years. Mr. Teagarden said also that, accordingly, if a ten-year depreciation period was agreed to for some items, there would be a residue at both the one-and-one-half year termination and the six-and-one-half year termination periods. He said the Commission would assume the unamortized portion of the investment and pass it on to the operators' successors as an obligation under the terms of the contracts bid upon. He said those arrangements were evolved in accordance with the direction given the Committee by the Commission at its last meeting to discuss with the operators their participation in the renovation. He said the operators agreed to such discussion.

In response to a question by Mr. Redman, Mr. Teagarden said that with respect to amortization of capital improvements there would be set up a schedule of costs and a schedule of depreciation based on the life of the improvements involved, and that the life of the improvements would be determined for particular classes of improvements rather than representing a composite rate of depreciation.

Mr. Teagarden reported further that plans and specifications were being developed by the Consulting Engineers for contract 46C, for the construction of travel-trailer ports at Blue Heron, Wyandot, Great Lakes and Brady's Leap Plazas, and that the plans and specifications were scheduled for completion March 9, 1964.

He said some additional right of way would be required for the construction of the travel-trailer ports and in connection therewith work had been begun on parcel descriptions, title reports, appraisals and negotiations. He said a cost estimate for the ports was received on February 24, 1964 and by memorandum the Executive Director had referred the cost estimate to the members of the Committee on Service Plazas for consideration and advice.

He said the architectural firm of Heine, Crider & Williamson was requested on February 25, 1964 to proceed with the development of plans and specifications for Contracts 47C, 48C, 49C and 50C, for enlarging and remodeling existing public rest rooms at Tiffin River, Wyandot, Middle Ridge and Portage Plazas for a first advertisement for bids on May 24, 1964. He said that performance of work under those contracts would be delayed until after the busy summer season.

Mr. Teagarden reported further that the Consulting Engineers were developing preliminary plans for contracts 54C and 55C, for relocation of truckers' shower rooms at Commodore Perry, Middle Ridge, Great Lakes and Brady's Leap Plazas. He said the oil companies on the Ohio Turnpike had been requested to assist in that planning by submitting their suggestions for relocation of facilities.

Mr. Teagarden reported further that, in order to provide speedier service in restaurants not scheduled for refurbishing during 1964, the snack-bar carry-out sections were being enlarged at Tiffin River, Wyandot, Erie Islands, Vermilion Valley and Towpath Plazas by the Commission's maintenance forces and the restaurant operators' maintenance forces. He said that work included removal of the first counter bay and extension of the existing snack-bar carry-out counter to approximately double its existing length. He said stand-up tables and some sit-down tables would be provided in the carry-out section for those persons desiring to eat their purchases in the restaurant rather than to carry them to their cars. He said the carry-out service was very popular and the enlargement of those facilities had promise of proving beneficial. In response to a question by the Chairman as to whether the enlarged facilities would prove adequate, the Executive Director said the arrangement was temporary but should reduce congestion in the carry-out section.

Mr. Teagarden reported further that pursuant to the Committee's approval of attended vending service for Oak Openings and Fallen Timbers Plazas the Gladieux Corporation had installed food vending machines at the Fallen Timbers Plaza as a pilot installation. He said the machines would go into service at 9:00 P. M. on Wednesday, March 4, 1964.

Mr. Teagarden reported further that progress was being made on all other phases of the service plaza renovation program scheduled for completion at later dates in 1964 and thereafter.

The architect for the Consulting Engineers, Mr. Harris, reported further for the Committee that in connection with contracts 54C and 55C, which were for relocation of and alterations to truckers' shower rooms at Commodore Perry, Middle Ridge, Great Lakes and Brady's Leap Plazas, suggested plans had been received from three of the oil companies involved - Shell Oil Company, The Pure Oil Company and Texaco Inc. He said the Committee had reviewed those plans and had come up with a suggested modification which incorporated some of the features of the three plans. He said the architectural firm of Heine, Crider & Williamson currently was studying the modified plan.

The Chairman said he gleaned from the report of the Committee that the Commission was making progress and that the turnpike would have more facilities on the 30th of May 1964 than it had on the 30th of May 1963. He said the Commission would be able to handle the public better on the 30th of May 1964 than a year before because of additional facilities which would be available then. He said that over a longer period of time there would be the total rehabilitation that the Commission had been talking about. Mr. Teagarden commented that in addition to what he had reported there would be some changes made at Tiffin River Plaza to provide additional seating there because of the heavy bus traffic expected at that plaza during the summer. The Chairman said the summer of 1964, based on every prediction and projection the Commission had seen, was going to tax every facility the Commission had to a greater degree than they had ever been taxed before because of the traffic to the New York World's Fair and that that was why he was consoled that some of the expansions were going to be available just exactly as the Commission planned when it talked the previous October about having some of those expansions and some of those facilities available for the spring and summer traffic in 1964. He said the Commission had meant what it said and the Commission was getting the expansions and new facilities. He said every facility on the turnpike was going to be taxed to capacity from mid-May, probably, and that by the end of May the Commission was going to see vast waves of traffic on its way to New York to the Fair. He said the Memorial Day week-end traffic probably would be greater than Labor Day traffic which up to then had always been the greatest day the Commission had. He said he would not be surprised to see July 4 of 1964 as good as Labor Day had been in the past.



Mr. Teagarden said the Committee was concerned somewhat about bus traffic to the Fair which he anticipated was going to be tremendous. The Executive Director said the Commission had been notified that there would be 20 additional scheduled busses a day stopping at Tiffin River Plaza. He said efforts were being made to persuade operators of unscheduled busses to use other service plazas to relieve the load at Tiffin River Plaza.

The Chairman said in the absence of further questions the report of the Committee on Service Plazas would be accepted as offered. He said the report of the Committee on Interchange Development would be received.

The Chairman of the Committee on Interchange Development, Mr. Chastang, reported that the contract between the Commission and the Ohio Department of Highways in connection with an interchange between the Ohio Turnpike and Interstate Route 71 in Strongsville had been agreed to.

A resolution approving contract with the State of Ohio for Interstate 71 crossing was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 3-1964

"WHEREAS the State of Ohio proposes to cause Interstate Route 71 to cross the Ohio Turnpike Project No. 1 at Ohio Turnpike Milepost 162.0 and to provide for an interchange with the Ohio Turnpike with required connecting approaches;

"WHEREAS the Ohio Turnpike at Milepost 162.0 is not a part of the Federal Interstate Highway System and as a result thereof the interchange connecting the Ohio Turnpike and Interstate Route 71 is not eligible for federal participation;

"WHEREAS the Commission's General Counsel on the basis of various discussions by and between representatives of the State of Ohio and representatives of this Commission has prepared an Agreement setting forth the terms and conditions for the participation of the Ohio Turnpike Commission and the State of Ohio in the construction of the interchange connecting the Ohio Turnpike and Interstate Route 71, and which, so far as known, is acceptable to the State of Ohio; and

"WHEREAS such Agreement has been approved by the Commission's Executive Director, Chief Engineer, and the Consulting

Engineer and is now before the Commission for approval as to its terms;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission's Executive Director be, and he hereby is, authorized to enter into an Agreement with the State of Ohio as approved by General Counsel on the terms and conditions substantially as therein set forth."

The Executive Director said the agreement before the Commission was one on which the Commission had been working for some time with the Department of Highways. He said the most recent conference on the agreement was the day before at which time some suggested wording was added or changed but the theme of the agreement was not changed so that the agreement was in substantially the same form as it was at the meeting of the Commission on February 4, 1964. He said the agreement delineated the responsibility of both the State of Ohio and the Ohio Turnpike Commission in the construction of a new interchange between Interstate Route 71 and the Ohio Turnpike. He said the agreement provided also for the procedures in constructing the bridges taking I-71 over the Ohio Turnpike. He said the agreement was in a form agreeable to the conferees at the conference the day before. He said the Attorney General of Ohio was represented at the conference as the legal advisor of the Department of Highways. The Executive Director said also that the agreement covered three particular projects: the highway project which was actually construction of I-71; the interchange project, which was the construction of an interchange between the two facilities; and a third project, which was for the construction of a toll plaza and toll collection facilities. He said the General Counsel, the Consulting Engineers and the Chief Engineer had approved the agreement.

In response to a question by Mr. Redman, the Executive Director said that the Commission would pay 100% of the cost of the toll plaza and its related facilities; that the cost of the interchange that was not assigned to toll collection would be divided equally between the Commission and the Highway Department; and that the division of cost of that portion of I-71 affected by the interchange was a matter between the Director of Highways and the Bureau of Public Roads of the United States Department of Commerce. He said the Commission did not participate in the costs attributable to I-71.

The Executive Director said he thought the agreement was a very workable agreement. He said he would like to commend the Director

of Highways on the fairness with which the employees of the Highway Department entered into the agreement and the fairness of the outcome of the determinations with respect to the interchange.

In response to a question by Mr. Redman, the Executive Director said the cost of the interchange to the Commission would be about \$1,000,000 and that the money would come from the Reserve Maintenance Fund. He said there were still some unanswered questions with respect to the responsibility of the Commission. He said that, for instance, the Commission needed to acquire some additional toll equipment and before it could get new toll equipment it had to find a manufacturer of toll equipment. He said there was no indication what that equipment would cost. He said it would be the same equipment as was currently being used on the turnpike with perhaps some minor innovations built into it, but basically compatible with the existing toll collection equipment. The Executive Director said also that International Business Machines Corporation which furnished the existing toll equipment which was first leased and then purchased by the Commission currently was out of the business of manufacturing toll collection equipment but recently had expressed an interest in reentering the field and might be a bidder on a contract for additional equipment. He said another bidder might be the Radio Corporation of America. He said new toll equipment would be purchased for the interchange because the new interchange would have to be in operation before the old equipment could be taken out of service. He said the old equipment would then become shelf stock to be used in maintaining toll equipment across the turnpike.

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 adopted with all Members voting in the affirmative. The resolution was identified as No. 3-1964.

The Chairman addressed the Director of Highways and thanked him in behalf of the Commission for the way the agreement concerning the interchange had been handled. He said the agreement had been handled in as intelligent a way by the Highway Department, by the Commission's staff, by the Consulting Engineers, and by the Bureau of Public Roads as could have been done. He said that at the I-71 conference

the day before the Mayor of Strongsville and the President of the City Council of Strongsville, who were present, had been told that while the Commission had taken no official action it probably would take action on the interchange the next day, which the Commission had so done.

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

The Executive Director reported that at the last meeting of the Commission he had reported that a dishonest toll collector, who was the major culprit in a scheme to defraud the Commission, had pled guilty to a charge of embezzling \$1,000 and had requested probation. He said that on Saturday, February 15, 1964, the collector appeared for sentencing in Common Pleas Court of Portage County. He said the collector was placed on probation for three years and ordered to make restitution to the Commission in the amount of \$1,000. He said there were no special restrictions placed in the granting of the probation.

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

The Director of Highways thanked the Chairman for his kind words. He said he believed the coming to agreement on the interchange was just another example of how reasonable people sitting down for the welfare of the State of Ohio could accomplish things in a fair way. The Chairman said he would say with respect to all the Highway Directors that the Commission had ever had that it had never had a Highway Director who had cooperated more fully with the Commission than Mr. Masheter had. Mr. Masheter responded that the reason for that was that all concerned were working for the good of the State of Ohio.

The Chairman said that in the absence of questions the report of the Director of Highways would be accepted as offered. He ascertained that there would be no report by the General Counsel, no further report by the Consulting Engineers, and no report by the Director of Information and Research.

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

Resolution No. 4-1964

"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 February 4, 1964, 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 February 4, 1964 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. 4-1964.

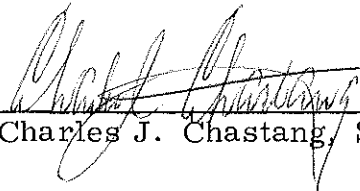
There being no further business to come before the Commission, a motion was made by Mr. Redman, seconded by Mr. Teagarden, that the meeting adjourn subject to the call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:10 P. M.

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

  
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Charles J. Chastang, Secretary-Treasurer