

MINUTES OF THE ONE HUNDRED AND SEVENTY-NINTH MEETING
October 6, 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 St., Columbus, Ohio, at 11:00 a. m. eastern standard time on October 6, 1964 with the key members of the staff, a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; representatives of the Department of Highway Safety: Mr. Warren C. Nelson, the Director, and Superintendent (Colonel) Anson B. Cook, Assistant Superintendent (Lt. Colonel) Robert M. Chiaramonte, and Major John L. Bishop, of the Ohio State Highway Patrol; 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 declared that a quorum was present.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of September 8, 1964 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: Redman, Teagarden, Masheter, Chastang, Shocknessy.

Nays: None.

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

The Chairman mentioned the names of the distinguished guests who were present as representatives of the Ohio Department of Highway Safety: Director Nelson, Colonel Cook, Lt. Colonel Chiaramonte and Major Bishop.

The Chairman reported that he had invited the gentlemen from the Department of Highway Safety to come to the meeting because it had always

been the Commission's policy never to overlook any effort that was made in its behalf. He said he had sat at that table for the past several months grieving about the increase in fatal accidents on the Ohio Turnpike and had urged many times that agencies of the public assist the Commission, assist the Ohio Department of Highway Safety by bringing to the attention of the public the dangers implicit in travel on the turnpike kind of road.

The Chairman reported further that The Cleveland (Ohio) Press the previous week joined up with the Commission in a rather firm way. He said he said advisedly that The Cleveland Press joined up with the Commission because with its black ink and big type and the Commission's statistics The Cleveland Press had been able to write a meaningful series of articles about travel on the turnpike. He said he had read the articles with a great deal of interest. He said he had read the articles with the same anguish that affected him the past several months since those fatal accidents had been increasing. He said there was nothing new in the articles. The Chairman said he had been told the day before one of the articles appeared that it was going to say that 70% of the turnpike accidents were the result of speeding trucks. He said the article did not say that, the article just used the Commission's figures and said that 70% of the fatal accidents involved trucks. He said that with respect to another article the implication and inferences derivable from it were not as accurate as the statement that 70% of the accidents involved trucks. He said the second article said "Truckers zip along the Ohio Turnpike with odds of one thousand to one that they won't be nabbed for speeding" . . . He said The Cleveland Press got its figures from the Commission but the figures did not say that of the 280,000 trucks on the turnpike in August all were speeding. He said the fair way to have stated that would have been that the odds were whatever they were with respect to those trucks which were speeding. The Chairman said he was glad that The Cleveland Press had joined up with the Commission, that The Cleveland Press was trying to bring to the attention of the whole public the dangers which were inherent in travel not only on the Ohio Turnpike but on all high-speed roads. He said he would be glad if all the newspapers would make the same effort. The Chairman said that someone had said to him that he was going to feel bad about the articles and he had replied that he did not. He said that if he had been feeling bad about them he would have come roaring out at the first one. The Chairman said there was not anything in the articles that the Commission did not know, that it had not seen, and that it did not want brought to the public's attention.

The Chairman said also that the articles were in big, black type. He said the Commission did not have big, black type so it had to rely on the newspapers for the big, black type. He said, however, that the

statistics which were in the big, black type were the Commission's statistics with certain exceptions, such as the one he had brought to the Commission's attention.

The Chairman said also that the Ohio Turnpike was designed by engineers for the Ohio Turnpike Commission. He said those engineers had built into the turnpike all the safety that human ingenuity could devise for the construction of roads. He said the Ohio Turnpike was constructed for the Turnpike Commission by contractors. He said the Ohio Turnpike was maintained and operated by the Commission through its own staff. He said the Turnpike Commission made certain that necessary goods, food, and fuel were provided by contractors with the Commission. He said the Turnpike Commission made the rules for the operation of vehicles on the turnpike and, within the limits of law, set forth the speed limits. The Chairman said also that the Turnpike Commission did not increase the speed of passenger vehicles from 65 to 70 miles an hour until the General Assembly had similarly increased it for other highways. He said the possibilities were that if the Turnpike Commission had not been confronted with the legislative determination the increase to 70 miles an hour would not have been accomplished. He said that at that time the Turnpike Commission, in the face of pressure from interests which desired to increase the speed of trucks, refused to increase the speed of trucks.

The Chairman said also that the accident which everyone mourned - the honeymoon couple in a little car mowed down by a truck - had nothing to do with speed - the truck speed limit of 55 miles an hour. He said the accident probably would have happened under any other circumstances. He said the accident had nothing to do with an increase in speed because the speed limits had not been increased for trucks. He said that little car was mowed down because the truck driver was inattentive. The Chairman said that with all due respect to The Cleveland Press and anybody else he still stood on the view which he had expounded at that table and throughout the country that speed per se was not the cause of accidents. He said the inattention of the driver was the greatest cause of accidents. He said the truck driver was a driver like other drivers were drivers. He said the truck driver had a vehicle that was more menacing than other drivers. He said that when a truck driver grew sleepy he had a more dangerous vehicle going out of control than an ordinary driver. The Chairman said there was not a man in that room who at some time or other on a summer afternoon driving along hadn't suddenly felt drowsy. He said fatigue and the effects of fatigue slipped up on the driver like a thief in the night. He said The Cleveland Press editorial had suggested that the Commission check the drivers at toll plazas to find out if they were sleepy. He said that if the driver was ever alert it was when he was

at the toll plaza. He asked how was one going to find out at the toll plaza that the driver was not alert.

The Chairman said also that he had told how the turnpike was built - through engineers and contractors, and how it was maintained - by the turnpike staff. He said goods and provisions were provided by contractors. He said the policing, too, was done by a contractor - the Ohio State Highway Patrol. He said the Commission had contracted with the Highway Patrol to enforce those provisions of law and regulations which the Commission announced and declared the regulations to have the force of law. He said the Commission did not tell the engineers how to design the turnpike. He said the engineers told the Commission what ought to be in it and the Commission let the construction contracts on the basis of that. He said the Commission let contracts to people to provide food and gasoline, tires, disabled vehicle service - whatever services were required on the turnpike. He said the Commission made the arrangements but it did not tell the contractors about how to do their job unless they were failing their job and then the Commission said something.

The Chairman said also that he did not consider that the Ohio Highway Patrol was failing. He said he considered that the Highway Patrol was constituted of a dedicated body of men who had done a superb job. He said that currently the Commission was mourning the fatal accidents it had had and they were not attributable to the Highway Patrol. He said the fatal accidents were attributable to the public's failure to measure up to its own responsibility. He said that if the Director of Highway Safety had a thousand men on the turnpike he could not make every truck driver observe the law unless he got cooperation. He said that, therefore, he was not saying to the Director of Highway Safety that morning as he had gone to the restaurant operators and others and said, "You are not doing a good job," but he was saying that if, after an examination of all factors, the Director of Highway Safety considered that he would like more men or he would like a change in his system that would make it more efficient and effective, then the Commission would do everything it could to provide him with the cooperation and finally with the money. The Chairman said the most important thing in that area was the money. He said the Commission would provide the money. He said Mr. Redman was going to come to the Commission that morning with a budget. He said he gave the Director of Highway Safety the word right then that the Commission would include in that budget whatever he wanted extra if it would enhance the safety on the turnpike and that if at any time he needed more money he would see that he got it. The Chairman said that if there was anything within materialistic ability, the Commission would do what it could, and he knew the Director of Highway Safety would also. He said that, however, more was needed. He said he had been crying and everybody had heard

him, including The Cleveland Press, about the increase in fatal accidents. He said it still remained - and The Cleveland Press said so - that the fatal accident record on the turnpike was a lot less than the fatal accident record elsewhere but that did not mean that the Commission did not want to recover the fatal accident ratio which it had had and improve it. The Chairman said that again he said he believed in the Department of Highway Safety and the Ohio State Highway Patrol. He said the public believed in them. He said fortunately their image before the public was like the Commission's and the Commission's was like theirs and it was fortunate that they and the Commission were partners in the same enterprise because the state did not have two agencies that could work better together than the Commission and they could or that had a better public interest than they and the Commission had. He said the public knew the sincerity of the Commission's purposes, the public knew the sincerity of the purposes of the Department of Highway Safety and the Ohio Highway Patrol, not because those agencies had said they had them but because their performance had shown it.

The Chairman said also that he would make some recommendations. He said his first recommendation was to examine the method and see if more highway patrolmen were needed, if there was anything the Commission could do. He said he was not trying to take the monkey off the Commission's back by saying "You go out and find out why," but the Highway Safety Department and the Highway Patrol were the enforcers of the law and so they would have to find out why. He said they had known the accident record for a long while the same as the Commission had.

The Chairman said also that the second thing he suggested was that the trucking industry increase its safety patrol. He said he thought there was a moral responsibility and duty in the trucking industry to impress upon its members and impress upon the truck drivers the need of safety, the dedication the truck driver must have to safety.

The Chairman said also that he would ask Director Nelson and ask the Commission's Executive Director and anybody else they chose to meet together with the representatives of the trucking industry and see if the industry should expand its safety patrol program. He said that just as the Commission was willing to cooperate with the industry, the highway patrol was also willing to do everything to cooperate with the industry's safety patrol. He said he thought that the whole public could not be reached as readily as the trucking industry could be reached. He said the trucking industry could be reached through their own agent.

The Chairman said also that Director Nelson would determine from his sources whether or not the complement of highway patrolmen

on the Ohio Turnpike was adequate. He said he knew Director Nelson could not throw a complement on the turnpike the next day. He said Director Nelson had a problem in producing men and then training them.

The Director of Highway Safety said he appreciated the Chairman's remarks very much. He said he felt that by working very closely on the problem with the trucking industry a common goal could certainly be reached. He said the Department of Highway Safety had been as much disturbed about the increase in fatalities on the turnpike as anybody. He suggested consultation with the trucking industry since the majority of the safety problems of the turnpike appeared to involve trucks.

The Chairman said that every place in the rest of the state where the Highway Patrol had responsibility it was going to have the same problem - on Interstate Route 71, on other comparable roads - that the Commission had on the turnpike. He said the problem was a problem common to the Commission and the Highway Patrol. He said the responsibility was a responsibility common to the Commission and the Highway Patrol, that just because the Commission had a contract with the Highway Patrol did not mean that it had abrogated its responsibility. He said the Commission had not abrogated any responsibility. The Chairman said also that the Commission recognized that if it thought the Highway Patrol was not doing a good job it would be up to the Commission to say something to the Highway Patrol. He said he did not believe that. He said he was not in the position that morning when he talked to the Highway Patrol that he had been in when he talked to the restaurant operators. He said the Highway Patrol had been doing a good job and the people thought so.

The Chairman said also that if there was any way to detect the sleepy driver before the thief of the night attacked him he would like to know it. He said that if The Cleveland Press knew of any way of detecting him, he would be glad, but he would tell them one thing - it was not at the toll plazas. He said the Commission had as much of an inspection of vehicles as was possible and inspection was made also at the toll plazas.

The Chairman said also that he wanted the whole trucking industry to be apprised of the Cleveland Press article. He said the trucking industry wasn't being apprised for the first time of the situation because the Commission had been doing it. He said the public had been told by the Commission and he had sat at that table and talked about the fatal accidents but The Cleveland Press had got big, black

type and, if it was armed with the Commission's statistics and if it used those statistics fairly, The Cleveland Press would be able to do a great public service so that, instead of complaining about the articles, he complimented The Cleveland Press on having done them and on having used the Commission's statistics.

The Chairman said also that the Commission's statistics were available always to everybody. He said the statistics were not new. He said the Commission had talked about them at its meetings. He said the Department of Highway Safety had known about them. He said it was good for the public to be advised and it was good for the trucking industry to be advised. He asked the Director of the Department of Highway Safety to advise the Governor as his Director and as a member of his cabinet of the conference and of what had been said. He said he always liked to keep the Governor - no matter who the Governor was - advised of what the Commission was doing, and especially when agencies of government were working together he wanted the Governor to be advised.

In response to questions by Mr. Chastang and Mr. Teagarden, the Executive Director said that safety patrolmen for the trucking operators who were on the turnpike checked all trucks no matter to whom they might belong. He said the investigators made their reports to the Ohio Trucking Association, which worked with the American Trucking Associations. He said the Associations reported the violations to the owners of the trucks involved. He said that in the case of an emergency involving the safe operation of a truck the investigator was authorized to stop the truck and bring the condition to the driver's attention.

Mr. Redman said he thought the answer to the problem would eventually come to the use of unmarked police cars in making arrests. He said that the average driver would keep the law if he felt he was going to be apprehended. Mr. Masheter said he thought one of the problems was that much emphasis had been placed on speed and not enough on bad judgment in transferring between lanes, tail-gating, and many other driving practices.

The Chairman reported further that revenue for September 1964 was an estimated \$2,725,000, exceeding by approximately \$275,000 the income for the best previous September, which was in 1963. He said that was the greatest improvement in a single month's revenue over a corresponding month of the previous year since April 1960. He said total revenue for the first nine months of 1964 was an estimated \$22,205,000 as compared with \$20,892,000 received during the corresponding period of 1963.

The Chairman reported that Ohio Turnpike bonds purchased by the Trustee in 1964 through October 6th amounted to \$10,600,000 and the total purchases made so far were \$37,220,000. He said that meant the Commission had reduced its debt by nearly \$37,250,000 and had outstanding \$288,750,000. He said the Commission had paid off all its extraneous expenses and was down to the actual cost of construction; He said that while the fixed charges were going down the fixed expenses were not going up.

The Chairman reported further that the Akron Beacon Journal had an editorial the 21st of September after the Commission celebrated its fifteenth anniversary saying that the Ohio Turnpike was a road to be proud of and that the Commission was a good crowd. He read from the editorial as follows:

"The Ohio Turnpike Commission was justified in taking a considerable measure of pride in its work as it started its 16th year of operations . . ."

The Chairman reported further that the Willoughby News-Herald in its issue of September 10, 1964 carried an article titled "Pal: Dead Trucker Too Tired." He said the article said that a Wickliffe trucker who died the day before in a collision on the Ohio Turnpike had been on the road two days without sleep. The Chairman said that that was enough to indict a commonwealth. He said that the article also said that the truck driver had started hauling soft drinks from Virginia into Cleveland and continued, "He unloaded 700 cases in Parma Tuesday afternoon and stopped home in Wickliffe only long enough to telephone a friend and ask him to come with him and help drive . . ." (The friend said) "He was 'beat' but he said he was making big money and had to go back and get another load." The Chairman asked how one was to find out those facts in advance of an accident.

The Chairman reported further that the Warren Tribune Chronicle of September 19, 1964 had an editorial about whether or not raising the speed limit on the turnpike from 65 to 70 miles per hour for automobiles was the controlling factor in the increase of fatalities. He said the answer to that was that the increase from 65 to 70 miles per hour had nothing to do with it. He said the Executive Director had so stated in a letter he had written to the newspaper replying to the editorial.

The Chairman reported further that the Director of Highways was going to open Interstate Route 71 from south of Columbus to Cincinnati the week of November 16, 1964. He said construction contracts awarded by

the Department of Highways had taken I-71 into Cuyahoga County.

The Chairman reported also that since the last meeting the Commission was advised that a Girl Scout advisor from Lombard, Illinois had written to Governor Rhodes on September 8, 1964 and to a lot of other people claiming that the driver of a bus transporting Girl Scouts on the turnpike paid \$10.00 to a Highway Patrolman. He said the Girl Scout advisor subsequently wrote a second letter in which she recanted and not only said that she was sorry but that the incident had not happened. He quoted as follows from the letter written by the advisor, Mrs. R. W. Roberts:

"Please refer to my letter of September 8, 1964, in which I described an incident which occurred on the Ohio Turnpike on August 23 . . .

"That letter was written in good faith; although I had not personally witnessed any money changing hands . . . Since the driver had been highly recommended to me by both his employer and by other group leaders who had used his services, I did not question his statement . . . I should like to tender my deep and sincere apologies to the Ohio State Police in general, and to Cpl. H. O. Kangas and Patrolman K. L. Wellendorf in particular, for any pain and misunderstanding caused them by my impetuosity in writing as I did. I am now convinced that there is no blot on the record of the Ohio State Police, and am extremely sorry if I have caused an appearance of such in contrast to the facts . . . My special request to the newspaper editors who received my original letter is that they give the same space and prominence to my apology that they gave in printing the original letter, so that the public may continue to have the merited faith and trust in the Ohio State Police."

The Chairman said he only brought the matter up to underscore and emphasize for everyone's enlightenment the dreadful, dreadful damage that could be done by indiscriminate speaking. He directed that a letter be sent to the Ohio State Highway Patrol, with copies to the Governor and to Mrs. Roberts, saying that her letter had been brought up before the Commission and, deplorable as her charges were, how grateful the Members of the Commission were that she had had the courage and conscience to retract.

The Chairman reported also that he had received a letter from the Akron Beacon Journal which he read as follows:

"October 2, 1964

"Dear Jim:

"Recently, while I was driving west on the Turnpike, my car developed some mechanical difficulty at the Blue Heron service plaza.

"Fortunately, an Atlantic Refining mechanic named Toth was able to diagnose the trouble quickly and make the necessary repair. I was impressed by his courtesy as well as by his efficiency.

"Mr. Toth, in my judgment, is a credit to the Turnpike organization.

"Sincerely,

/s/ Bob Stopher

"Robert H. Stopher,

"Editor-Editorial Page

"RHS/mg

"Mr. James W. Shocknessy"

The Chairman directed that a reply be made to Mr. Stopher letting him know that the letter was read at the meeting and that the Commission was extending its compliments to the service man.

The Chairman reported further that he had just been handed a teletype of a news dispatch dated Ravenna, Ohio, October 6, 1964. He read from the teletype as follows:

"A blow was struck for air progress yesterday in Ravenna Municipal Court when Judge L. L. Campbell suggested that the Ohio Turnpike Commission consider heliports. Judge Campbell was hearing a case against a Sundorph helicopter pilot, Don Bailey, believed to be the first to receive a traffic ticket from the State Highway Patrol. After flying a four-hour mission early Friday, Bailey told the judge, he landed at the plaza near Streetsboro to eat and use the washroom. The airport he was flying from had no such facilities.

"Those are sound reasons for landing," said the judge.

'I believe we should bring this to the attention of the Ohio Turnpike Commission and see if a few helicopter landing sites can't be set at some of the plazas. '

"Then the judge read Bailey the law which allows a maximum fine of \$50 for landing an aircraft on Ohio Turnpike property. He questioned Bailey about the safety of his landing. It was on a patch of grass near the auto parking lot, did not endanger or distract anyone, Bailey said. He pleaded guilty. The judge fined him \$15 and costs of \$8.

"Friday Bailey was halfway through his lunch when a state patrolman asked him to step outside the restaurant and explain why his helicopter was on state property. After getting the ticket, which used his pilot license number, Bailey trundled the little chopper outside the fence behind the plaza and took off for home. Sundorph Aeronautical Corp. at Cleveland Hopkins Airport is Ohio distributor for the two-place Hughes helicopter. "

The Chairman said he questioned that no one would be distracted if, while parking his car, he saw a helicopter come down.

The Chairman directed that the record show that the Commission was grateful to Director Nelson of the Department of Highway Safety, and to Colonel Cook, Lt. Colonel Chiaramonte, and Major Bishop of the Highway Patrol for coming to the meeting. He directed also that a transcript of that portion of the meeting concerned with the problem of fatalities on the turnpike be made available the following day to the Governor, the Members of the Commission, the Director of Highway Safety, the Highway Patrol, the Ohio Trucking Association, newspaper people and anyone else who wanted anything that was said there.

The Chairman said that in the absence of any questions the report of the Chairman was received as offered. He said that 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 August 1964.
2. Financial Report as of August 31, 1964.
3. Accountants' Report, summary of rentals reported by service plaza operators for the period July 1, 1963 through June 30, 1964.

4. Detail of Investment Transactions for September 1964.
5. Draft of the minutes for the September 8, 1964 meeting.

The Chairman directed that the record show that the annual report of the Consulting Engineers, due on October 1, 1964, had been received and sent to the Members and that he had seen it but had not approved it.

The Chairman said the report of the Secretary-Treasurer would be accepted as offered. He said the report of the Committee on Budget and Finance would be received.

The Chairman of the Committee on Budget and Finance, Mr. Redman, reported that the 1964 budget was \$5,539,179 and that the proposed budget for 1965 was \$5,699,000. He said that of the increase of \$159,821, \$56,000 were items which were not attributable to 1965 in that, for example, the painting of guard rail which occurred every other year was in the amount of \$38,000 and that \$10,000 was for the establishment of a rotary fund for handling heating and air conditioning costs at certain service plazas for which costs the Commission would be reimbursed, and that \$8,600 was for reprinting the Ohio Turnpike map folders. Mr. Redman said also that the budget increase included about \$100,000 in a permanent increase category, of which \$25,000 was attributable to an increase in the cost of salt - about \$1.00 a ton on 25,000 estimated tons; a \$12,000 increase for the Highway Patrol for its increased wage rates, and \$25,000 for increased maintenance work which the Executive Director felt was important to perform.

The Chairman congratulated Mr. Redman. He said the budget sounded like a good budget. He said if the Committee had come in with a half-million dollar increase or a 10% increase then he would have complained.

In response to a question by Mr. Chastang, Mr. Redman said that experience with the 1964 budget through June 30 indicated that unless something unusual occurred, expenditures for 1964 should be within budget.

Mr. Redman reported also that the preliminary figures gotten together by the members of the operating staff included an increase of approximately double the \$159,000, mainly to accommodate a proposed increase in wages in anticipation that the Commission would be required to meet an increased salary schedule of the state which was then under consideration by the Governor. He said that if the state did increase salary schedules he thought the Commission would want to review the

schedules and perhaps amend the budget for any required salary increase.

Mr. Redman reported further that income for 1965 was being estimated at \$28,000,000.

A resolution adopting preliminary budget for the fiscal year 1965 was moved for adoption by Mr. Redman, seconded by Mr. Chastang.

Resolution No. 12-1964

"WHEREAS it is provided by Sec. 505 of the trust agreement dated June 1, 1952, between the Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now First National City Bank of New York), as co-trustee, that, on or before the 20th day of October in each fiscal year, the Commission will adopt a preliminary budget of income and current expenses for the ensuing fiscal year;

"WHEREAS the Commission's executive director and comptroller have submitted a preliminary budget and current expenses for the fiscal year 1965 to the Commission, and have recommended the adoption thereof, and said budget is now before the Commission; and

"WHEREAS all reasonable requests of the consulting engineer as to the classifications in which such budget shall be prepared have been complied with, and the consulting engineer has advised the Commission that said budget classifications meet with its approval and that it has no further requests with respect to said classifications;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following:

Preliminary Budget of Income and Current Expenses

1965

Income	\$28,000,000
Current Expenses	
Administration & Insurance	924,970
Operations	4,635,430
Trust Indenture Expense	<u>138,600</u>
Total Current Expenses	\$ 5,699,000

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said budget with the trustee and to mail copies thereof to the consulting engineer and to the principal underwriters forthwith."

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 12-1964.

The Chairman said he congratulated everybody that had anything to do with the budget. He said he congratulated the administration for living within the budget the previous year. He said one of the things he was proudest of was the way the Commission lived within its budget. He said that when the Commission cut its budget a few years before when its income went down, the Commission lived within the cut. He said the Commission's budget under \$6, 000, 000 was something to be proud of.

The Chairman said the report of the Committee on Budget and Finance would be accepted as offered. He said the report of the Committee on Service Plazas would be received.

The chairman of the Committee on Service Plazas, Mr. Teagarden, reported that the Committee met October 2, 1964 in a full day session to discuss an action program for the year 1965. He said it was the determination of the Committee that all efforts during the next year should be directed toward improvements in the food service areas and that any major exterior renovation work should be deferred until later on in the overall renovation program.

Mr. Teagarden reported further that, accordingly, a program for the year 1965 was adopted as follows:

1. Renovate food service areas at Erie Islands, Vermilion Valley, Portage and Mahoning Valley Service Plazas.
2. Increase dining area by enclosing the outside carry-out section at Erie Islands and Vermilion Valley Service Plazas.

3. Install new air conditioning system at Erie Islands and Vermilion Valley Service Plazas. When installed that would complete the air conditioning at all the plazas.
4. Enlarge and modernize the inside snack bar at Indian Meadow Service Plaza.
5. Renovate the wall between the lounge and gift shop at Commodore Perry and Middle Ridge Service Plazas where a temporary condition was allowed to remain contemplating an early renovation of the entire lounge in conjunction with exterior remodeling.
6. Reconstruct truckers' showers where they had been or would be eliminated by the food service area renovation programs of 1964 and 1965 which included Erie Islands, Commodore Perry, Middle Ridge, Vermilion Valley, Great Lakes, Portage, Brady's Leap and Mahoning Valley Service Plazas.
7. Construct additional travel trailer parking facilities at service plazas yet to be selected on the basis of availability of land and determined need.

Mr. Teagarden reported further that contract work was progressing satisfactorily on the additions and alterations to the public rest rooms at Tiffin River, Wyandot, Middle Ridge and Portage Service Plazas. He said it appeared at that time that the four contracts would be completed on or before schedule date - December 15, 1964. He said that when those were completed there would be seven plazas with enlarged rest rooms. He said the rest rooms at the other nine plazas had been renovated. He said the kitchen area expansion work at Middle Ridge Service Plaza was nearly completed and that similar expansion work at Commodore Perry Service Plaza would be started in the near future.

Mr. Redman said he had stopped at one of the renovated restaurants and observed the length of time it took for a customer to get through the cafeteria line from the point at which he picked up his tray and utensils until he checked out at the cash register when there was a full line. He said the time required was five minutes. He said he thought that was excellent.

Mr. Redman said also that Mrs. Redman went into the women's rest room at the plaza and said it was in the nicest condition of any she

had ever been in. Mr. Redman said the only criticism he had to offer with respect to that plaza was that it was not apparent at once which way to go to get full service or to get the snack bar service. He said the signs were quite high and he was not alone in trying to decide which way to go. He said there were many others who would come in the front door and not know what to do by reason of the signs being above eye-level. He said that other than that the renovation was a real innovation.

The Chairman said the result reported by Mr. Teagarden was an excellent result. He said the report of the Committee on Service Plazas would be accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that a field and office check of the plans for the proposed new interchange at the crossing of Interstate Route 71 by the turnpike in Strongsville was held at the Berea headquarters on September 24, 1964. He said that in addition to the appropriate members of the Commission's staff, the conference was attended by representatives of the Highway Department, including Mr. T. J. Kauer and Mr. W. H. Tweed; representatives of the J. E. Greiner Company, Consulting Engineers on the project for both the Department of Highways and the Commission; and representatives of the City of Strongsville, including the city engineer, Mr. John A. Petsche; the president of council and acting mayor, Mr. Howard Hirt; and Councilmen Louis Schaller and John Sanders.

The Executive Director said also that although that conference had been called for the express purpose of reviewing construction plans in detail, the representatives from Strongsville took the opportunity to express opposition to the closing of the existing interchange and further expressed their intent to pursue the matter in court on the basis that to close the existing interchange would be detrimental to the economic welfare of the motel interests on Pearl Road. He said that at that point it was interesting to note that the Strongsville Council just two days before rezoned Royalton Road, Route 82, in the vicinity of the crossing of that road by I-71 in Strongsville to permit operation of service stations and restaurants and motels. He said any development in that area would be at the expense of the businesses located along Pearl Road.

The Chairman said that the sooner the City of Strongsville started that litigation the better he would like it. He said there was nothing he liked better than getting litigation of that kind going and on the way.

The Executive Director reported further that tentative arrangements had been made for a conference to be held in the Berea headquarters on October 13, 1964 for discussions with representatives of

the Department of Highways of possible solutions for the interchange of traffic between the turnpike and Interstate Route 680 near the Youngstown Interchange, and the interchange of traffic between the Ohio Turnpike, Interstate Routes 80 and 80-S and state highway 18 at the Niles-Youngstown Interchange. He said that although there had been discussions on both those problems no adequate solution was apparent, that both problems promised to be very difficult and expensive to resolve.

The Executive Director reported further that the report of the ninth annual inspection of the turnpike required under the terms of the Trust Agreement to be submitted on or before the 1st day of October was submitted by the J. E. Greiner Company under date of September 25, 1964. He said copies of the report had been furnished to Members of the Commission and appropriate staff members. He said that since that annual inspection of the turnpike started the previous spring and since transcripts of the detailed field notes taken by the inspectors of the various features of the turnpike were made available to the staff as they were obtained, much of the maintenance work noted in the report as being needed had already been accomplished.

The Executive Director reported further that each year for the months of June, July and August all calls by disabled vehicle contractors to provide fuel to vehicles stranded on the turnpike were tabulated. He said figures for 1964 showed some slight improvement over 1963 in that the numbers of incidents dropped from 1867 to 1753 with heavier volumes of traffic. He said that even so the percentage of vehicles running out of gas within 15 miles after having passed a service station on the turnpike, when related to all out - of - gas incidents on the turnpike, rose to 34.6% from 30.8% in 1963. He said those were the patrons who, it was assumed, had gas gauges showing empty when they passed a service station on the turnpike.

The Executive Director said also that as a result of studies previously made signs reading "Check Gas Supply" were erected in July 1963 in advance of Tiffin River and Oak Openings Service Plazas. He said no apparent improvement in experience with out - of - gas incidents resulted from the signs in advance of Tiffin River, but the numbers of incidents between Oak Openings and Indian Meadow Service Plazas dropped from 79 in 1963 to 60 in 1964. He said that even so the period of time available for comparisons was too short a period to give valid conclusions. He said the experience paralleled findings made previously on an annual basis for signs in advance of Vermilion Valley and Portage Service Plazas. He said a resurvey of the entire turnpike would be made on an annual basis following experience for the full year. He said the ratio of out - of - gas service

calls to miles of travel had shown a continuing improvement over the years and it was hoped that final figures for 1964 would be favorable in that respect.

The Chairman congratulated the Executive Director on his report. He said the report of the Executive Director would be accepted as offered. After ascertaining that the Director of Highways and the General Counsel would make no reports, the Chairman said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that he had been informed by the Ohio Trucking Association that the Association was concerned about the series of articles about truck accidents on the turnpike carried in The Cleveland Press. He said the Association told him it was sending the articles to all its members and to all trucking associations in the United States.

The Director of Information and Research reported further that new suggested routings between Interstate Route 71 and the turnpike as a result of the extension of I-71 north to Ohio Route 303 in Brunswick were being prepared for distribution.

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

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

Resolution No. 13-1964

"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 September 8, 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 September 8, 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, Redman, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 13-1964.

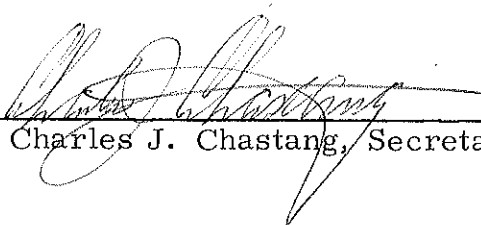
There being no further business to come before the Commission a motion was made by Mr. Redman, seconded by Mr. Masheter, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:35 P. M.

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



Charles J. Chastang, Secretary-Treasurer