

MINUTES OF THE ONE HUNDRED AND EIGHTY-THIRD MEETING  
February 2, 1965

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 in Columbus, Ohio at 11:00 A. M. eastern standard time on February 2, 1965 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, members of the press and others in attendance.

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

Present: Redman, Chastang, Teagarden, Masheter,  
Shoc knessy.

Absent: None.

The Chairman announced that all Members were present.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of December 29, 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: Chastang, Teagarden, Masheter, Redman, Shocknessy.

Nays: None.

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

The Chairman reported that the annual report of the Commission for 1964 was delivered the previous day to the Governor and to the General Assembly. He said he was of the opinion that the Commission's annual reports were the most distinguished and sophisticated documents of their kind put out by any comparable agency. He said the 1964 report included an insert about the service plaza improvements during the

previous year. He said he thought the cover was just excellent and that it should especially please the Governor because of the new booklet "Wonderful World of Ohio" which the Governor had coming out. The Chairman said also that Chief Justice Kingsley A. Taft of the Supreme Court of Ohio told him one day recently that whether he was aware of it or not the Ohio Turnpike had been built by the Supreme Court of Ohio. He said he then thought in view of Judge Taft's belief about that that the Commission might well put the pictures of the Court in the report and he said he thought it was suitable that a picture be included of the late Chief Justice Carl V. Weygant who handed down the keystone opinion in the case in which the Court held that "The Turnpike Act, Sections 1201 to 1222, General Code, is a constitutionally valid legislative enactment." The Chairman said he considered that the keystone language upon which the Commission rested so he thought it was very appropriate that Judge Weygant's picture be included. He said that listed in the report were all the names of all the Judges who served on the Supreme Court since the Commission had been doing business in the Court as representative of all the courts of Ohio. He said that listed also were all the milestone cases in which the Commission had been involved in the Supreme Court of Ohio, beginning with 153 Ohio State and right down through 172 Ohio State.

The Chairman reported also that in the Commission's January release on its January business he suggested that it be mentioned that the Commission did not have a single fatal accident on the turnpike in January and he suggested also that there be incorporated in the release the following material from the annual report: "Toward the end of the year when contemplating the revenues derived by the Ohio Turnpike during 1964 and the more than forty million dollars face value in bonds retired since the program of retirement began in 1961 the Chairman of the Commission said that 'if retirements continue at the present rate the Ohio Turnpike will be debt free so far as its 1992 bonds are concerned as early as 1979 or 1980.' The statement promptly brought a suggestion that rather than continue its program for early retirement of bonds the Commission reduce tolls and postpone the realistic expectation of a debt-free road in 1979 or 1980 to 1992 and a suggestion was even made that vehicles bearing Ohio licenses be permitted to travel free. The suggestions are considered ill-conceived and unrealistic. So long as the charges on the Ohio Turnpike are properly competitive prudence dictates that they be continued so that during the years of its youth and vigor moneys will be accumulated and debts paid rather than continued into its age as an unnecessary burden to posterity. The Ohio Turnpike has been a symbolic manifestation of the principle more honored in the breach than the observance that good business practices can be followed in government. There is no guarantee at this time that the revenue experience of recent years will continue after

the Interstate System has been totally completed or that a war or other catastrophe, social or economic, might not make the postponement to posterity of the debt of the Ohio Turnpike Commission a deplorable mistake. The suggestion that cars bearing Ohio licenses travel on the turnpike free is not only irresponsible and unrealistic but would be prohibited by the terms of the Trust Indenture. The Ohio Turnpike Commission has had warm acceptance and nationwide applause for the conduct of its affairs in the old American way of 'paying as you go,' 'saving for a rainy day' and providing personally for the future rather than relying upon the largesse of posterity."

The Chairman said also that he had no doubt that the Commission agreed with that view. He said that was the way the Commission lived. He said the Commission had been operating as a substantial, responsible business venture, a business venture which the State of Ohio undertook. He said the Commission was authorized by the General Assembly to create a debt, a debt of its own, not the debt of the State of Ohio and was directed to pay the debt. He said the money was borrowed to produce improvements at a time when money was not available for the necessary improvement - the improvement being the Ohio Turnpike. The Chairman said also that the money was borrowed and it was being paid back. He said it was being produced in accordance with good business practice on a basis competitive with other similar services.

The Chairman said also that he did not concede that the revenue being derived by the turnpike was especially more than was expected. He said that tables upon which the financing of the Ohio Turnpike was based in 1952 were conservative estimates of income to be received. He said there were times when the estimates were not met. He said the Commission currently was ahead of the prospectus and would likely continue to be.

The Chairman reported also that it was especially pleasing that there had been no fatal accidents during the month of January on the Ohio Turnpike. He said that when he was talking to the Executive Director about that a short time before the Executive Director said "yes, but we came pretty close." The Chairman said that, of course, the Commission came pretty close when a poor little girl was dropped off on the Ohio Turnpike by her abductor. He said it was a fiendish act in a circumstance wherein she might have been killed within minutes if she hadn't been picked up. He said the girl had been blinded temporarily and fortunately someone came along - a providential thing - and she was picked up. He said if it had not been just in the minutes she would have been killed and probably the fiendish act might not ever have been explained.

The Chairman reported further that the revenue record for 1964 was finally \$28,636,704 or \$1,787,095 more than in 1963. He said a total of 15,062,978 vehicles traversed the turnpike in 1964, representing an increase of more than a million vehicles over the record of 1963. He said 1964 was the first year during which the commercial vehicles using the turnpike totaled more than three million. He said all tolls paid accounted for \$23,372,673, or 81.6 percent of the Commission's income. He said the rest of the revenue came from restaurants and concessions and return on investments. The Chairman said also that while income was increasing 14.5 percent from 1960 to 1964, operating and maintenance expenses were up 1.7 percent, or \$91,690 in 1964 over 1960. He said he thought everybody could be congratulated and take satisfaction from the fact that income had increased 14.5 and operating and maintenance expenses had increased only 1.7 in five years.

The Chairman reported also that there had been a number of editorials in comment upon and in approval of the Commission's record in 1964. He read the following excerpts from an editorial titled "Ohio Freeway" in the Toledo Times of January 8, 1965:

"Back in October of 1961 when the Ohio Turnpike started retiring the \$326 million bond issue that was sold to build the toll road across the state, it was anticipated that the debt would be paid by 1992 . . .

"Not all toll turnpikes are in such healthy shape, and the position of the Ohio road is a tribute to the careful financing and efficient operation of the facility." The Chairman said the Commission hoped it would always be as happy. He said the Commission was not going to get revenue happy just because it had had a good experience and start throwing it away.

The Chairman reported also that the Berea News of January 7, 1965 in an editorial commenting upon the Commission's year-end statement, said some very pleasant things on built-in safety factors of the Ohio Turnpike. He read the following excerpt from the editorial:

"This means that more than 100 persons would have been killed on the turnpike last year if these two factors would not have been present."

The Chairman reported also that at the last meeting of the Commission it was thought there had been only 34 fatalities on the turnpike during 1964 but one person who had been injured late in 1964 died on January 8, 1965.

Mr. Chastang said that some sort of a flashing sign reminding travelers on the turnpike to fasten their seat belts might be advisable. The Chairman said he thought that more and more people who had control of transportation facilities were going to have to superimpose upon travelers things which were for their own good. He said the national figures on fatal accidents for 1964 were just astronomical. He said the Commission was not the only highway authority which had an increase in fatal accidents. He said nobody had a decrease as far as he knew. The Chairman said that at least the first month of 1965 was fatal-accident free on the turnpike.

The Chairman reported also that the Ravenna Record Courier of December 21, 1964 carried an appreciation of the Commission's rule against acceptance of gratuities by its employees. He read from the Record Courier under the heading, "Along the Way . . . by A. R. Sicuro" the following:

"W. O. Berkenbusch-Koeper, vice president of Rotek, Inc., Ravenna, has liked the service he has received from toll takers at the Ohio Turnpike interchange in Streetsboro.

"So, to show his appreciation, he bought a case of Dortmund beer, famous in Europe and named after the Rotek official's home town in Germany, to present to the turnpike crew.

"He took the case up to the interchange a few afternoons ago but was disappointed when the toll takers turned down the gift. They explained there is a rule against turnpike workers accepting any kind of gift from motorists."

The Chairman said that in the absence of questions the report of the Chairman would be accepted 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. Detail of investment transactions for December 1964 and January 1965.
2. Traffic and Revenue Report, December 1964 and summary for the year 1964.

3. Accountants' Report, Financial Statements,  
December 31, 1964.
4. Financial Report as of December 31 - unaudited report.
5. Cost and Budget Report - Year 1964.
6. Draft of the minutes for the December 29, 1964 meeting.

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

The Executive Director reported for the Committee on Budget and Finance at the request of the chairman of the Committee, Mr. Redman, that since the first of the year the Comptroller had put out the expense and budget report for the year 1964 and the Members had received copies. He said the report gave a comparison with 1963 expenses in the same categories. He said there was nothing unusual or phenomenal about it, that very few ups and downs were reflected.

The Chairman said that in the absence of questions, 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 a new record for restaurant gross sales was achieved when sales for the year 1964 reached nearly \$7,470,000. He said that amount exceeded by \$219,240 the sales in the best previous year, 1960. He said the three pairs of restaurants on the western portion of the Ohio Turnpike had gross sales amounting to approximately \$2,181,000; the two pairs on the central portion, \$2,131,000; and the three pairs on the eastern portion \$3,158,000.

Mr. Teagarden reported further that a new record for gallons of fuel sold at service stations was also achieved when gallonage for the year 1964 reached nearly 33,898,000. He said that amount exceeded by 1,363,875 gallons the sales in the best previous year, 1959. He said miscellaneous sales by service stations for the year 1964 continued to decline from the peak year, 1960. He said sales for the year 1964 were \$132,087 below the peak year and \$60,811 below 1963. He said it would be mere conjecture to make any determination on cause for that continuing decline.

Mr. Teagarden reported further that contracts were awarded on January 19 and January 21, 1965 for the construction of additions to and alterations of gift shops and modifications of food service areas at Erie Islands, Vermilion Valley, Portage and Mahoning Valley Service Plazas. He said construction work was started on January 25th at all four service plazas and progress had been satisfactory. He said those contracts represented the major portion of the 1965 service plaza remodeling program and were to be completed on or before May 1, 1965.

Mr. Teagarden reported further that preliminary plans were being developed by the architect for enlarging and modernizing the snack bar and counter area at Indian Meadow Plaza. He said that construction of that facility was included in the 1965 service plaza remodeling program.

Mr. Teagarden reported further that selection of a plan for the construction of truckers' showers at service plazas where the original truckers' shower was eliminated because of the remodeling work in the food service area continued to be a problem. He said the Committee was trying to get a plan that would provide for an adequate size facility in the most convenient location for the truckers and yet keep the costs to a minimum on relocation of other facilities and building equipment and utilities. He said progress had been made to the extent that several plans had been rejected on the basis of being too costly, thus narrowing the possible choices. He said the Committee would like to solve that problem at an early date and begin reconstruction of at least one truckers' shower as a pilot project in 1965.

Mr. Teagarden reported further that during a blinding snow storm on Friday evening, January 15, all service plazas became havens of refuge. He said estimates by restaurant managers on persons accommodated for the night were upwards of 300 persons, with the greatest concentration occurring in the Commodore Perry and Erie Islands Plazas. He said some of those who spent the night in remodeled service plazas remarked to the managers that the thick carpet in the dining rooms made quite comfortable beds. He said one man made his own private bedroom by curling up in the fireplace and closing the fire screen.

Mr. Teagarden reported further that there was considerable contrast to the service and comfort provided during the snow storm when, on Saturday morning, January 23rd, weather conditions again caused travelers to seek refuge. He said that time freezing rain fell over the entire northwestern portion of the state coating everything,

including some aerial wires to the breaking point. He said electrical power outages occurred at each of the eight western service plazas ranging in duration from a few hours at Tiffin River and Indian Meadow Plazas to 17 hours at Blue Heron and Wyandot Plazas. He said patrons could get only coffee and cold food, with the exception of hot dogs, in the darkened and gradually chilling plazas and only emergency rations of gasoline were available, being provided by the disabled vehicle service trucks. He said communication was likewise disrupted but through the efforts of the Ohio State Highway Patrol and the Commission's maintenance personnel in the area all emergency matters were expeditiously handled.

In response to a question by Mr. Chastang, the Executive Director said that the whole northwestern corner of the state was affected by the ice storm of January 23. He said there were no gasoline supplies off the turnpike as well as on the turnpike. He said there were no restaurant services available off the turnpike. He said the storm was of such magnitude it overwhelmed the available forces. The representative of the Consulting Engineers, Mr. Harnden, said there were four instances in which electric transmission lines were down on the turnpike from the ice which was on them which was reported to be from an inch to an inch and one-half thick. He said that was the first time any transmission lines had fallen on the roadways since the construction of the turnpike. The Deputy Executive Director said that on Sunday morning following the storm, the ice began to melt from the radio towers along the turnpike and at two of the maintenance buildings the ice fell from the towers down through the roofs of the radio rooms and water therefrom put all of the radio out of commission for more than four hours. He said mobile radios were moved to those locations to relay emergency radio traffic.

Mr. Teagarden said the Commission had received a number of compliments from people who were sheltered at the service plazas. He read from one letter on the subject as follows:

"On January the 15th my four children and I were stranded at the plaza near Fremont going east. Many thanks to the people who made an unplanned stay so much more comfortable than it could have been. I have traveled this way often. Thanks to all again."

Mr. Teagarden reported further that coming up in 1965 would be the new gasoline service station contracts and he would like to apprise the Members of the Commission that the Committee was currently making



a study of the recommendations which they wanted to make to the Commission. He said the Committee wanted to improve service to patrons and also increase the supply of gasoline to the public.

The Chairman said that 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 then would be received.

The Executive Director reported for the Committee on Interchange Development at the request of the chairman of the Committee, Mr. Chastang, that on January 11, 1965 representatives of the Commission, the Director of Highways, the Cleveland Regional Planning Board and the City of Strongsville met for a conference in the Administration Building in Berea to discuss a proposal submitted by the City of Strongsville for a connection between the planned new interchange connecting the turnpike and Interstate Route 71 and present interchange 10. He said that at that time the Commission presented an alternative plan which it thought had some merit. He said the Commission proposed two legs to Whitney Road from the new interchange to be provided by the Commission if the City of Strongsville would improve Whitney Road from its crossing by I-71 westward to U. S. Route 42. The Executive Director said also that it was proposed alternatively that, if that was not acceptable to the City of Strongsville, the Commission would give consideration to incorporating the City's suggestion for a connection between the new interchange and U. S. Route 42 by way of the present Interchange 10. He said there had been no subsequent conference. He said the City of Strongsville had to make up its mind just what it wanted to do.

The Executive Director reported further that a new problem had arisen since the last meeting of the Commission in connection with the crossing of the Ohio Turnpike by Interstate Route 271 between Interchanges 11 and 12 on the Cuyahoga River hill where Interstate 271 would go under the eastbound lane and over the westbound lane. He said that at that location the turnpike roadways were on different elevations. The Executive Director said the Commission had had some concern about the adequacy of the westbound roadway as traffic left the Cuyahoga River bridge and went up a long hill. He said it was felt that sooner or later it would be necessary that a third lane be provided in the area because of the slow moving trucks. He said a third lane would free the other lanes for the faster traffic.

In response to questions by the Members, the Executive Director said that a third lane would be approximately four miles long,

that a determination would have to be made rather quickly, that the Consulting Engineers had been asked to address themselves to it, that no existing safety features would be sacrificed, that there were several places where additional right of way would be required if the lane were located outside of the existing roadway, and that the matter had to be settled in relation to I-271 so that the Commission would be justified in requesting the Director of Highways to design the bridges carrying I-271 over the turnpike to accommodate the third lane.

The Executive Director reported for himself that there was an editorial in the Cleveland Press on January 28, 1965 suggesting that the Commission give consideration to the planting of trees in the median on the Ohio Turnpike. He said the editorial drew comparisons to California freeways. He said consideration had been given to such planting in the past and some minor planting had been done but it must be kept in mind that the grass area in the median on the turnpike was only 40 feet wide. He said the median was sufficient for the purpose for which it was designed but was not sufficient to accommodate additional trees. He said a great many vehicles went into the median especially in the wintertime and came out without any injury and that a tree or any obstruction in the median was just inviting an accident. He said the planting that was tried in the median near bridges had not been very successful. He said about 25,000 tons of salt were dumped on the turnpike each year and that that was not conducive to growth of vegetation.

The Executive Director reported further that with respect to safety, the turnpike traffic statistics from the National Safety Council for the first eleven months of 1964 reflected adequately the experience of turnpikes generally during 1964 and showed that the death rate on the Ohio Turnpike for those eleven months was 3.1 per hundred million miles and, although higher than the average of 2.5 for all turnpikes, was a more favorable record than that experienced by some of the other toll roads. He said that the Florida Sunshine State Parkway had a death rate of 6.3 compared with 2.9 in 1963. He said the death rate on the Kansas Turnpike increased from 4.8 to 6.0 and that the West Virginia rate increased from 9.4 to 15.0 for the highest rate he could recall. The Executive Director said that despite the unfavorable fatality experience on the turnpike in 1964 the accident rate on the turnpike of 82.9 per 100 million vehicle miles was well below the average of 108.5 for all turnpikes and was bettered by only one major turnpike - the Oklahoma Turnpike - with a rate of 64.6. He said the Pennsylvania Turnpike had a rate of 106.4 and the Indiana Toll Road a rate of 140.5.

The Executive Director reported further that during 1964

District 10 of the Highway Patrol made over 21, 000 arrests on the Ohio Turnpike for an increase of 2, 325 arrests over the total for 1963. He said those violators paid fines or forfeited bonds in the sum of \$219, 944 and were assessed costs in the sum of \$118, 804, all of which was distributed to the State of Ohio and the various political subdivisions and courts that were involved.

He said that as had been the usual experience, the majority of arrests were for speed violations and those numbered 15, 254. He said the remainder of the arrests were divided among 75 different offenses.

The Chairman said that in the absence of further questions, the reports by the Executive Director for the Committee on Interchange Development and for himself would be accepted as offered. He said the report of the General Counsel would be received.

The General Counsel reported that the S. J. Groves & Sons Company v. Ohio Turnpike Commission case was settled. The Chairman said the Commission was now at the place where it might declare the Ohio Turnpike completed.

The Chairman said the report of the General Counsel would be accepted as offered. He ascertained that the Director of Highways and the Consulting Engineers would make no reports. He said the report of the Director of Information and Research would be received.

The Director of Information and Research read the following excerpt from a letter received from Mr. G. Wm. Bullock, Jr., Assistant Superintendent of Schools in Niles, Illinois, who, with his family, took refuge in the Castalia Maintenance Building during the snow storm of January 15 and was cared for by Mr. Luther Waugh, the Custodian:

"I have four children, all quite small, and this gentleman was helpful, sympathetic, cooperative, gracious and, as a matter of fact, really saved the evening for us. He provided substantial security for my children and for my wife, all of whom were quite upset by the conditions and helped us get on our way the following morning.

"I commend him to you; I compliment him and if there is any opportunity provided by the Turnpike Commission for him to be placed in a position of serving the public directly, I think you will do yourselves a great service by giving him that opportunity."

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

Mr. Teagarden suggested that the Commission arrange to make a visit to the turnpike plazas some time in May or early June to see exactly what was being accomplished by the Service Plaza improvement program. He said the Committee on Service Plazas would welcome an opportunity to show the Members what had been done. He said it would not be necessary to visit all the plazas. He said a visit to two or three of them would give an idea of what the rest were like. The Chairman said the Commission might hold the June meeting in Berea and set up visits to two or more of the service plazas being improved.

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

Resolution No. 1-1965

"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 December 29, 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 December 29, 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 said the resolution was adopted with all Members voting in the affirmative. The resolution was identified as No. 1-1965.

It was agreed that the regular meeting for March would be held on the designated date, March 2.

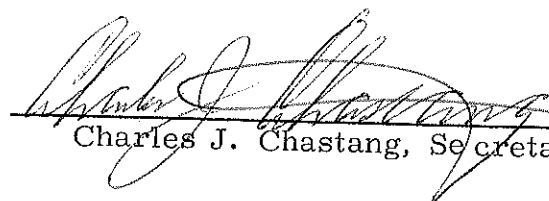
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:23 o'clock P. M.

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

  
Charles J. Chastang, Secretary - Treasurer