

MINUTES OF THE ONE HUNDRED AND EIGHTY-FIFTH MEETING
April 6, 1965

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways at 139 East Gay Street, Columbus, Ohio at 11:00 A. M., eastern standard time, on April 6, 1965 with the key members of the staff; representatives, Mr. Fred S. Cresswell and Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; a representative, Mrs. Agnes M. Lucas, of the Auditor of State; the Interstate Route 71 Liaison Engineer, Mr. T. J. Kauer, of the Ohio Department of Highways; 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: Chastang, Teagarden, Masheter, Shocknessy.

Absent: Redman.

The Chairman announced that a quorum was present. He said he understood Mr. Redman was out of the country.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of March 2, 1965 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 present responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that the Commission began the meeting with a special note of sorrow. He said that William R. Anders, who had been with the Commission since July of 1957 as the Commission's Supervisor of Service Plazas died two days before at only 44 years of age.

He said Mr. Anders was faithful and kind and there was little he could say at that time except to let his wife and children and his mother all know of the Commission's sorrow and the Commission's respect for his memory. He said accordingly he had before him a resolution expressing the Commission's sorrow and extending sympathy to the widow, mother and sons on the death of William R. Anders.

Resolution No. 5-1965

"WHEREAS it has been with profound sorrow and regret that the Commission has learned of the untimely death of William R. Anders, the Commission's Supervisor of Service Plazas;

"WHEREAS Mr. Anders first came to the Commission with the task and title of Supervisor of Restaurants in July, 1957, and was very shortly thereafter called upon to be the actual operator of six of the Commission's restaurants during an interim period of months while the Commission was advertising for new restaurant contracts;

"WHEREAS his wholehearted attention to the duties assigned to him during his early years with the Commission caused him to be the logical selection when the Commission created the new position of Supervisor of Service Plazas, a position he has held until his death; and

"WHEREAS Mr. Anders in all of his work for the Commission demonstrated a broad education and wide experience in the restaurant business, having prior to his service with the Commission held various other responsible positions in the restaurant field, including Manager of the Thompson Products Company Cafeteria and Regional Restaurant Price Specialist for the Office of Price Administration;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission recognizes by the adoption of this resolution its appreciation for his long, faithful and devoted dedication to the Commission's work and extends its sympathy to his widow, to his mother, and to his sons; and

"FURTHER RESOLVED that the Assistant Secretary-Treasurer be, and he hereby is, instructed to transmit a certified copy of this resolution to the family as mentioned. "

The Chairman declared the resolution adopted on the motion of all the Members of the Commission. The resolution was identified as No. 5-1965.

The Chairman reported further that the Commission did not adopt a similar resolution following the death of Theodore P. Heden, who was Eastern District Toll Supervisor, on November 25, 1964. He said the Members of the Commission were unanimous in offering a resolution extending sympathy to the widow of Theodore P. Heden.

Resolution No. 6-1965

"WHEREAS the Commission wishes to express its profound sorrow and regret upon the death of Theodore P. Heden, the Commission's District Toll Supervisor for the Eastern Section;

"WHEREAS Mr. Heden first came to the Commission on November 15, 1954, prior to the opening of the Eastgate Section, and served with distinction until the time of his death ten years later on November 25, 1964;

"WHEREAS Mr. Heden brought to his work broad experience and capacity earlier demonstrated in more than twenty years with the Youngstown Police Department where he served in many responsible positions of authority, including Supervisor of a Civil Defense Auxiliary Police Corps and later as Chief of the Internal Security Bureau of the Youngstown Police, acting as liaison officer with agents of the Federal Bureau of Investigation; and

"WHEREAS Mr. Heden in his work for this Commission was at all times assiduous in his duties, hardworking and thoroughly dedicated to the Commission's best interest;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission recognizes by the adoption of this resolution its appreciation for faithful service and devoted dedication to the Commission's work and extends its sympathy to his widow; and

"FURTHER RESOLVED that the Assistant Secretary-Treasurer be, and he hereby is, instructed to transmit a certified copy of this resolution to his widow, Mrs. Theodore P. Heden."

The Chairman declared the resolution adopted on the motion of all the Members of the Commission. The resolution was identified as No. 6-1965.

The Chairman reported further that the day before the Auditor of State, Chester W. Goble, whom the Commission had known fondly as

General Goble for many years, handed him as a representative of the Commission his annual report of the affairs of the Commission for 1964. He read the letter transmitting the report as follows:

"Dear Mr. Shocknessy:

"Your copy of the Auditor of State's Report of Examination of the Ohio Turnpike Commission for the year 1964 is being sent to you today.

"Our State Examiner, Mrs. Agnes M. Lucas, reports no errors or findings, and a reading of the report indicates another good year for the Ohio Turnpike.

"Sincerely yours,

"Chester W. Goble"

The Chairman said also that on behalf of the Commission he acknowledged receipt of the annual report from the Auditor of State, General Goble, and handed it to the Assistant Secretary-Treasurer as Chairman of the Commission on behalf of the Commission for filing with the permanent records of the Commission. He said he wanted to say especially with respect to the report that it gave him personally very great satisfaction to receive the report from General Goble especially because General Goble was signing it as Auditor of State. He said General Goble assumed the administration of the Ohio Turnpike audit about ten years before as a deputy of the then State Auditor, the current Governor of Ohio, at a time when there were some rather severe tensions between that office and the Commission. The Chairman said he attributed to General Goble more than to any other person the result which had been achieved over the ten years of wholesome relationships between the Auditor of State and the Commission. He said that while Governor Rhodes was still Auditor of State and General Goble was Chief of the Turnpike Audit the Commission received the first audit supervised by General Goble, an audit that was thoughtful, professional, and in the years subsequent General Goble's influence on the audit had always been plainly manifest. He said he was saying all that he was saying, making his remarks rather extensive for the purpose of the record, because it was an opportunity for him on behalf of the Commission to pay respect to a man who was holding the highest public office of his life and a man who well earned the high public office which he held and a man who was appointed to that office by the Governor who knew so well through his experience with General Goble while General Goble was doing the turnpike audit how well General Goble would likely serve in a position such as the Auditor of State.

The Chairman said also that at the same time that he paid tribute to General Goble's experience and General Goble's integrity - integrity as an auditor, integrity as a representative of the profession which he had pursued most of his life as an officer in public service - he wanted also to pay tribute to Mrs. Agnes M. Lucas. He addressed Mrs. Lucas and said that she had served the Auditor of State, had worked with General Goble and with Mr. Roger W. Tracy when he was Auditor, in a very thoughtful and proper way. He said he was sure none of the Commission's people had ever asked her to delete anything or had ever tried to mislead her. He said Mrs. Lucas had worked on the working level with the Commission's people and she had worked ably and faithfully - a good representative of the Auditor of State. He said he wanted her to know that the Commission appreciated it.

The Chairman said also that he looked through the State Auditors report but had not given it the detailed examination that the Comptroller, Mr. John Soller, and the Executive Director, Mr. C. W. Hartford, and the organization in Berea would give it, but he had given it a cursory examination and it had the same professional integrity in appearance and in presentation that the Commission had had ever since Mrs. Lucas and General Goble had been working the audit. He said that if he did not feel heavy hearted because of the death of Mr. Anders, he probably would go further in jubilating about what a fine audit it was and how it represented the Commission as the successful agency of the State of Ohio that it was.

The Chairman then asked Mr. Kauer to report upon another matter which was of great, exciting concern to the Commission, especially to the Director of Highways and to the Chairman.

Mr. Kauer reported that the Department of Highways received bids that morning on the Ohio Turnpike interchange with I-71, known as Section Cuyahoga 71-4.38. He said there were two bids on the project. He said the estimate was \$1,255,500. He said the low bidder was a joint venture between Great Lakes Construction Company and Joseph Bucheit Construction Company in the amount of \$1,316,600.11. He said the second bidder was Galier Brothers Inc. in the amount of \$1,347,533.31.

The Chairman said the difference between the low bid and the estimate was about \$60,000, or 5% more than the estimate. He said the difference was not appreciable. He said he hoped the bids were good bids because he was interested in seeing that section move.

The Chairman reported further that the project for completion of I-71 was in very, very good condition. He said it was expected that

traffic could be moved from I-71 to State Route 82 and U. S. Route 42 to the turnpike and to downtown Cleveland probably around the first of July.

The Chairman read from an article in the Plain Dealer of Cleveland of April 4, 1965 titled "Bids to be Opened for Three I-71 Projects" as follows:

"Strongsville Solicitor Charles J. Donohue said that a suit filed by the City last year will be withdrawn from Franklin County Common Pleas Court.

"The city contended that opening of the interchange and subsequent closing of Exit 10, which funnels vehicles down U. S. 42 into Strongsville, would ruin the city's multimillion dollar motel industry.

"Donohue said the city will accept a plan by the Ohio Turnpike Commission in which the two agencies will share the cost of building an access road between the new interchange and U. S. 42.

"The suit will be withdrawn after the mechanics of financing the city's share are ironed out, Donohue said."

The Chairman said that needless to say he was very, very, very happy about that.

The Chairman reported further with respect to a complaint about services on the turnpike which had been made by the Honorable Samuel M. Jones III of Toledo, a member of the House of Representatives of the General Assembly of Ohio, who had written a letter to the Executive Director under date of March 20, 1965 saying that the service facilities were dirty and the gasoline service was slow and that he objected that credit cards weren't generally received by the filling station concessionaires. He read the conclusion of the letter addressed to Mr. Hartford, as follows:

"In conclusion, speaking as a private citizen, I can hardly wait for the day when the turnpike bonds will be retired and the turnpike will become part of the Federal Highway System. Private enterprise can do a much better job of running gas stations and restaurants." The Chairman said that conclusion broadly characterized the intellectual depth of the criticism. He said the letter was written on Ohio House of Repre-

sentative stationery although Representative Jones alleged in the letter that he was writing as a private citizen. The Chairman said he called Mr. Jones on the telephone and told him that he did not consider that public officials could as readily disassociate themselves from their public office as he chose to do. He said he told Representative Jones further that he was disappointed that a young man who had been graduated at Williams College and at Yale University would not have bothered to have himself better informed when he wrote the letter so that he could know that when the turnpike bonds were paid the turnpike did not become a part of the Federal Highway System but became part of the state highway system, and that private enterprise was already running the gas stations and the restaurants. He said he invited Representative Jones to come to the meeting on April 6.

The Chairman reported further that the revenue experience for March 1965 would be better than the revenue experience of March of 1964 which was almost miraculous in view of the fact that Easter came in March of 1964 so that there was a great deal of passenger car traffic in March of 1964 which in 1965 the Commission would get in April so that the Commission ought to have a fabulous April. He said the reason the Commission was likely to have such a good experience financially for March was that the toll revenue from commercial vehicles was approximately \$973,000 which meant the Commission was getting close to a million dollars from trucks in a single month.

The Chairman reported further that the Commission had gone through almost one hundred days with only one fatal accident since late in 1964. He said that was something to be very happy about.

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. Traffic and Revenue Report for February 1965.
2. Financial Report as of February 28, 1965.
3. Draft of the minutes of the March 2, 1965 meeting.
4. Detail of Investment Transactions for March 1965.

The Assistant Secretary-Treasurer reported further that he had a communication from the General Counsel, Judge Lockwood Thompson, addressed to the Chairman and Members of the Ohio Turnpike Commission which he read as follows:

"In behalf of my sister and of the other members of the family and of myself, I wish to express appreciation for the very thoughtful resolution extending sympathy at the time of the death of my father. Pursuant to your request, the assistant secretary-treasurer of the Commission presented me with a certified copy of the Commission's resolution, No. 2-1965, which we shall gratefully retain.

"Sincerely yours,

"Lockwood Thompson"

The Assistant Secretary-Treasurer reported further that the Trustee would be in a position to purchase in April some Ohio Turnpike bonds in the approximate amount of \$700,000.

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 Service Plazas would be received.

The Chairman of the Committee on Service Plazas, Mr. Teagarden, reported with respect to the complaint about the toll collectors by the Honorable Earl Wiseman of Port Clinton, a member of the House of Representatives of the General Assembly of Ohio, which had been reported at the last meeting, he had talked with Mr. Wiseman who said the complaint was not one of major importance. Mr. Teagarden said that he told Mr. Wiseman that when one complained to the Chairman of the Turnpike, whether it was of minor or major importance, he took it very much to heart and Mr. Wiseman could expect that he was going to find out how far it was going to go from there. He said Mr. Wiseman told him that he would have a conference that afternoon with the Commission's Director of Information and Research.

Mr. Teagarden reported further that the first phase of the remodeling work on the food service areas at Erie Islands, Vermilion Valley, Portage and Mahoning Valley Service Plazas was substantially completed and the restaurant operators were serving the public in the remodeled areas. He said the second or final phase of the remodeling work was under way at all four service plazas. He said that phase was scheduled to be substantially completed by May 1, 1965. He said that,

however, because of some material delays an additional week might be needed which would still be earlier than the May 15th date used in the 1964 remodeling program.

Mr. Teagarden reported further that Mr. Frank Harris, architect for the Consulting Engineers, made an inspection of the remodeling work on April 1, 1965 and reported that it was his observation that although the Commission received good workmanship in 1964 there was a decided improvement in 1965 which he attributed to the one month additional time allowed for construction in 1965 and to the fact that the 1964 work could be used as a pilot model.

Mr. Teagarden reported further that the contract for modifications of the counter area at Indian Meadow Service Plaza had been advertised and bids were to be opened on April 8, 1965. He said that, if good bids were received, award was to be made and work completed on or before May 27, 1965.

Mr. Teagarden reported further that plans were being prepared by the Chief Engineer's office for two additional travel trailer ports to be located at Indian Meadow and Vermilion Valley Service Plazas. He said that work would be performed by the Commission's maintenance forces prior to June 1, 1965.

Mr. Teagarden reported further plans were being prepared by the architect for the construction of a truckers shower and rest room at Middle Ridge Service Plaza. He said the plans would provide for an addition to the rear of the service station to house the truckers facility and would provide also for needed additional storage space for the service station. He said originally there was a truckers shower at the rear of the counter area at each service plaza but that with the remodeling program that space was needed for either dining area or kitchen area. He said that accordingly there were remaining only eight truckers showers. He said that although the Committee had not developed a time schedule for the Middle Ridge truckers shower project, it was hopeful for completion of this facility in 1965. He said the facility would serve as a pilot model for others to be restored at plazas having heavy concentrations of truck traffic.

Mr. Teagarden reported further that in furtherance of the Committee's study of the service station contracts which were to be readvertised in the summer of 1965, staff members of the Commission met with supervisory personnel of the five oil companies on the Ohio Turnpike on March 19, 1965. He said a discussion was held on the terms and conditions of the existing contracts and, except for suggesting that some form of discount be given to truckers and that a provision for extending

term of contract such as was included in the restaurant contracts be considered, the oil companies representatives had no significant suggestions. He said not only the five oil companies currently on the Ohio Turnpike but many others were showing interest in the readvertisement of contracts. He said the Committee would continue its study of those contracts.

The Chairman said 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, said the Executive Director would offer the report of the Committee together with his own report as Executive Director.

The Executive Director reported for the Committee on Interchange Development that under date of March 30, 1965 he sent a summary report to the Committee on the status of the proposed crossing of the Ohio Turnpike by Interstate Route 271. He said copies of that report were sent also to the Members for their information.

The Executive Director said also that the Members would note from that memorandum that that crossing presented some interesting problems especially during the construction of the crossing. He said the studies of the design of the bridges that would carry I-271 over the westbound roadway of the turnpike included a study of the need for a third lane of pavement on the ascending grade westbound from the bridges over the Cuyahoga River to relieve the friction caused by slow-moving trucks on that grade.

The Executive Director said also that the report on the study by the Consulting Engineers of that problem indicated that based on current volumes the third lane would be useful currently. He said that through the use of a lane counter during peak periods over Easter, Memorial Day and possibly the Fourth of July more precise information on traffic through that area would be obtained and would enable the Committee to base a decision on definite information rather than on formulas applicable to highway design. He said he would expect the lane counters would confirm the conclusions reached by the Consulting Engineers.

In response to questions by the Members, the Executive Director said that a third lane would be a high speed lane for the use of passenger cars. He said that would improve conditions which had caused problems in that area which the Commission had been aware of since the turnpike was opened. He said there were other long 2% ascending grades on the

turnpike but they did not give the problem that that one did. He said also that there was right of way available on the median side of the westbound roadway and that all the features of safety which were incorporated in the turnpike would be retained. He said the median through that area was wider than in other areas.

The Executive Director then reported for the Executive Director that while the winter of 1964-65 appeared to be less severe than previous winters, he would expect that the Commission's costs for snow and ice would equal or exceed its costs in previous winters. He said the final costs for March would be high because of the frequency of storms. He said also that at the spring foremen's conference held in Berea the previous Wednesday each foreman indicated greater frequency of storms than normal in his section and it was the consensus that final costs would be high. He said salt deliveries to the Commission were about 120% of anticipated needs.

The Executive Director reported further that at the meeting of the Commission on March 2, 1965 he reported that it had come to the Commission's attention that certain broadcasters, in giving road conditions, had erroneously reported the Ohio Turnpike closed to traffic due to a heavy snow storm. He said that matter was brought to the attention of the Ohio Association of Broadcasters under date of March 18, 1965 with a request to the Association to support a program to have broadcasters check with the toll plazas in their area or with the headquarters in Berea should there be any questions concerning information obtained from other sources. He said the Association took prompt action by issuing a bulletin in their monthly news letter and would run the bulletin again in November as a reminder for the next winter. He said the bulletin included a listing of the telephone numbers of the turnpike toll plazas and of the administration building in Berea. He said it was hoped that all broadcasters would avail themselves of that service. He said some had done so in the past and it was believed the service had been to their satisfaction.

The Executive Director reported further that the problem of handling fires on a limited access highway was difficult. He said it was learned early in the operation of the Ohio Turnpike that adequate fire protection required the Commission to supplement local protection simply because there were 56 local fire authorities having jurisdiction on the turnpike and only 31 points of access. He said that alone caused delay through circuitry of travel. He said that since then the Commission had acquired functional equipment and regularly schooled its employees in fire fighting procedures. The Executive Director said further that the Commission's ability to handle fires that occurred on the turnpike was demonstrated by the fact that during 1964 there were a total of 318 fire calls

and 130 disregards - calls that were cancelled when no fire developed or a small fire had been extinguished and no fire equipment was needed. He said that of the 318 calls the Commission had assistance from outside fire departments in only 26 cases and handled 292 without any help. He said that was representative of the Commission's experience over the past several years. The Executive Director said also that with more and more interstate mileage being opened to traffic, fire fighting authorities were becoming increasingly concerned because similar access conditions generally prevailed on the interstate system of highways but the local authorities had full responsibility for handling fires on those highways. He said he did not suggest what the answer might be but the Commission had statistics for almost ten years of operation which should serve some useful purpose in providing a solid base on which determinations could be made. He said all the Commission's information and experience was available to any responsible persons dealing with the problem.

The Executive Director reported further that some time before the Executive Director of the Illinois State Toll Highway Commission stopped in the Berea headquarters and said he was going to steal a few of the Ohio Commission's ideas. He said the visitor later sent a picture showing that he had purloined the idea for the "Fasten Seat Belts" signs erected on the Ohio Turnpike. He said the signs on the Illinois Toll Highway were located in the same location - at the acceleration lanes.

The Chairman said that in the absence of further questions the reports of the Executive Director for the Committee on Interchange Development and for the Executive Director would be accepted as offered. The Chairman ascertained that the Director of Highways and the General Counsel had no reports. He said the report of the Consulting Engineers would be received.

Mr. Harnden reported for the Consulting Engineers that in connection with the area in which a third lane was proposed on the westbound roadway, the possibility of resurfacing the existing lanes in that area at the same time was being considered. He said the resurfacing was needed.

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

The Director of Information and Research reported that recently he sent the Members some typical reports made by the Commission's Field Representative, Paul C. Rief, in connection with calls upon truck operators and automobile clubs. He said that in 1964 Mr. Rief made a

total of 818 such calls, of which 486 were on truck operators and 157 on automobile clubs and the rest on other types of organizations. He said that in 1964 Miss Gertrude Knott of the Information and Research Department made 14 calls on automobile clubs and also made 42 speeches to organizations in northern Ohio.

The Chairman said that in the absence of questions 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. Chastang, as follows:

Resolution No. 7-1965

"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 March 2, 1965, 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 March 2, 1965 hereby are ratified, approved, and confirmed."

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

Ayes: Teagarden, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the four Members present voting in the affirmative. The resolution was identified as No. 7-1965.

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

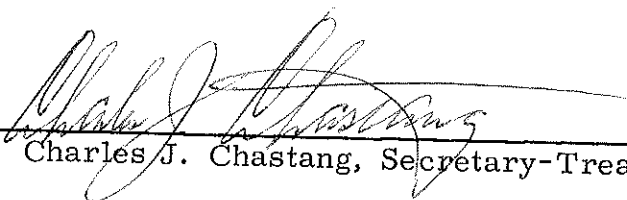
meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:01 P. M.

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



Charles J. Chastang, Secretary-Treasurer