

MINUTES OF THE ONE HUNDRED AND EIGHTY-SIXTH MEETING
May 4, 1965

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways Building at 139 East Gay Street, Columbus, Ohio at 11:00 A. M., eastern standard time, on May 4, 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, and the attendance was reported to be as follows:

Present: Redman, Chastang, Teagarden, Shocknessy.

Absent: Masheter.

The Chairman announced that a quorum was present. He said Mr. Masheter was represented at the meeting by the Chief Engineer of the Department of Highways, Mr. C. H. Makeever.

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

Nays: None.

The Chairman directed that Mr. Makeever would indicate how, in the event he had been present, Mr. Masheter would have voted. The Chairman said the minutes stood adopted with the four Members present voting in the affirmative.

The Chairman reported that the Commission could take great, great, great, great satisfaction in the revenue for April 1965 which approached two and one-half million dollars. He said the revenue was more

than \$2, 390, 000 and it was approximately \$411, 000 more than April of 1964. He said that on Good Friday the toll income was \$107, 000 which was the most money the Commission had ever had on any single day that early in the year. He said there were months back in 1956 when the Commission didn't have revenue much greater than the difference between the revenues of April 1965 and April 1964. He said the first two-million-dollar month the Commission had was in June of 1957 and it was \$2, 100, 000. He said in July of 1957 which would have been practically the peak of the season the Commission had \$2, 400, 000 revenue. He said those figures were just dramatic. He said the income for April of 1957 was \$1, 300, 000 and the Commission had more than a million dollars in excess of that in 1965. He said in March 1965 also income was in excess of two million dollars which was the first time March was ever worth two million dollars.

The Chairman reported further that the Trustee bought \$710, 000 worth of turnpike bonds in April 1965 and the Commission thereupon had acquired \$41, 000, 000 in bonds.

The Chairman reported further that there were two bad accidents on the turnpike in April, in each of which drivers were probably asleep and drifted off the roadway. He said there had been three fatal accidents in 1965 and two of them involved sleepy drivers, probably, and in the third accident the driver was probably intoxicated. He said that in the first four months of 1965 the Commission had had only three fatal accidents compared with six fatalities resulting from five fatal accidents in the same period of the previous year.

The Chairman reported further that the Commission's new map was published and distributed. He said the Commission was getting all kinds of commendation on it. He passed around a letter from Governor Rhodes directed to Mr. James D. Hartshorne, the Director of Information and Research, congratulating him on the map.

The Chairman directed that the letter from the Governor and a letter written by the Chairman to the Director of Information and Research about the map be incorporated in the business of the meeting.

The letter from Governor Rhodes was as follows:

"April 30, 1965

"Mr. James D. Hartshorne
Director of Information and Research
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017

"Dear Mr. Hartshorne:

"I am very enthused on receipt of the new Ohio Turnpike map. It is a fine piece of work, complementing the new official Department of Highways map which was recently distributed to Ohio motorists.

"Congratulations on a good job.

"Sincerely,

"James A. Rhodes
Governor

"JAR:fdc"

The letter from the Chairman was as follows:

"April 22, 1965

"Mr. James D. Hartshorne
Director of Information and Research
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017

"Dear Jim:

"Please accept my congratulations on the new 1965 map-folder of the Ohio Turnpike Commission. It is just one more excellent production of your dedicated and sometimes almost inspired service.

"Devotedly,

"James W. Shocknessy
Chairman"

The Chairman reported further that Interstate Route 71 construction progress was very satisfactory. He said it was hoped to move traffic off I-71 onto state route 82 in Strongsville in Cuyahoga County around the first of July 1965 so that there could be an uninterrupted drive from downtown Cincinnati to downtown Cleveland early in July. He said that one could get on I-71 in downtown Cincinnati and get off in downtown Cleveland by taking I-71 to state route 82 to U. S. route 42 and on to downtown Cleveland. He said the route to downtown Cleveland was an improvisation but the route to downtown Cincinnati also was an improvisation but that the public had

benefited greatly by it and had been delighted with it. He said the use of state route 82 would not immediately be ideal because there would be construction on state route 82 at the same time traffic was being maintained for about two months.

The Chairman reported further that the State of Massachusetts had indicted a legislator and two turnpike aides in bribes. He said he ought not to take satisfaction in the fact that the Ohio Turnpike Commission's people had been honest because its people were supposed to be honest - everybody was supposed to be honest - but one could not help taking some satisfaction in the fact that the Commission had proof of the honesty of its people and it had proof of the dishonesty of an awful lot of others. He said the Commission could be awfully proud of the good, clean record that it had had. He said he believed Ohio's record had been just about unparalleled in the toll road business.

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 March 1965.
2. Financial Report as of March 31, 1965.
3. Draft of the minutes of the April 1965 meeting.
4. Detail of investment transactions for April 6, 1965.

A resolution authorizing modification of agreement with co-trustee regarding its compensation was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 8-1965

"WHEREAS the initial agreement regarding compensation of the Co-Trustee provided an annual fee of \$2,000.00 for all services, except services for exchange of temporary bonds for other temporary bonds or for definitive bonds, and except services as paying agent; and a substantial part of the services of the Co-Trustee was the investment of moneys in the Construction Fund;

"WHEREAS all of such moneys have been paid to the Trustee, the last having been paid on January 15, 1965, so that the Co-Trustee has no duties with regard to the Construction Fund, and it is not contemplated that any further moneys will be payable to the Co-Trustee to be held by it in the Construction Fund;

"WHEREAS the Commission finds that it is desirable that the reasonable compensation payable to the Co-Trustee for its remaining duties, commencing January 16, 1965, shall be fixed and determined on the basis of the extent of the services of the Co-Trustee as paying agent and as co-registrar of the bonds of the Commission; and

"WHEREAS a proposed agreement to carry the foregoing into effect has been prepared by Fiscal Counsel following discussions and meetings with the Co-Trustee and representatives of the Commission, and has been presented to this meeting;

"NOW, THEREFORE, BE IT

"RESOLVED that the Chairman of the Commission be, and he hereby is, authorized to execute and deliver such agreement with modifications as hereinabove provided. "

The Assistant Secretary-Treasurer said the Co-Trustee was appointed and his services accepted under the Trust Agreement and supplement thereto was an agreement which spelled out what was considered to be a reasonable compensation. As of January 15, 1965 there was no longer any cash or securities in the Construction Fund, therefore the duties of the Co-Trustee in respect to that phase ceased to exist. The Assistant Secretary-Treasurer then read from a memorandum about the resolution prepared by Fiscal Counsel - Squire, Sanders & Dempsey - and addressed to the Ohio Turnpike Commission under date of May 3, 1965 as follows:

"On that date the last of the Construction Fund monies held by the Co-Trustee for investment, were paid by it to the Trustee. As it is not contemplated that any Construction Fund monies will, in the future, be paid to the Co-Trustee for investment, it was thought that the annual fee of the Co-Trustee of \$2,000.00 should be adjusted. This annual fee covered all duties of the Co-Trustee, except the exchange of temporary bonds and services as paying agent which were provided for by unit charges. "

The Chairman said it was his understanding that the charges thereafter probably would be less than \$2,000.00 a year. The Assistant

Secretary-Treasurer read further from the memorandum as follows:

"The Commission could continue the annual fee of \$2,000.00 or could provide that the Co-Trustee's duties as co-registrar of the bonds be paid for on a unit basis.

"The annual fee in the past has, in our opinion, been favorable to the Commission. However, from January 16, 1965 it seems advisable to compensate the Co-Trustee on the basis of activity in its duties as co-registrar."

In response to a question by the Chairman, the Assistant Secretary-Treasurer said there had been a diminution in the number of transactions.

The Assistant Secretary-Treasurer read further from the memorandum as follows:

"The Co-Trustee submitted a proposed schedule . . . Such schedule appears to us to be reasonable and is in line with other banks and trust companies for similar services. A study of the number of transactions handled by the Co-Trustee as co-registrar, for a period of ten years, ending November 20, 1964, and a review of the number of bondholders in whose names there are registered bonds aggregating \$1,000,000 or more, leads us to the conclusion that, in all probability, the fees of the Co-Trustee, on the basis of the schedule proposed, will annually average less than a \$2,000.00 fixed annual fee."

In response to a question by Mr. Chastang, the Assistant Secretary-Treasurer said that the matter had been discussed with the Co-Trustee and that the Co-Trustee was in perfect agreement.

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, Redman, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 8-1965.

The Assistant Secretary-Treasurer reported further that the transfer from the Revenue Fund to the Redemption Account which would be made in May had already been established. He said that that transfer indicated that the Trustee would be in a position to buy turnpike bonds following the 1st of June 1965 in an amount probably in excess of any prior June. He said the Trustee should be able to purchase depending upon price something in excess of \$2, 000, 000 in bonds. The Chairman said that with the money the Commission should have during the summer the Trustee should be able to buy \$15, 000, 000 in bonds by the end of the year.

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 that the remodeling of the four service plazas started in 1965 was substantially completed. He said the service plazas were Erie Islands, Vermilion Valley, Portage and Mahoning Valley. He said all facilities were currently available to the restaurant operators who were in the process of moving in their new furnishings. He said that by the end of that week operations of those restaurants should be nearly back to normal. He said the remodeling contractors would still have some odds and ends to clean up but it was expected that that work would be handled without inconvenience to the public.

Mr. Teagarden reported further that the remodeling of the counter area at Indian Meadow Service Plaza was progressing on schedule and would be completed on or before May 27, 1965.

Mr. Teagarden reported further that the construction of travel trailer parking facilities at Indian Meadow and Vermilion Valley Service Plazas by the Commission's maintenance forces was under way and should be completed by May 27, 1965. He said that would make a total of six travel trailer service facilities.

Mr. Teagarden reported further that at the February meeting of the Commission Mr. Chastang had remarked that the "Fasten Seat Belts" sign located at the exit from service plazas was not very noticeable. He said that matter received the attention of the staff and as a result a new test sign was erected at Middle Ridge Service Plaza. He said it was double the dimensions of the old sign and the message was displayed in eight-inch high letters. He said it had been determined that the test sign conveyed the message much better and accordingly the original signs were being replaced at all service plazas.

Mr. Teagarden reported further that the service plaza committee had scheduled a meeting for May 7, 1965 to consider the applications received for the position of Supervisor of Service Plazas and at the same time would also further the development of specifications for the service station contracts to be advertised in the summer of 1965.

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.

Mr. Chastang, the chairman of the Committee on Interchange Development, said the Executive Director would combine the report of the Committee with his own report.

The Executive Director reported that with respect to the travel trailer ports completion of the two currently under construction would provide a total of spaces for 80 trailers, 40 on each roadway. He said 20 on each roadway would be of the pay type, and the others would be free. He said the pay type were the ones which had full facilities: pavement, electrical outlets, water and sanitary disposal tank. He said that during the winter, much to his amazement, there was a sprinkling of patronage in those ports even in the coldest of weather. He said the travel trailers had started to move again and that movement had been building up rather rapidly so he would expect in 1965 the Commission was going to have some problems in handling all the traffic because of the publicity the travel trailer facilities were receiving throughout the country.

The Executive Director reported further that the low bidder for construction of a new interchange between the Ohio Turnpike and Interstate Route 71 was the Great Lakes Construction Company and Joseph Bucheit Construction Company in the amount of \$1,316,600.11. He said that was the same contractor constructing I-71 throughout that area. He said a pre-construction conference attended by the contractor, representatives of the City of Strongsville, representatives of the utilities involved, representatives of the Department of Highways, representatives of the Ohio Turnpike Commission and representatives of the Consulting Engineers was held in the Administration Building in Berea on April 19, 1965. He said that because the same contractor would have both the highway project and the interchange project the problems of constructing the two projects concurrently were minimized. He said there did not appear to be any other routine problems.

The Executive Director said also that the plans for the new toll plaza building and related facilities at the new interchange would soon be completed. He said the staff was working on specifications for toll collection equipment and radio equipment. He said no date had yet been

established for receipt of bids on those units but he would expect to have them ready within the next several months.

The Executive Director reported further that there had been no material progress during the past month on other problems before the Committee on Interchange Development. He said the Commission staff did have a conference with the representatives from the Department of Highways at the division level on April 26, 1965 to explore possible alternative solutions to those discussed previously for the connection of Interstate Route 80 and the Ohio Turnpike at Interchange 9 of the turnpike. He said a conference with representatives of the Highway Department on the connection of Interstate Route 80 at Interchange 15 of the turnpike was scheduled for May 12th in Berea. He said he would expect that matters with respect to those connections would be progressing rather rapidly from there on.

The Executive Director reported further that in his report to the Commission on April 6, 1965 he reported that automatic lane counters would be operated over the Easter week end at the Boston Maintenance Building in connection with studies for the need of a third westbound lane between Interchange 11 of the turnpike and the Cuyahoga River Bridge of the turnpike. He said the eastbound peak hour of 1388 vehicles occurred between 3 P. M. and 4 P. M. on Good Friday. He said the peak hour westbound of 1701 vehicles occurred between 5 P. M. and 6 P. M. on Easter Sunday. He said truck volumes in that area on Easter were only 4.5% of the total volume of traffic. He said had there been the normal 18.8% of commercial vehicles traffic would have been impeded. He said that, in fact, when the trucks did start rolling on Easter Sunday evening the passing lane volumes were equal or higher than those in the driving lane westbound for the five hours between 5 P. M. and 10 P. M.

The Executive Director said also that traffic over the Easter holiday 1965 was by far the heaviest traffic ever experienced in an Easter period. He said that on Good Friday there were almost nine thousand vehicles more than on any previous Good Friday. He said Easter Sunday and the Monday following each produced approximately seven thousand vehicles more than any previous highs for those same days. He said that the Eastgate terminal at noon on Good Friday and again in the early evening operated at capacity in handling exiting traffic. He said that, in fact, in the early evening it was necessary to use one entrance lane to handle part of the exiting traffic. He said that lane was not equipped to register by treadle vehicles that exited through it but it would be so equipped before Memorial Day. He said that before the 4th of July week end there would be an additional lane in operation and the combination would give seven lanes to handle exiting traffic as opposed to the five lanes currently in operation.

The Executive Director said also that no serious problems were experienced in handling the Easter traffic but some patrons who chose to stop at those restaurants which were being remodeled were inconvenienced. He said those patrons were understanding and, so far as the staff had been able to ascertain, accepted any inconvenience they may have suffered in good spirits.

The Executive Director reported also that Easter Day was marred by a fatality of a passenger in a car whose driver apparently fell asleep. He said the car was equipped with seat belts but they were not in use.

The Executive Director reported further that line striping of the turnpike was in progress and as of the previous night 72%, or 1,044 miles of the 1,446 miles required to complete the main traffic lane program had been completed.

The Chairman said the report of the Committee on Interchange Development and the report of the Executive Director would be accepted as offered. He ascertained that there would be no reports by the Director of Highways, the General Counsel, the Consulting Engineers, or the Director of Information and Research.

Following a discussion the Members present agreed that the next meeting of the Commission would be on June 8 instead of June 1, which would be the day after a holiday, and that it would be held in the conference room at 139 East Gay Street, Columbus, Ohio. The Chairman said he would like to hold the July meeting at Berea on the 1st of July if traffic could be moved off I-71 onto State Route 82 on that day. Mr. Teagarden said the invitation of the Committee on Service Plazas to visit the refurbished service plaza was still open.

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

Resolution No. 9-1965

"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 April 6, 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 April 6, 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, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 9-1965.

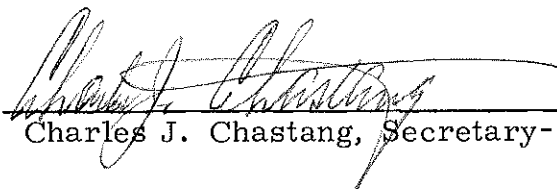
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:07 o'clock P. M.

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



Charles J. Chastang, Secretary-Treasurer