

MINUTES OF THE ONE HUNDRED AND EIGHTY-SEVENTH MEETING
June 8, 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 10:30 A.M. eastern standard time on June 8, 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; a representative, Mrs. Russel Lucas, of the office of the Auditor of State; 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: Masheter, Teagarden, Chastang, Redman, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of May 4, 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 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 Members voting in the affirmative.

The Chairman reported that the Commission met with a shadow of sorrow over it because of the death of Henry J. Crawford who spent about as many years with the Members of the Commission as they had spent together. He said Henry Crawford died on the 16th day of May, the day after his grandson, who was ten years of age, died. He said the grandson had leukemia and was tragically ill for a number of months.

A resolution expressing the Commission's sorrow and extending

sympathy to the widow and family on the death of Henry J. Crawford was offered by the Chairman and seconded by all the Members as follows:

Resolution No. 10-1965

"WHEREAS it has been with profound sorrow and deep regret that the Commission has learned of the death of Henry J. Crawford, Senior Partner of the law firm of Squire, Sanders & Dempsey;

"WHEREAS not only as Senior Partner of his firm but by his own attention to matters of the Commission, Mr. Crawford has made an invaluable contribution to the Commission and to the legal and fiscal plans which were essential to the creation and success of the Ohio Turnpike and the Ohio Turnpike Commission; and

"WHEREAS the outstanding legal ability and learning which Mr. Crawford placed at the disposal of the Commission have been of incalculable value to the Commission and to the profession which he served with devotion for many years;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission expresses by this resolution its profound sense of bereavement on the death of Henry J. Crawford and its appreciation of the extraordinary qualifications and unfailing competence which he brought to the rendition of professional services to the Commission; and

"FURTHER RESOLVED that the Assistant Secretary-Treasurer be, and hereby he is, instructed to transmit a certified copy of this resolution to Mr. Crawford's family and to transmit a certified copy thereof to his firm."

With the consent of the Members, the Chairman said the resolution would be shown in the minutes as having been adopted by acclamation rather than by vote. The resolution was identified as No. 10-1965.

The Chairman said he had talked to the General Counsel, Judge Lockwood Thompson, since Mr. Crawford's death and he had talked to Mr. John Lansdale, Jr. of the law firm of Squire, Sanders & Dempsey and Mr. Lansdale advised that he personally would assume responsibility for the fiscal counsel duties as theretofor performed by Mr. Crawford. The Chairman said he did not believe the Commission could be better served after Mr. Crawford's passing than by and through Mr. Lansdale.

He said the Commission had known Mr. Lansdale approximately as long as it had known Mr. Crawford. He said Mr. Lansdale had worked with the Commission very intimately and closely through all the years. He said Mr. Lansdale personally tried much of the Commission's litigation so he thought the Commission might be comforted that Mr. Crawford would be succeeded in his firm insofar as the Commission's work was concerned by Mr. Lansdale.

The Chairman said also that there was so little to say that was effective and so much that could be said about Henry Crawford that he would just go on from there as Henry would in his modest and retiring way to the next business of the day.

The Chairman reported further that the revenue for May was an estimated \$2, 427, 000 which was \$119, 000 more than the previous best May which was that of 1964. He said May was the thirteenth consecutive month in which the turnpike revenue exceeded that of the corresponding month of the previous year. He said revenue for the first five months of 1965 was approximately \$700, 000 more than for the same period of 1964. He said that on that basis the increase in revenue for the year would be well over a million dollars and might be near a million and a half by the end of the year.

The Chairman reported also that turnpike bonds in the amount of \$2, 113, 000 were purchased in June. He said the total for 1965 was \$3, 013, 000 which meant that the Commission was down to \$283, 000, 000 outstanding.

The Chairman reported further that during May there were two fatal accidents resulting in three deaths, bringing the total for the first five months of the year to five fatal accidents involving six deaths. He said one of those accidents involved the father and mother of Dr. John C. Weaver, the Vice President of Ohio State University. He said the deaths looked to be the result of drowsiness. He said there wasn't any real reason otherwise why the Weavers would have drifted off the road and into a guard rail and into an abutment. He said all of the accidents in the first five months of 1965 involved single vehicles. The Chairman said also that in the first week end in June there were two fatal accidents which involved cars running into the rear end of trucks. He said he wished there were some way to alert the public adequately to the danger of creeping up on trucks. He said he thought every fatal accident the Commission had had in 1965 was explainable by driver inattention except one which was due to a tire failure. He said that he had read that the Administrator of the United States Bureau of Public Roads, Mr. Rex M. Whitton, did not agree that driver inattention was a major factor in accidents but that he just had to disagree with Mr. Whitton. He said he thought Mr. Whitton was a great

man in the distribution of funds but he thought the Commission had had enough experience with fatal accidents to say authoritatively that the vast majority of accidents with which the Commission had had experience which had caused death had been caused by driver inattention. He said he thought the Commission's record would show that. He said he thought the Commission was the first agency with control over traffic to make the point as emphatically as it had been made by the Commission that driver inattention was responsible for more accidents than any other single factor.

The Chairman said also that one of the members of the General Assembly of Ohio, commenting on a measure which was before the Assembly, mentioned "Good patrolling of the highways is our best safety insurance, and the Ohio Turnpike is an example. This highway, according to statistics, is the safest in the world, and this remarkable record is attributed to the system worked out by the Ohio Highway Patrol." The Chairman said that without taking anything away from the Highway Patrol, the system was worked out jointly by the Highway Patrol and the Commission's staff. He said that, in fact, additions had been made to the Highway Patrol at the Commission's request. The Chairman said also that Colonel R. N. Chiaramonte, the Assistant Director of the Highway Patrol, praised the safety record on the turnpike while he was testifying before the House finance committee for the bill to increase the patrol.

The Chairman reported further that on behalf of the Director of Highways he would say that the status of the construction of Interstate Route 71 was very satisfactory. He said bids for construction of the last section of I-71 in Cuyahoga County were received that day. He said that probably with the exception of one contract construction was at least abreast of or ahead of schedule. He said the contractor who was handling the tunnel in the Puritas Road area in Cleveland was having lots of problems, not the least of which was keeping the populace satisfied of the noise. He said he personally had had a fine experience with the Director of Highways and his staff while engaged in the I-71 program. He said he had said many times that the Highway Department was a great institution and was staffed by very competent and dedicated men.

The Chairman reported further that on July 1, 1965 the current northern terminal point of construction of I-71 would be at State Route 82 in Strongsville in Cuyahoga County. He said the Director of Highways had arranged for traffic to be maintained during construction on some widening and improvement of Route 82 so that the traffic would be able to move, as of July 1, all the way to Route 82 on Route 71 and then across on Route 82 to U. S. 42 and proceed all the way downtown in Cleveland on Route 42. He said that routing was somewhat similar to the improvisation in Cincinnati where traffic on I-71 went to I-275 and then to I-75 and got to downtown

Cincinnati. He said there would be altogether four options for routes between I-71 and downtown Cleveland beginning on July 1.

The Chairman said also that if it were agreeable with the Members of the Commission the July meeting of the Commission would be held at C. R. Towslee Elementary School in Brunswick in Median County which was at the junction practically of I-71 and State Route 303. He said that if the Commission met in the school house in Brunswick at 10:00 eastern daylight time it would be able to complete its business in an hour and be at the intersection of I-71 and Route 303 in time for the cutting of a ribbon by Governor Rhodes to open I-71 north to Route 82 in Strongsville.

The Members indicated their agreement with the date, place and time for the July meeting as outlined by the Chairman.

The Chairman reported further that at the last meeting he mentioned "that Massachusetts mess" and that he had met the Chairman of the Massachusetts Turnpike Authority, Mr. William F. Callahan, who was deceased, who figured rather prominently in an article in the Beacon Journal of Akron, Ohio on the 18th of May. He said the article, speaking of the Massachusetts Crime Commission, said the Commission reported that 19 legislators received more than \$100,000 in insurance and performance bond commissions "over which the (Massachusetts) Turnpike's chairman exercised control" and that individual amounts ranged from \$500 to \$5,000. He said the article said also that the Crime Commission reported that eight legislators were on the payroll of a maintenance contractor for the Turnpike for varying periods, getting from \$915 to \$7,200 each, during the regime of the late William F. Callahan as chairman. The Chairman said he was not gleeful over that but that he just said he was proud of the Ohio Turnpike Commission. He said nobody ever tried anything like that on the Commission.

The Chairman reported also that he had a long teletype of a story in that day's Cleveland (Ohio) Press by Jack Ballantine which a reporter for the Scripps-Howard Bureau, Mr. James Johnson, had just handed him. He read the teletype as follows:

"Berea, June 8 (OPS) -- The first major overhaul of service plazas since the Ohio Turnpike was opened 10 years ago is providing more than \$2,500,000 worth of remodeling to the pike's restaurants.

"Nine of the 16 food service areas have been refurbished, with work on the last five restaurants just completed in time to serve the summer vacation traffic load.

"Modernization of the remaining seven restaurants is planned in the continuing program, according to Russell S. Deetz,

the pike's Deputy Executive Director. Portions of food service areas in some of these plazas already have been changed.

"A bit of confusion and embarrassment has come to some veteran turnpike travelers as a result of changes in the rest rooms in the remodeling program.

"The women's rest room is now where the men's room used to be in some of the plazas. So, watch it, fellow!

"The remodeled men's rooms incidentally, boast an innovation that is the talk of the travel world and a first in its field. It is an electric eye device that automatically flushes toilets.

"The restaurant remodeling program was carried out on the basis of three types of service to meet demands of the traveling public: table, cafeteria and standup-carryout.

"The cafeterias and standup-carryout counters are designed for individuals and families who want to eat quickly and get back on the toll road.

"The table service areas each handsomely furnished and carpeted and called the Ohio Room -- are planned for more leisurely dining. A sign at the entrance warns patrons to be prepared to wait at least an hour for service.

"The swing from the typical table and counter service, as offered in the original turnpike plazas, to cafeterias and standup-carryout service has been a major change in restaurant operations.

"Gift shops have been remodeled to better serve the public and to meet the flow of patrons from remodeled restaurants.

"Additional overnight parking facilities for travel trailers have been constructed at Vermilion Valley, near Elyria, on the eastbound lane and Indian Meadow, in Williams County, on the westbound lane.

"Trailer parking sites were provided last year at Brady's Leap, Middle Ridge, Wyandot and Blue Heron Service Plazas.

"The 16 service plazas, spread over the toll road's 241 miles, cost \$15,000,000 to build 10 years ago.

"The restaurants, in nine years of operations, have paid more than \$10,000,000 to the Ohio Turnpike Commission. The turnpike gets an average of about 16 per cent of the restaurants' gross revenue.

"Last year, the restaurants served more than 13,000,000 persons, Deetz said. An estimated 9,000,000 of the travelers were served during the four-month mid-year vacation period.

"Operators of the restaurants are Howard Johnson Co., six plazas on the eastern end of the pike; A. B. C. Consolidated with sub-contract to Gladieux Corp. of Toledo, four plazas in the middle sections of the highway, and Gladieux Corp., six plazas on the western end."

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 Secretary-Treasurer, Mr. Chastang, said he was sure all the other Members joined with him in congratulating the Chairman upon his appointment to the Board of Trustees of the Ohio State University. He said the appointment was a signal honor and did the Chairman credit and did the Commission credit. Mr. Chastang obtained the consent of the Members to having certain editorials commenting on the appointment recorded in the minutes.

The editorials were the following:

From The Blade of Toledo of June 3, 1965 (this editorial was reprinted in the Akron Beacon Journal of June 8, 1965):

"An 'Expediter' at OSU"

"Governor Rhodes has injected a piquant quality into the Ohio State University board of trustees with his appointment of James W. Shocknessy to succeed Toledoan Smith L. Rairdon.

"To a board not renowned for its independence of thought or action, the Governor is commendably adding a man whose record as chairman of the Ohio Turnpike Commission, and in other capacities, is studded with examples of a logical, tough-minded, direct, no-nonsense approach to public service.

"To a board whose make-up has been criticized for an imbalance too long weighed in favor of Republican and OSU-oriented voices, the Governor, himself a Republican, is appointing a distinguished and articulate Democrat, and graduate of Harvard law school and the University of Notre Dame.

"And to a board that frequently appears to function at the will of a small coterie of Columbus policy makers, Mr. Shocknessy will bring a background laced with evidence of a proper disdain for certain prehensile forces who would prefer to see OSU run more as a University of Franklin County.

"For all of those reasons, Governor Rhodes' decision to name Mr. Shocknessy is an admirable one. Beyond that, Mr. Shocknessy's personal qualities - a rare blend of political sagacity, high intellectual attainment, and a willingness to get on with the job and damn the red tape - should be a refreshing and useful addition to the OSU board.

"Residents of this corner of Ohio will regret, of course, that Mr. Rairdon will be unable to continue his long service to OSU. But this area will continue to be represented on the board by Alan Loop, Toledo attorney who assumed his automatic term as chairman of the OSU trustees last month.

"Mr. Shocknessy will be taking on his new responsibilities at a time when OSU is confronting all of the problems of our larger universities, buffeted by the high tide of students now sweeping the nation's campuses. It is also wrestling with some special problems of its own making, not the least of which is the abominable speakers gag rule. This antediluvian measure, which permits an OSU president to ban from the campus just about any guest speaker he may choose, has brought the university little but disrespect and criticism in academic and intellectual circles across the land for 15 years.

"The Governor most recently called upon Mr. Shocknessy to turn his proved talents as a doer to expedite a lagging Interstate 71 project, a task he handled with his usual dispatch. If Mr. Shocknessy can as successfully expedite a more vigorous and mature stance for the OSU board, his long-range contributions to this state will equal anything he has done by hastening the spread of superhighways across Ohio.

"Mr. Shocknessy's voice will be only one of nine on the OSU board. But his appointment to the guiding body of this state's largest university may well herald the dawn of a new and stimulating day for Ohio State."

From the Plain Dealer of Cleveland of June 2, 1965:

"OSU to Benefit From Shocknessy"

"James W. Shocknessy, who has excelled in every task he has ever undertaken, can now make his gift of logic and his talent for policy-forming available to the board of trustees of Ohio State University.

"In appointing him to the board, Gov. Rhodes could not have made a better choice. The Ohio Senate should confirm quickly.

"Although the governor is a Republican and Shocknessy a Democrat, this is the second time Rhodes has sought out the services of the Ohio Turnpike Commission's chairman.

"The first was when the governor appointed him to expedite completion of Interstate 71. In this Shocknessy has shown his characteristic ability to get a job done, just as he formerly had done in getting the turnpike built.

"Shocknessy's appointment to the OSU board comes at a time when the board and the university face a multiplicity of problems, not the least of which center around a 15-year-old gag rule empowering the OSU president to bar practically any guest speaker from the campus.

"OSU students and a faculty group have been demanding that the rule be abolished. The Plain Dealer editorially has pointed out that the rule has given the university a poor name in the academic community.

"We are confident that the alert mind of Shocknessy will help the board to arrive at a correct decision on this and other questions that will confront it."

From the Cleveland Press of June 3, 1965:

"Shocknessy Adds Strength to OSU Board of Trustees"

"High expectations and best wishes will accompany James W. Shocknessy as he becomes a trustee of Ohio State University, through surprise appointment by Governor Rhodes.

"Shocknessy's reputation for getting things done was not lightly won. It was earned by getting the Ohio Turnpike completed before scheduled time, as expediter for I-71, and in every job he has tackled.

"This driving force will add strength to the Ohio State board. There the Columbus Democrat is certain to have opportunities to shoulder responsibilities in his characteristic fashion.

"The big state university is close to the hearts of thousands of Ohioans. The Press confidently believes that they will have every reason to be proud of the new trustee."

From the Columbus Citizen-Journal of June 3, 1965:

"Strengthening The OSU Board"

"Certainly Republican Jim Rhodes was not making a routine selection or doing a partisan favor when he named Democrat James W. Shocknessy to the Ohio State University Board of Trustees.

"It follows, then, that he was seeking to strengthen the board of the state's main university. It is wise to do so at a time when it faces many new challenges, such as reconsideration of the controversial campus speaking rule, and a great campus enlargement program.

"Shocknessy, chairman of the Ohio Turnpike Commission since its creation, and lately the unpaid but active expediter of I-71, has earned a reputation for no-nonsense administration and has demonstrated great ability to get a job done without fear or favor.

"While he is an active party Democrat, he is identified neither with reaction nor radical liberalism. He might be termed an old-fashioned liberal.

"We believe he will indeed strengthen the OSU board and we urge that the Senate confirm his appointment without delay."

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

1. Expense and Budget Report, First Quarter 1965.
2. Traffic and Revenue Report for April 1965.
3. Accountants' Report with respect to the Construction Fund for the period ending March 31, 1965.
4. Financial Report as of April 30, 1965.
5. Detail of investment transactions for May 1965.
6. Draft of the minutes of the May 4, 1965 meeting.

The Assistant Secretary-Treasurer reported also that the price of the turnpike bonds purchased in June ranged from a low of 100.88 to a high of 101.73 with an average of 101.26.

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 food service areas for the 1965 program was completed. He said the counter area at Indian Meadow Service Plaza was completed on May 28 and the remodeling of all service areas at Erie Islands, Vermilion Valley, Portage and Mahoning Valley Service Plazas was completed during the first week of May. He said that with the exception of the Ohio Rooms at Vermilion Valley and Erie Islands Service Plazas all food service areas were available for the Memorial Day holiday period. He said a portion of the restaurant operator's furniture for those dining rooms was damaged in shipment and had not yet been replaced or repaired. He said that since holiday traffic was generally rush traffic, those two dining areas had not been needed.

Mr. Teagarden reported further that the construction of the travel trailer parking facilities at Indian Meadow and Vermilion Valley Service Plazas by the Commission's maintenance forces had been delayed somewhat because of water-saturated sub-soil conditions. He said it was expected that those facilities would be opened by the middle of June. He said that since it was still a little early for much of the travel trailer traffic there was no evidence over the Memorial Day holiday period that the public

suffered any inconvenience as a result of not having those additional facilities available.

Mr. Teagarden reported further that contract plans and specifications for the construction of a men's or truckers' shower room and storage room addition at Middle Ridge Service Plaza were received from the architect the previous week and were being reviewed by the staff. He said the schedule provided for construction to begin early in July 1965 and to be completed by November 1, 1965. He said that project would serve as a pilot model for the construction of shower facilities at other plazas where it was necessary to eliminate the original facility in the remodeling program.

Mr. Teagarden reported further that the Committee met on May 7, 1965 for an all day session to discuss specifications for new service station contracts and other matters. He said that in respect to the new service station contracts the Committee discussed and adopted 14 changes from the existing contracts. He said that included among those changes were: an option of renewal, permitting sale of ice, control on pricing of merchandise, charging for heating and air conditioning, operating Commission radio in service plaza, maintaining men's showers, raising and lowering service plaza flags, maintaining travel trailer parking facilities, providing an emergency generator and installing dual pumps. He said one other possible change in the contracts regarding granting of discounts on diesel fuel and on gasoline sold to commercial customers was deferred pending further study. He said the Commission's legal department was developing a draft of a new service station contract.

Mr. Teagarden reported further that over the Memorial Day holiday period 26 toll collectors in uniform were assigned duty as observers in most of the service plazas during the hours of greatest congestion to listen to what the public had to say and to make personal observations. He said their reports showed that the public was satisfactorily handled at all plazas. He said many patrons expressed pleasure with the remodeling work, the tastiness of food, the speed of cafeteria and snack bar service, the friendliness and courtesy of waitresses, the cleanliness of facilities, and the Commission's interest in maintaining good facilities as evidenced by its assignment of toll collectors to observe, question and report.

Mr. Teagarden said also that only a few adverse comments were reported as follows: food portions could be larger for price on some items; gas station attendants did not check radiators; food prices were too high; cold food was served.

Mr. Teagarden said also that findings by staff members, who were more critical through experience, also indicated that the public was

generally well accommodated. He said there were some brief delays at gas pumps, some incidents when the restaurant facilities were not as clean as they might have been kept, and some minor delays in getting food service. He said the traffic flow pattern over the week end was of the spread type, that it did not have abnormally high peak hours. He said service stations and restaurants were therefore better staffed at all times to provide nearly continuous speedy service.

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 that the Executive Director would give the report of the Committee.

The Executive Director reported for the Committee on Interchange Development that on May 12, 1965 a conference between representatives of the Director of Highways, appropriate staff members of the Turnpike Commission, and the resident engineer for the Consulting Engineers was held in the Berea office for the purpose of discussing interchange problems in connecting Interstate Routes 80 and 80-S with the turnpike at Interchange 15, and connecting Interstate Route 680 with the turnpike between Interchanges 16 and 17. He said progress was being made on both those problems and it appeared that a meeting of the minds was developing insofar as the Commission and the Department were concerned. He said the Bureau of Public Roads had raised some questions and those were being handled by the Director of Highways. The Executive Director said also that the Department of Highways would receive bids for the crossing of the turnpike by Interstate Route 75 between Interchanges 4 and 5 on June 22, 1965. He said the plans for that crossing were received on May 18 and reviewed by the staff and the Consulting Engineers. He said procedures for the handling of traffic and for construction on the turnpike right-of-way were developed and a form of agreement similar in many respects to the form used for the crossing of the turnpike by I-71 was drafted. He said the I-75 project did not involve an interchange with the Ohio Turnpike at that time so that the formal agreement was somewhat less complex than the agreement covering the I-71 crossing. He said in the case of the I-75 crossing there would be no expense to the Commission.

The Executive Director said also that because of time limitations the matter had been handled by poll of the Committee and it was the recommendation of the Committee and of the Consulting Engineers that the Commission take favorable action on a resolution authorizing the execution of an agreement with the Director of Highways for the construction of the crossing of the Ohio Turnpike at milepost 64.55 by Interstate Route 75 in Wood County.

A resolution approving contract with the State of Ohio for Interstate Route 75 crossing was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 11-1965

"WHEREAS the State of Ohio proposes to cause Interstate Route 75 to cross the Ohio Turnpike Project No. 1 at Ohio Turnpike Milepost 64.55, which said road completion will require the construction of a portion of Interstate Route 75 including a pair of bridges;

"WHEREAS the Commission's General Counsel on the basis of various discussions by and between representatives of the State of Ohio and representatives of this Commission has submitted an Agreement setting forth the terms and conditions of the construction and providing that the cost and expenses of such construction shall be payable by the State of Ohio without cost to the Commission, said Agreement also providing generally for the terms under which the work shall be carried out in order to provide for safety and continuity of operations on the Ohio Turnpike; and

"WHEREAS such Agreement has been approved by the Commission's Executive Director, Chief Engineer and the Consulting Engineer, and is now before the Commission for approval as to its terms;

"NOW, THEREFORE, BE IT

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

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

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 11-1965.

The Chairman said the report of the Committee on Interchange Development was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that ever since the turnpike was constructed there had been a problem with the roadway settlement at milepost 15. He said that in May of 1963 the Consulting Engineers recommended the construction of a counterbalance on the north side of the turnpike at an estimated cost of \$2,500 in the hope that the counterbalance would stabilize the area and recommended further that should the counterbalance not work then stabilization should be sought by grouting the underlying area of organic material at an estimated cost of \$50,000.

The Executive Director said also that the counterbalance was constructed as recommended and the rate of settlement slowed materially. He said the roadway appeared to be at rest over the past winter so it was determined to proceed with a grade restoration and surfacing. He said that because there would always be a possibility that further settlement would occur it was decided to reconstruct the area with a flexible leveling course and pavement. He said that for the surfacing of the pavement opportunity was taken to experiment with a relatively new proprietary surfacing material having the flexibility of asphalt but capable of being colored with pigments. He said a color closely matching the color of the concrete pavement was chosen.

The Executive Director said also that bids for performing the work were opened on May 7, 1965 and a contract awarded to Northwest Materials, Inc. of Bryan, Ohio in the amount of \$7,310. He said the work was completed on May 27 and all who had seen the project were well pleased with the results.

In response to questions by the Chairman, the Executive Director said he thought the Commission had gotten a good job and that the price was not bad. He said the price was higher than it would be normally because of the small amount of material used. He said the material was mixed in an asphalt plant but before the material could be mixed it was necessary to clean mixing equipment, to clean everything of the asphalt. He said after the contractor had finished the resurfacing job he had to reclean his equipment in order to use it again for asphalt, and all that had made the price per yard pretty high.

The Executive Director reported further that traffic over the Memorial Day week end was the heaviest of any Memorial Day, exceeding the previous high, that of the Memorial Day holiday of 1964, by about 23,000 vehicles and an estimated \$25,000 in tolls. He said volumes exceeded the Easter holiday by about 4,000 vehicles but the traffic-flow pattern was more uniform and steady and created no particular problems.

The Executive Director said further that at the meeting in May he reported that the facilities at Eastgate Terminal on Good Friday were operating above capacity and it had been necessary to use one entrance lane to handle a portion of exiting traffic, and that he had reported also that that entrance lane would be equipped to handle exiting traffic by Memorial Day and that an additional lane would be constructed and equipped by the Fourth of July. He said both those projects were completed in time for Memorial Day but the distribution of traffic was such that neither was needed.

The Executive Director said also that as an added feature in 1965 and as a service to the patrons on holiday week ends the custodian at each of the maintenance buildings was designated as a back-up to the Highway Patrol in their respective areas should the patrolmen in those areas be involved in an accident investigation, or a trip to court with an offender. He said the custodians travelled in the fire trucks as they must be available for a fire call at all times. He said the plan worked very well.

The Executive Director reported further that following the death of Mr. William R. Anders, who was Supervisor of Service Plazas, early in April a number of applications for the vacancy were received. He said the applications were screened and interviews held. He said that although many of the applicants had some of the qualifications that would be helpful in administering the position none had the well rounded background that could be gained through experience only and accordingly some sacrifices had to be made. The Executive Director said also that following lengthy deliberations by the Committee it was determined to offer the position to Mr. J. B. Morrison, the District Toll Supervisor for the Central District, effective May 24, 1965. He said Mr. Morrison was employed initially as the senior toll collector at the Sandusky - Norwalk Interchange. He said Mr. Morrison was well known to the members of the Committee and was believed equal to the task. He said his transfer was on a trial basis and would be re-evaluated at the end of the summer.

The Executive Director said also that because of the transfer it was necessary to make adjustments in the toll collection supervisory assignments. He said the eastern and western districts were expanded and the Superintendent of Toll Collections had assumed the responsibility of direct supervision of toll plazas 8 through 10. He said that arrangement also would prevail at least until the end of the summer. In response to a question by the Chairman, Mr. Teagarden said he was happy with the assignment of Mr. Morrison to his new tasks. He said it was a difficult job to fill, that Mr. Anders had peculiar qualifications and had become educated to do a real good job. He said the Committee realized it was going to be hard to replace him so the appointment of Mr. Morrison seemed to

be the logical thing to do.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted as offered. He determined that the Director of Highways, the General Counsel and the Consulting Engineers had no reports to make. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that he met the previous day with Mr. Paul D. Quick, Mr. Fred C. Tarbox and Mr. John Dew of the Department of Highways to discuss arrangements with respect to the opening of I-71 between Routes 303 and 82. He described additional signing for I-71 north of its intersection with I-80S which the Highway Department representatives said would be installed, and the new signing which would be installed on the Ohio Turnpike to direct travelers to I-71.

Mr. Masheter said that it was planned to issue maps showing routes between I-71 and the Cleveland metropolitan area to the newspapers.

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. Chastang, as follows:

Resolution No. 12-1965

"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 May 4, 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 May 4, 1965 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, Masheter, Redman, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 12-1965.

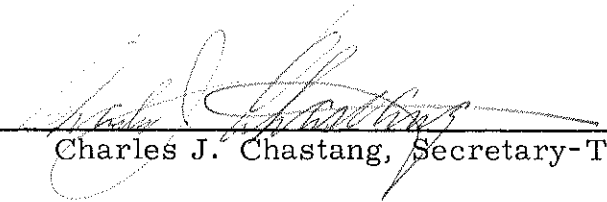
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, 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