

MINUTES OF THE ONE HUNDRED AND EIGHTY-EIGHTH MEETING
July 1, 1965

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the auditorium of C. R. Towslee Elementary School in Brunswick, Ohio, at 9:00 A. M. o'clock eastern standard time on July 1, 1965 with the key members of the staff; representatives, Mr. H. A. Harnden and Mr. Fred S. Cresswell, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee, a representative, Mrs. Russel Lucas, of the Auditor of State; the Director of the Ohio Department of Highway Safety, Mr. Warren C. Nelson; the Superintendent of the Ohio State Highway Patrol, Colonel Anson B. Cook; members of the press and others in attendance.

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

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

Absent: None.

The Chairman announced that a quorum was present. He said the meeting was the Commission's first in Medina County and it was sort of appropriate that the Commission have a meeting up there that day in Brunswick which was celebrating its sesquicentennial year - 1815-1965. He extended the Commission's good wishes to Brunswick on its sesquicentennial year. The Chairman offered the thanks of the Commission to the Brunswick Board of Education for making the auditorium available for the meeting.

The Chairman said that since the last meeting Mr. Chastang had been reappointed by Governor Rhodes for a new term as a Member of the Commission. He said Mr. Chastang had been a good Member and the Commission was glad to have him for another term.

The Chairman said the first order of business was the election of officers.

A resolution nominating and electing officers of the Commission was moved by Mr. Masheter, seconded by Mr. Redman, as follows:

Resolution No. 13-1965

"RESOLVED that the following officers be nominated and elected, each to serve until July 1, 1967, and until his respective successor is

elected and qualified; provided, however, that should any officer hereby elected, who is now a member or employee of the Commission cease to be such member or employee, the term of such officer shall terminate at such time as he ceases to be such member or employee:

"For Chairman James W. Shocknessy

"For Vice Chairman O. L. Teagarden

"For Secretary-Treasurer Charles J. Chastang

"For Assistant Secretary-Treasurer John Soller"

The Chairman asked whether any Member wanted to offer any other names in nomination. A motion was made by Mr. Redman, seconded by Mr. Masheter, that the nominations be closed. The Chairman said the officers of the Commission would be voted on separately. He asked Mr. Teagarden to take the vote on the office of Chairman. Mr. Teagarden asked those in favor of Mr. Shocknessy as Chairman of the Commission to signify accordingly in response to roll call by the Assistant Secretary-Treasurer. The roll was called and all the Members except Mr. Shocknessy responded. The vote was as follows:

Ayes: Redman, Chastang, Masheter, Teagarden.

Nays: None.

Mr. Teagarden announced that all Members voting having responded in the affirmative, he declared Mr. Shocknessy duly elected.

The Chairman asked the Assistant Secretary-Treasurer to call the roll on the nomination of Mr. Teagarden as Vice Chairman. The roll was called and all the Members except Mr. Teagarden responded. The vote was as follows:

Ayes: Redman, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared Mr. Teagarden was elected with four Members voting in the affirmative.

The Chairman asked the Assistant Secretary-Treasurer to call the roll on the nomination of Mr. Chastang as Secretary-Treasurer. The roll was called and all the Members except Mr. Chastang responded. The vote

was as follows:

Ayes: Redman, Masheter, Teagarden, Shocknessy.

Nays: None.

The Chairman declared Mr. Chastang elected with four Members voting in the affirmative.

The Chairman asked the Secretary-Treasurer to call the roll on the nomination of Mr. Soller as Assistant Secretary-Treasurer. The roll was called and all Members responded. The vote was as follows:

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

Nays: None.

The Chairman announced that Mr. Soller was elected with all Members voting in the affirmative.

The resolution was identified as No. 13-1965.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of June 8, 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 he was happy to be able to serve with the same officers that he had served with for a long while. He said that with their help and with the same cooperation of all Members of the Commission he had always had he was sure the Commission would maintain the record of accomplishment which it had had for the past 16 years.

The Chairman reported also that during the month of June 1965 the Commission's revenue was approximately \$3,089,000, which was \$81,000,

approximately, more than the best previous June - that of 1964. He said June was the fourteenth consecutive month in which revenue had exceeded that of the corresponding month of the previous year. He said that in the first six months of 1965 the revenue was approximately \$780,000 more than for the same period in 1964.

The Chairman reported further that the Trustee had purchased \$19,000 in additional bonds to complete the June purchases which amounted to \$2,132,000, bringing the purchases in 1965 to \$3,032,000 and the total of retirements to date to \$43,062,000. He said the Commission had outstanding \$282,938,000. He said that if the Commission would retire \$14,613,000 in 1965 it would be cumulatively equal to the estimate which was made in February of 1960 which contemplated a payment of the total indebtedness with the 1979 payment.

The Chairman reported also that the Commission was meeting in Brunswick so as to proceed over to Interstate Route 71 to signalize the opening of I-71 into Cuyahoga County by bringing the road from State Route 303 in Brunswick to State Route 82 in Strongsville. He said that if one wanted to get to downtown Cleveland from downtown Cincinnati after that day it would be possible to start at Interstate Route 75 in Cincinnati and come north on I-75 to Interstate Route 275 and up I-71 all the way to Route 82 and thence to U. S. Route 42 and all the way downtown to Cleveland. He said he was making such a point of the matter because it meant the penetration of Cuyahoga County by I-71 for the first time after many years of waiting. He said the shadow of I-71 could now be seen from downtown Cleveland.

Mr. Chastang said he would like to have incorporated in the minutes of the meeting the editorial titled "I-71 Teamwork" in The Plain Dealer of July 1, 1965 and the editorial titled "Entering Cuyahoga County" in The Cleveland Press of June 30, 1965. He said the editorials were very fine and that they gave the Governor and Mr. Shocknessy and the Director of Highways commendation for working together to bring about teamwork in road construction for the benefit of the entire public and without partisanship. The Chairman said that if it were agreeable to all the Members, the editorials would be incorporated in the minutes. The Plain Dealer editorial follows:

"I-71 Teamwork

"Opening today of another link in Interstate 71 - the first in Cuyahoga County - is significant in two ways. First, it brings this high-speed freeway 3.38 miles closer to downtown Cleveland. Second, it demonstrates in the best manner

possible the public good that can be accomplished by effective teamwork of government officials of both parties.

"The Republican administration of Gov. James A. Rhodes promised to complete I-71 to downtown Cleveland by 1966. This promise is being kept through the efforts of James W. Shocknessy, Democratic chairman of the Ohio Turnpike Commission, who also is I-71 expediter at the request of the governor.

"Together, these dynamic gentlemen of opposing parties are serving the state and people well - as the splendid I-71 progress illustrates."

The Cleveland Press editorial follows:

"Entering Cuyahoga County

"Nearer and nearer comes I-71, the big wide wonderful highway linking Cleveland to Columbus and Cincinnati. Tomorrow four more miles will open, bringing the super road into Cuyahoga County for the first time. The segment was completed four months ahead of time, which means snappy salutes are due James Shocknessy, I-71 expediter, and Governor Rhodes.

"Tomorrow the highway will be open from Cincinnati to Rt. 82 in Strongsville - a scant one mile from the Ohio Turnpike, another Shocknessy enterprise. By late 1966 the entire highway is to link up with the Innerbelt on W. 14th St. The completion of I-71 will be the most significant highway development since the construction of I-90 between Cleveland and the East two years ago."

The Chairman reported also that there was a dreadful total of fatal accidents on the Ohio Turnpike in June. He said a total of six fatal accidents took the lives of 11 people and not one of the accidents was rationally justifiable. He said the nation had learned how to build safe highways but what it had to learn was how to develop human beings who could drive on them. He said that for nearly a hundred days prior to March 19, 1965 the turnpike was without a single fatal accident. He said that between March 19 and July 1, 1965 there had been 11 fatal accidents and there was no rational explanation for them other than some controllable, foreseeable factor. The Chairman said that on March 18th a passenger car struck the rear of a truck and the accident was ascribed to drinking on the part of the driver. He said that on April 9th there was a truck accident with a sleepy

driver. He said that on April 18th a passenger car with a sleepy driver was involved in an accident. He said that on May 17th a passenger car with a tire failure - blowout - resulted in a fatality. He said that on May 19th two people were killed in a passenger car accident with a sleepy driver. He said that on June 5th a passenger car struck the rear of a truck and that a sleepy driver was involved. He said that on June 6th a passenger car struck the rear of a truck and an inattentive driver was involved. He said that on June 19th there was a passenger car accident with an inattentive driver. He said that on June 20th there was a passenger car accident because of tire failure and two people were killed. He said the driver was 16 years of age.

The Chairman said also that on June 21st a passenger car crossed the median and struck another and four people were killed. He said it was believed that the driver of the car which crossed the median had suffered a heart attack. He said that on June 26th a passenger car with an inexperienced driver struck another in the rear and two people were killed.

The Chairman suggested to the Executive Director that where the median was something other than a real ditch consideration should be given to either a heavy planting or some obstruction in the median at those points which might deflect a car.

The Executive Director said the staff had started a study of all median crossings since the turnpike was opened. He said information would be assembled in detail in connection with those crossings in an effort to determine what could be done to improve the situation in the median.

The Chairman said he thought that the safety people throughout the United States were going to have to make an effort to keep inexperienced and unsafe drivers off highways. He said there was one fatal accident on the turnpike in 1965 where the autopsy showed the driver had had a history of heart attacks. He said that driver was well past 70 years of age. The Chairman said he was not saying what had to be done but he was saying that the safety people of the United States had to give some kind of consideration to qualification testing which would prospectively keep the dangerous driver off the high-speed, otherwise safe highway. He said he had no definite suggestion to make at that time but that he did say that people who had responsibility for operating high-speed highways must direct their attention toward keeping people off the highways who were a menace to others. He said he was not saying there was any specific age when people were not able to continue driving but he was saying that those who had responsibility for operating high-speed highways did have to undertake to warn people who

had a history of heart trouble or who were aged or who had trouble remaining awake that they did not belong on high-speed highways. He said such drivers were a menace to themselves and to others. He said the record on the turnpike in 1965 was a record of appalling slaughter. The Chairman said the Commission had a safe highway so far as engineering could make it safe. He said the turnpike had a good median strip which had a ditch most of the way but where the median had leveled off as it had in some places the Commission would do something to provide a further obstruction in the median to keep cars from crossing it. The Chairman said also that no matter what was done it would not be enough unless the public would make an effort to keep the unsafe driver off the highway. He said one thing the Commission was sure of was that when drivers were alert accidents did not occur.

The Chairman said also that the fact could no longer be ignored that there were too many people driving high-speed highways who should be kept off. He said they could not be kept off by policing, that it was rare that police would get an opportunity to keep them off in advance. He said those drivers had to be educated to the fact that highways such as the turnpike were high-speed and high-tension and were not for the weak. He said those highways were for the strong.

In response to a question by Mr. Masheter, the Chairman said that 1964 and 1965 had both been bad years with respect to fatal accidents on the turnpike. He said that accidents in both years as compared to previous years were all out of proportion to the increase in traffic. Mr. Chastang commented that notwithstanding the great traffic fatalities the automobile manufacturers were engaged again in a race for power. The Chairman said that the Toledo Blade of June 25, 1965 in an editorial titled "Enforced Safety" said "The safest machine Detroit's assembly lines can turn out is still a dangerous weapon in the hands of a dangerous driver." He said that was a good line.

Mr. Teagarden commented that recently a representative from his district in the General Assembly had had some unkind words about toll attendants on the turnpike and he was very pleased to see the report of George E. Condon in the Plain Dealer of June 28, 1965 praising the attitude of Ohio Turnpike toll collectors toward the traveling public. The Chairman directed the Director of Information and Research to send copies of the Condon article to the representative from Mr. Teagarden's district and to another representative in Toledo who also had commented on the toll collectors. He said he wanted to congratulate Miss Gertrude Knott of the Department of Information and Research who was mentioned very favorably in a subsequent Condon article.

The Chairman said that in the absence of further questions or comments 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 May 1965.
2. Financial Report as of May 31, 1965.
3. Draft of the minutes of the June 8, 1965 meeting.

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

Mr. Redman, the Chairman of the Committee on Budget and Finance, reported that in the first five months of 1965 actual expenses were approximately \$15,000 below the budgeted amount for that period. He said that however the expenses were \$260,000 greater than for the first five months of 1964. He said heavy ice and snow removal expenses and wage and salary increases accounted for most of the increase over 1964.

The Chairman said that in the absence of questions the report of the Committee on Budget and Finance was 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 under date of June 23, 1965 the Executive Director sent to the members of the Service Plaza Committee and to the Members of the Commission copies of a proposed contract and bidding documents for operation of the service station contracts on the turnpike for the period commencing October 1, 1965. He said the Executive Director sent also copies of a comparison of the major differences between the current contracts and the proposed contracts. He said those documents represented the efforts of the Service Plaza Committee over the past several months and the changes from the existing contracts were improvements resulting from almost ten years' experience in service station operation. He said improvement in service to patrons had been the primary consideration in drafting the new contract. Mr. Teagarden said also that the Committee recommended the adoption of the proposed contract and authorization to proceed with taking of bids for the operation of the service stations for the period commencing October 1, 1965.

A resolution approving, adopting, and ratifying the contract documents for contracts SS-1, SS-2, SS-3, SS-4, SS-5, SS-6, SS-7 and SS-8 was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

Resolution No. 14-1965

"WHEREAS there are before this meeting the forms of contract documents, to wit: Forms of notice to bidders, proposal, terms and conditions of bidding, the affidavit, and the contract for Contracts SS-1, SS-2, SS-3, SS-4, SS-5, SS-6, SS-7, and SS-8, which, in general terms, are contracts for the operation of dual service stations (i. e., pairs of service stations, each pair having individual stations to be located opposite each other, on both sides of Ohio Turnpike Project No. 1) to be located at the eight dual service plazas of Ohio Turnpike Project No. 1; and

"WHEREAS the Commission has duly and fully considered the same;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby approves, adopts, and ratifies the forms of contract documents before it at this meeting for each of the aforesaid contracts, being for and in connection with contracts for the operation of dual service stations to be located at the eight dual service plazas of Ohio Turnpike Project No. 1; provided that any changes which are in the nature of adding or changing headings, captions, and style of writing, or in the nature of filling in blank spaces, or correcting typographical, clerical, or arithmetical errors, may be made upon the authorization of either the executive director, chief engineer, or general counsel; and

"FURTHER RESOLVED that the executive director and general counsel shall cause to be published advertisements of notices for the taking of bids for each of the aforesaid contracts, and that the executive director shall take and open bids for same and report the results thereof to the Commission."

The Chairman said the Commission had had those documents before it for some time and all the Members had had an opportunity to examine them.

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 14-1965.

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

The Executive Director reported for the Committee on Interchange Development that the Commission at its meeting on June 8, 1965 and upon recommendation of the Committee and the Consulting Engineers authorized the execution of an agreement between the Commission and the Ohio Department of Highways to accommodate the construction of a crossing of the Ohio Turnpike by Interstate Route 75 at milepost 64.55 in Wood County. He said he was pleased to be able to report that the agreement had been consummated and was dated June 18, 1965.

The Executive Director reported further for the Committee that initially the Committee concerned itself with twelve projects. He said that of the twelve, two were self resolving. (I-280 at Interchange 5 and I-80 at Interchange 13). He said that four crossings or connections had been resolved. (I-75, I-90 west of Interchange 8, I-71 at Interchange 10 and I-271). He said three problems appeared to be progressing satisfactorily (I-80 at Interchange 15, S. R. 11 crossing at Canfield and I-680 east of Interchange 16), and three would require extensive work. He said those remaining three were the crossing of the turnpike by Interstate Route 475 just westerly of Interchange 4, the connection of Interstate Route 80 with the turnpike at Interchange 9, and the crossing of Interstate Route 77 at Interchange 11.

The Executive Director said also that the Commission had just received a portion of the plans for the proposed crossing of the turnpike by I-475 at Interchange 4 and had requested additional information so that its studies could be made. He said that although there had been some preliminary discussions concerning the connection of I-80 at Interchange 9, no solution acceptable to either the Highway Department or the Commission was apparent at that time. He said that a possible but apparently expensive solution for the crossing of the turnpike by I-77 at Interchange 11 was currently under study by the Consulting Engineers for a feasibility and cost report.

The Executive Director said also that if all went well with the three problems that appeared to be progressing satisfactorily, the work of the Committee except as to details would be limited to the three projects involving I-475, I-80 and I-77 which he had just described.

In response to a question by the Chairman, the Director of Highways said he was satisfied with the report of the Committee. He said the work was moving forward. The Executive Director said the report indicated that good progress was being made.

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 over the Independence holiday period maintenance personnel would again be assigned to patrol the turnpike during those periods when the officers in the respective zones were involved in accident investigations or were off to court with offenders. He said experience with that procedure over the Memorial Day period proved it to be of value especially in the detection of disabled vehicles to the end that the patron was provided service at the earliest possible moment.

The Executive Director said also that off-duty collectors in uniform would be stationed at the service stations and restaurants at the peak periods of the holiday to observe and report the performance of the operators and to answer the many questions in the minds of the patrons.

He said also that because Independence Day would be celebrated on Monday it was expected the traffic pattern would follow substantially the pattern of 1960 when Monday was July 4. He said that if that were so, then the greatest surge of traffic would be late Friday and early Saturday with Saturday being the peak day in volumes.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained that the Director of Highways had no report to make. He ascertained that Director Nelson and Colonel Cook did not desire to address the Commission. He thanked Director Nelson and Colonel Cook for coming to the meeting. The Chairman ascertained that there would be no reports by the General Counsel or by the Consulting Engineers. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported with respect to the arrangements which had been made in cooperation with the Department of Highways for the attendance of the Commission and its staff at the ceremonies which would mark the opening of I-71 between Routes 303 and 82 immediately following the Commission meeting. He reported also the plan by which the Commission, its staff and guests would proceed to Vermilion Valley Service Plaza after the I-71 ceremonies to inspect the renovation of the restaurant at that plaza and to have lunch in the Ohio Room of the restaurant.

The Chairman said the report of the Director of Information and Research was 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. 15-1965

"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 June 8, 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 June 8, 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, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 15-1965.


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 responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. Time of adjournment was 10:55 A. M.

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



Charles J. Chastang, Secretary-Treasurer