

MINUTES OF THE ONE HUNDRED AND NINETY-FIRST MEETING
October 5, 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 o'clock A. M. eastern standard time on October 5, 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 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: Redman, Chastang, Teagarden, Shocknessy.

Absent: Masheter.

The Chairman announced that a quorum was present. He said Mr. Masheter was at the National Association of State Highway Officials convention in New York City. He said the Chief Engineer of the Department of Highways, Mr. C. H. Makeever, was present representing Mr. Masheter.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of September 7, 1965 which had been examined by the Members of the Commission, and upon 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, Redman, Shocknessy.

Nays: None.

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

The Chairman reported that revenue for September 1965 was approximately \$2,847,000, which was better by \$122,000 than the best previous September. He said September was the seventeenth month in succession

in which revenue had been higher than the corresponding month of any previous year. He said income for the first nine months of 1965 was approximately \$23,485,000 which exceeded by almost \$1,300,000 the highest income for any corresponding nine month period.

The Chairman reported also that bond purchases during October were expected to be about \$2,780,000, bringing the total retirements to date for the year to \$12,274,000 and leaving outstanding \$273,696,000.

The Chairman reported further that the only fatal accident in September was when a convertible sports car went out of control, left the road and flipped end over end three times after the driver apparently went to sleep. He said the driver was bringing his son's sports car home from the naval station in Norfolk, Virginia. He said also that on October 3, 1965 another passenger car driver was killed when his car struck the rear of a truck at 8:15 in the evening. He said rear-end collisions were brought about by inattentiveness on the part of drivers who ran their vehicles into the back of other cars, trucks and other vehicles.

In response to a question by Mr. Chastang about whether anything could be done about tail-gating on the turnpike, the Executive Director said that the Ohio State Highway Patrol made arrests for tail-gating on the turnpike. He said also that frequently in rear-end collisions on the turnpike it was faulty judgment on the part of a driver seeking to pass another vehicle rather than tail-gating per se that resulted in these accidents. The Chairman said he considered these accidents generally the result of inattention on the part of the driver of the rear vehicle.

The Chairman reported further that the Cleveland Press on September 23rd and The Blade of Toledo on September 26th had feature articles reviewing the first ten years' operation of the turnpike following its opening at 12:01 A.M. on October 1, 1955. He said a lot of those present at the meeting were there that night. He said he would never forget how thrilled he was that night.

The Chairman reported further that construction of Interstate Route 71 was proceeding satisfactorily. He said that although contractors were behind on two or three bridges, I-71 generally was in good and satisfactory condition. He said he did not pretend that I-71 was anything other than just touch and go, or that it was not necessary for those in charge of completing the highway to fight their way from day to day almost. He said the people of Cleveland were having a terrible time adjusting to construction. He said it was the same old story: everybody was for improvements and everybody was for change so long as it was not on their street. He said the contractors in that city had an uneasy balance of relationships but they were getting along.

The Chairman said also that he wanted to thank the Director of Highways - and did so to the Chief Engineer of the Department of Highways - for making the meeting room available to the Commission.

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 August 1965.
2. Financial Report as of August 31, 1965.
3. Draft of the minutes of the September 7, 1965 meeting.
4. Detail of investment transactions for September 1965.

The Assistant Secretary-Treasurer reported further that no objection was raised to the discontinuance of the September 30 and March 31 audits from among the Trustee, Co-Trustee, Consulting Engineers, or principal underwriters. He said the audits as of June 30 and December 31 would be continued.

The Assistant Secretary-Treasurer reported also that the annual report for 1965 of the Consulting Engineers was received and copies were sent by the Commission to the three principal underwriters. He said the Consulting Engineers directed copies to the Trustee and the Co-Trustee. The Chairman inquired of Mr. Bartholomew whether the Trustee had received its copy. Mr. Bartholomew replied in the affirmative.

The Chairman asked the representative of the state auditor, Mrs. Lucas, to pay the Commission's respects to the new Auditor of State and assure him of the Commission's cooperation and of the Commission's pleasure in his appointment. He said he was sure that the Commission would have the same happy relations with him that it had had with the auditors of state for many years. Mrs. Lucas responded that she thought so.

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

The Chairman of the Committee on Budget and Finance, Mr. Redman, reported that the budget which would be offered for the consideration of the Commission was in accordance with the figures he had given the Commission at the last meeting.

A resolution adopting preliminary budget for the fiscal year 1966 was moved for adoption by Mr. Redman, seconded by Mr. Teagarden, as follows:

Resolution No. 20-1965

"WHEREAS it is provided by Section 505 of the trust agreement dated June 1, 1952, between the Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now First National City Bank of New York), as co-trustee, that, on or before the 20th day of October in each fiscal year, the Commission will adopt a preliminary budget of income and current expenses for the ensuing fiscal year;

"WHEREAS the Commission's executive director and comptroller have submitted a preliminary budget of income and current expenses for the fiscal year 1966 to the Commission, and have recommended the adoption thereof, and said budget is now before the Commission; and

"WHEREAS all reasonable requests of the consulting engineer as to the classifications in which such budget shall be prepared have been complied with, and the consulting engineer has advised the Commission that said budget classifications meet with its approval and that it has no further requests with respect to said classifications;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following:

<u>Preliminary Budget of Income and Current Expenses</u>	
	<u>1966</u>
Income	\$30,000,000
Current Expenses	
Administration & Insurance	\$ 973,350
Operations	4,881,640
Trust Indenture Expense	<u>148,500</u>
Total Current Expenses	\$ 6,003,490

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said budget with the trustee and to mail copies thereof to the consulting engineer and to the principal underwriters forthwith."

The representative of the Consulting Engineers said the budget as included in the resolution corresponded to the estimate which the Consulting Engineers presented in their annual report. He said the budget had the approval of the Consulting Engineers.

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

Ayes: Redman, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with the four Members present voting in the affirmative. The resolution was identified as No. 20-1965.

The Chairman said 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 the change-over from the old contractors at the service stations on the turnpike to the new contractors was accomplished at midnight September 30. He said that because of the cooperation between the old and new contractors the change-over was accomplished very smoothly and without any break in service to the patrons of the turnpike. He said in many cases the new contractors had retained the employees of the old contractors.

Mr. Teagarden reported further that a meeting of the Committee was scheduled for October 15, at which time it would determine that portion of the service building renovation work to be included in the next phase of the master plan for renovation.

He said also that the Committee at that time would give its attention to requests made by the restaurant operators for price adjustments for a number of price-controlled items.

The Chairman commented that it was an accomplishment to get

the new service station operators moving and the service flowing without interruption. Mr. Teagarden said he could see quite an improvement in the equipment the new operators were using. The Chairman said he hoped they could give quicker service. He said the Commission had too many complaints the previous summer about slow service at pumps. He said he hoped the new operators would be able to give faster service during the periods of heaviest business.

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 Chairman of the Committee on Interchange Development, Mr. Chastang, said the Executive Director would give the report. The Chairman said the Executive Director would give the report of the Committee on Safety also.

The Executive Director reported for the Committee on Safety that in approaching the problem of accidents by vehicle types the Committee was of the opinion that travel trailers and house trailers were involved in a disproportionate number of accidents. He said he would suppose that that belief stemmed from the spectacular nature of a house-trailer accident. He said a house-trailer generally was a complete loss if involved in an upset - and they had been upset by high winds. He said also that an investigation of the Commission's experience for the years 1963 and 1964 did not support the preconceived conclusions. He said in those two years there were but fifteen accidents involving travel trailers and house-trailers and there were personal injuries in only two of the fifteen. He said all of the accidents involved property damage ranging from a low of \$15 to a high of \$9000. He said five of the fifteen accidents were upsets on the roadway; five struck either a sign or guardrail, and five were miscellaneous, including two mechanical failures, one trailer damaged by fire, one trailer struck in the rear and one trailer striking the splash door on a toll booth.

The Executive Director reported further that the Committee had an outline for its study which it believed to be as comprehensive a study as had ever been undertaken by any study group of this nature. He said fact-finding was the Committee's current objective and as the facts became meaningful they would be reported to the Commission. He said the Committee realized that that was a piecemeal method of reporting but it was not intended at that time to advise other than the nature and scope of work involved in the study.

The Chairman said the report of the Committee on Safety was accepted as offered.

The Executive Director reported for the Committee on Interchange Development that structural steel was being erected on the bridges carrying Interstate Route 71 and the ramp of the new interchange between the turnpike and I-71 over the turnpike with very little inconvenience to turnpike traffic on the turnpike. He said all the steel for the I-71 bridges was in place and delivery of the steel for the interchange ramp bridge was expected on October 8. He said that if the weather held and the contractor met his schedule, the decks on those bridges would be completed before the end of the month.

The Executive Director said also that the plans for the toll booths, toll plaza building and the toll classification equipment were complete and would be advertised for bids within the next several weeks.

The Executive Director showed to the Members several photographs indicating the status of the work on the crossing of the turnpike by I-71. In response to a question by the Chairman he said travelers had experienced no discomfort because of the construction. He said the contractors had been very cooperative.

The Executive Director also showed to the Members a photograph of one of the new flagpoles erected at all service plazas.

The Executive Director reported further that since the last meeting there had been no significant progress on other problems before the Committee except that it had received from the Consulting Engineers a suggested design for an interchange with Interstate Route 77 when and if constructed. He said the suggested design differed somewhat from the design of a future interchange included in the plan and would be brought to the attention of the Director of Highways for his consideration.

The Executive Director reported also that Interstate Route 75 just east of the Maumee River was under construction and the contractor was beginning the installation of the crossovers necessary to handle traffic on the turnpike during construction of the roadways. He said that no different problem than was presented by the construction of I-71 over the turnpike was anticipated.

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

The Executive Director reported that the contracts for providing service to disabled vehicles on the Ohio Turnpike terminated at 12 midnight, September 30. He said bids from prospective contractors to

furnish those services for a two-year period commencing 12:01 A. M. October 1, 1965 were opened on September 1, 1965.

The Executive Director said also that the turnpike for that purpose was divided into seven zones with zone 1 beginning at the Ohio-Indiana line. He said the former contractor in zone 1 did not submit a bid nor did any other garage submit a bid for that zone. He said that because that contractor was one of the best in providing service his loss of interest was disappointing. He said that contract would be re-advertised and bids would be opened on October 8. He said that meanwhile a service contract had been entered into with another garage interested in that zone for a one-month period. He said no impairment in service was expected because of the change.

The Executive Director said also that the former contractors in zones 2, 3, 6 and 7 were the only bidders for their respective zones and since their services were deemed adequate they had succeeded themselves. He said the former contractor and one other submitted contracts for zone 4 and the former contractor and two others submitted bids for zone 5. He said that in each of those new zones it was determined that the bids submitted by the former contractors were the best bids in the public interest and contracts were awarded to them.

The Executive Director said also that in summary the Commission would have experienced contractors in zones 2 through 7 and a new contractor in zone 1. He said that a prospective new contractor in zone 1 was a former employee of the former contractor of zone 1 so that if the prospective contractor was successful in the bidding the Commission would have experienced contractors throughout the length of the turnpike.

The Chairman commented that he did not know what happened to people who had trouble on the turnpike when they had to call for disabled vehicle service because they seemed to think everything should be free. He said he read letters frequently - letters written to the Governor, letters written to him - by people who had had to call for service and implied in almost everything they said was the belief they should not have to pay or that they did not expect to pay comparable prices for comparable service rendered on other roads. He said investigations usually revealed that the disabled vehicle operator had to bring his truck up from several miles distance and render service on the road and sometimes had to take the disabled car back to its garage and the travelers objected to that. The Chairman said the Commission sometimes got very nice letters.

The Executive Director reported also that the Commission had a complete lost and found department which was quite active. He said it was

amazing the number of items that were lost and the number of items that were never claimed. He said several thousand pairs of glasses were picked up along the turnpike in a year. He said one year 9,000 mens' hats were recovered. He said everything imaginable that could be lost was lost on the turnpike. He said it was necessary to dispose of the found items every so often. He said at one time the Commission had practically a warehouse full of old clothing and just had to give it away. He said glasses basically went to the Lion's Club for their sight program. He said there had even been lost wives on the turnpike and it had been necessary to relay a few to their husbands who generally had unknowingly left them behind during a stop at a service plaza.

The Chairman said that those were some of the things the Assistant to the Director of Information and Research, Miss Gertrude Knott, used in her talks to service clubs and organizations. He said she got a good reception about those little vagaries of human nature which caused crises of one kind or another. The Executive Director said that one of the stories Miss Knott used was that of the circus which was stranded on the turnpike one cold night and it was necessary because of the possibility that the elephants' ears would freeze, to house the elephants in one of the maintenance garages.

In response to questions by the Chairman, the Director of Information and Research said that human interest material of that sort was used in the publication for employees which the toll collection department got out every three months. He said much of the material for the publication was supplied by correspondents among the collectors at each of the 17 interchanges. He said he edited the copy before it was published. He said the publication was printed in the Commission's reproduction department.

The Executive Director reported further that Mr. Paul C. Rief, who had ably represented the Ohio Turnpike Commission under the guidance of the Director of Information and Research in the Commission's relations with trucking interests since shortly following the opening of the turnpike to traffic, had retired effective October 1, 1965. He said Mr. Rief became 65 years of age the previous July. He said Mr. Rief was extremely capable in the performance of his duties and developed an harmonious relationship between the trucking industry and the Commission especially at the administrative level. He said that to find his equal as a replacement would be difficult. He said a number of possible successors had been considered but none selected.

The Chairman said he thought the time had come when possibly that activity could be phased out. He said it was a very important activity

for a number of years and he did not say it had not been an important activity right down until the present but it looked to him like the Commission's business was self-perpetuating in the commercial field. He said he thought the Commission could try at least to get along without a replacement because it was just possible that it was not necessary to do that type of representation any more.

The Executive Director reported further that, effective September 20, 1965 Lieutenant Wendell B. Lohr, Commander of District 10 (Ohio Turnpike district) of the Highway Patrol was elevated to the rank of captain and would be in charge of the new Highway Patrol academy in Columbus. He said Captain Lohr first came to the Commission as a first sergeant in February of 1959, was transferred to the drivers' license examination station in Cleveland as a lieutenant in January of 1962, and returned to the turnpike as Commander of District 10 on April 1, 1963. The Executive Director said Captain Lohr was the third lieutenant to be lost to the turnpike patrol through promotion to captain. He said Captain Lohr had been succeeded by Lieutenant Mervin L. Stansbery who served on the turnpike under Captain Lohr as his first sergeant and then received his promotion to lieutenant on September 20.

The Chairman directed that a letter be written to Captain Lohr from the Commission congratulating and commending him for the services he rendered. He said the Commission had had an awfully fine experience with the Highway Patrol and he thought the Highway Patrol had had a good experience with the Commission.

The Executive Director said the first commander of the Turnpike Patrol, John L. Bishop, had retired from service with the rank of major and the second commander, W. E. Timberlake, had retired with the rank of captain and was presently an instructor in the traffic school of Northwestern University.

The Chairman said the report of the Executive Director would be accepted as received. He determined that there would be no reports from the Director of Highways or by the General Counsel or the Consulting Engineers. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that he had had a very pleasant experience on the morning of October 1 - the date of the beginning of the second ten years of operation of the Ohio Turnpike - when he passed through the interchange at U. S. Route 21 and was told by the toll collector that all morning up to that time the collectors had been receiving from patrons a greeting of "Happy Anniversary".

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. Redman, as follows:

Resolution No. 21-1965

"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 September 7, 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 September 7, 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, Redman, Chastang, 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. 21-1965.

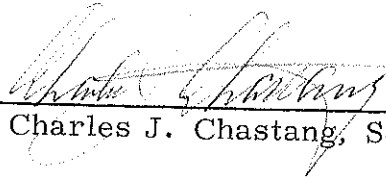
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject ;to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Redman, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:00 noon.

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



Charles J. Chastang, Secretary-Treasurer