

MINUTES OF THE ONE HUNDRED AND NINETY-SECOND MEETING
November 2, 1965

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways Building at 139 East Gay Street, Columbus, Ohio at 11:00 A.M. eastern standard time on November 2, 1965 with the key members of its staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; members of the press and others in attendance.

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

Present: Teagarden, Redman, Shocknessy.

Absent: Chastang, Masheter.

The Chairman announced that a quorum was present. He said Mr. Chastang had to be in court in Cincinnati. He said the Director of Highways, Mr. Masheter, had to be in Washington for a conference. He said the Chief Engineer of the Department of Highways, Mr. C. H. Makeever, was present to represent Mr. Masheter.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of October 5, 1965 which had been examined by the Members of the Commission and on which the corrections suggested by the Members had been made be approved without reading.

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

Ayes: Redman, Teagarden, Shocknessy.

Nays: None.

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

The Chairman reported that revenue for the month of October 1965 was approximately \$2,469,000, making the month the best October to date and surpassing the best previous October - in 1964 - by \$142,000. He said October was the eighteenth month in succession in

which turnpike revenue exceeded that of the corresponding month of the previous year. He said additional rental revenue from fuel sales under the new service-station contracts in October was \$38,000. He said the Commission's income for the first ten months of 1965 was approximately \$25,954,000, which exceeded by \$1,422,000 the highest income for the corresponding period of any previous year and was more than the revenue for any entire year prior to 1962.

The Chairman reported further that there were two fatal accidents in October, both occurring at night. He said one accident happened when a passenger car driver who had fallen asleep struck a slow moving truck in the rear. He said in the other accident a passenger car moving at an excessive speed came upon one truck overtaking and passing another and struck the passing truck in the rear. He said a patrolman was in pursuit of the passenger car at the time but had not been able to determine its speed. He said the accidents brought the total number of fatalities in 1965 to 30 as compared with 32 as of the same time in 1964.

The Chairman reported also that The Cleveland Press of October 22, 1965 had an editorial "Why Not Return to 65 MPH Speed Limit?" and that the Commission wrote a letter to the paper which was published expressing its views on the subject. The letter follows:

"October 28, 1965

"Mr. Richard Campbell
Editor of the Editorial Page
The Cleveland Press
Cleveland, Ohio

"Dear Mr. Campbell:

"The editorial titled 'Why Not Return to 65 MPH Speed Limit?' carried in The Cleveland Press for October 22, 1965 contained two statements which were not accurate.

"The first statement was that the Ohio Turnpike fatality rate (deaths per 100,000,000 miles of travel) in 1964 was 'the highest among U. S. turnpikes'. Actually, according to TURNPIKE TRAFFIC STATISTICS for 1964 compiled by the Statistics Division of the National Safety Council, eight of the 28 turnpikes listed had fatality rates higher than that of the Ohio Turnpike and a ninth had the same rate as the Ohio

Turnpike. Those with substantially higher rates include two -- the Sunshine State Parkway (Florida) and the Kansas Turnpike, each of which are approximately equal in mileage to the Ohio Turnpike.

"The editorial stated also that statistics in The Press showed the Ohio Turnpike leading the New York, New Jersey and Pennsylvania Turnpikes in 'fatalities'. According to the National Safety Council statistics fatalities on those four turnpikes from 1960 to 1964 inclusive were as follows:

FATALITIES

<u>Year</u>	<u>Ohio</u>	<u>New York</u>	<u>New Jersey</u>	<u>Pennsylvania</u>
1960	20	45	23	66
1961	23	63	21	72
1962	13	69	34	84
1963	16	58	34	62
1964	35	76 (11 mos.)	29	59

"As you will note there is a wide variance in the figures for all four turnpikes. The Ohio Turnpike has the least fatalities in 1960, 1962 and 1963 and the second least in 1961 and 1964.

"The editorial inferred that the increase of five miles per hour in the speed limit for passenger cars on the Ohio Turnpike effective September 30, 1963, is a likely cause of the accidents that resulted in a fatality rate of 3.0 (three deaths per 100,000,000 vehicle miles) on the Ohio Turnpike in 1964. In 1957 and 1958, when the speed limit for passenger cars on the turnpike was still 65 miles per hour, the fatality rates were 3.1 and 3.2 respectively, according to 'Accident Facts - 1961' published by the National Safety Council. We point out also that the fatality rate on all highways in Ohio in 1964 was 4.9 and on rural state highways only was 6.7, according to 'Traffic Accident Facts' published by the Ohio Department of Highway Safety.

"The 70-miles-per-hour speed limit to which the editorial took exception applies principally to passenger cars. According to accident reports made by the Ohio State Highway Patrol only 12 of the 11,990,399 passenger cars which used the Ohio Turnpike in 1964 were among the vehicles principally responsible for the 28

fatal accidents in 1964 which resulted in 35 fatalities. According to Highway Patrol estimates of speed, nine of those passenger cars were travelling at or below the speed limit of 70 miles per hour while the other three were travelling at 85 to 90 miles per hour.

"As you will recall, the change in the speed limit for passenger cars on the turnpike was made only after the General Assembly adopted a revision to the motor vehicle laws to provide a speed limit of 70 MPH at all times on freeways outside municipal corporations except 55 MPH for operators of trucks and commercial tractors weighing in excess of 4000 pounds empty and for school busses. The change in speed limits subsequently made for the turnpike was more restrictive, providing 70 MPH for passenger cars, 65 MPH for commercial passenger busses, 55 MPH for trucks and 50 MPH for school busses. Passenger cars pulling trailers on the turnpike are restricted to a maximum speed of 55 MPH.

"The Commission of course is concerned that there should be any fatal accidents on the Ohio Turnpike and is continuing its efforts in cooperation with the Highway Patrol and the travelling public to improve a highway safety record that is among the best in the nation. The Highway Patrol has just made a contribution to this endeavor by increasing the number of patrolmen assigned to the Ohio Turnpike from 75 to 78 which permits further intensification of traffic control.

"Very truly yours,

James D. Hartshorne
Director of Information and Research"

The Chairman reported also that Colonel Anson B. Cook, who was Superintendent of the Ohio State Highway Patrol some long while, had been appointed executive director of the Ohio Peace Officers Training Council. He asked the Secretary to send a letter to Colonel Cook thanking him for all the favors the Commission received from him while he was Superintendent of the Highway Patrol and extending the Commission's good wishes to him for success in his new position. The Chairman said also he would like to congratulate Colonel Robert M. Chiaramonte who succeeded Colonel Cook and to wish him well and to assure him of the same cooperation the Commission had given his predecessors over the years. He said also that the new Assistant Superintendent of the Highway Patrol who was taking the

position vacated by Colonel Chiaramonte was Major Clifford E. Reich.

The Chairman said that in the absence of any 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 September 1965.
2. Financial Report as of September 30, 1965.
3. Draft of the minutes of the October 5, 1965 meeting.
4. Budget Report, first nine months of 1965.
5. Detail of investment transactions for October 1965.

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 Budget and Finance would be received.

The chairman of the Committee on Budget and Finance, Mr. Redman, reported that expenses for the first nine months of 1965 were under budget.

The Chairman said the report of the Committee on Budget and Finance 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 Committee met on October 15, 1965 to determine that portion of the service-plaza-remodeling master plan to be performed during the year 1966. He said that again the primary emphasis was placed on remodeling food-service areas. He said that included in that phase would be the remodeling of all food-service areas at Wyandot Service Plaza in Sandusky County, Towpath Service Plaza in Cuyahoga County, and Glacier Hills Service Plaza in Mahoning County, and remodeling of the counter-food-service area only at Tiffin River Service Plaza in Williams County and Blue Heron Service Plaza in Sandusky County. He said that work was to be completed prior to May 1, 1966.

Mr. Teagarden reported also that if experience with the new men's shower at Middle Ridge Service Plaza, which was completed November 1, 1965, warranted, others would be constructed late in 1966. He said that included in that phase of the 1966 program would be Wyandot, Vermilion Valley, Portage and Brady's Leap Service Plazas.

Mr. Teagarden reported also that included in the 1966 remodeling program would be a continuing study of building-entrance and lounge treatment. He said various plans had been developed in the past but none had been entirely acceptable. He said the Committee had selected some of the good ideas and economies of those plans and had asked the architect to develop other plans incorporating those selections. He said it was the Committee's hope that a pilot construction project could be started in 1966.

Mr. Teagarden reported further that the Committee had before it at its meeting requests made by restaurant operators for price adjustments for a number of price-controlled items. He said no conclusions were reached because it was the desire of the Committee to defer the matter for further consideration.

In response to a question by the Chairman Mr. Teagarden said the Committee would probably have a meeting on the matter of prices some time the following week. He said a survey revealed that prices being charged in cafeterias and some of the dining rooms were not in line with provisions of the Commission's contracts with the restaurant concessionaires. He said action on the price requests had been purposely delayed because of the complaints received about poor food and service in some of the restaurants. He said the Committee thought that before the operators were given any increases they should do something about improving the quality of their food so that it would be more acceptable to the public. He said the Committee wanted to investigate thoroughly the requests and make sure the operators were entitled to have them granted.

In response to a question by Mr. Redman, the Executive Director said that it was difficult to compare prices charged in the turnpike restaurants with prices charged in off-turnpike restaurants because of the differing conditions of operations. He said the only comparisons that could be made were with restaurants on other turnpikes and restaurants along interstate highways. He said Ohio Turnpike restaurant prices compared favorably with other turnpikes. He said that for instance the prices in restaurants on the Indiana Toll Road all were substantially higher than prices on the Ohio Turnpike. He said prices in the Howard Johnson's restaurants on the Pennsylvania Turnpike compared favorably with prices in the Johnson's restaurants on the Ohio Turnpike.

In response to a question by Mr. Redman, the Executive Director said that ever since cafeteria service was inaugurated on the turnpike there had been complaints on prices. He said it was not the price of the individual items, rather it was the fact that patrons took more food when they saw it before them than they were apt to do when ordering from a menu. He said also that people had difficulty in controlling their children in a cafeteria line as to the amounts of food they took.

The Executive Director said also that the snack bars were becoming more popular than they had been. He said that in certain areas they were probably the most popular places of service at certain seasons of the year. He said the character of patronage at the restaurants changed substantially with the seasons. He said that during the fall the older people were traveling and generally the older people were leisurely diners and expected to spend more money per individual than would a family with several children. He said that class of patron began to disappear around Thanksgiving time and then came the travelling salesmen and the truck drivers who were the backbone of turnpike traffic during the winter months.

The Chairman said that in the absence of further questions the report of the Committee on Service Plazas was accepted as offered. He said the reports of the Committee on Interchange Development and of the Committee on Safety would be offered by the Executive Director.

The Executive Director reported for the Committee on Interchange Development that on October 29, 1965 appropriate members of the staff and the resident engineer for the Consulting Engineers met with representatives of the Department of Highways from the central office and from the division office in Ravenna, and of the Department's contracting engineer for the purpose of discussing in detail the proposed crossing of the Ohio Turnpike by Interstate Route 271, and the connection and crossing of the turnpike by Interstate Routes 80 and 80-South at Interchange 15.

The Executive Director said the proposed crossing by Interstate Route 271 was quite involved. He said it was planned to cross under the eastbound roadway and over the westbound roadway and that, additionally, the Commission expected to add a third lane to the westbound roadway. He said a temporary road would be required to handle eastbound traffic during the time required to construct a bridge to carry Ohio Turnpike traffic over I-271. He said the problem of handling traffic on the westbound roadway was not that simple. He said that because of the difference in elevation between the eastbound and westbound roadways crossovers could not be utilized as was being done on the crossing of the turnpike by Interstate Routes 71 and 75 so some scheme to handle westbound traffic during construction would have to be devised. He said a temporary road to handle

that traffic similar to the one being designed for eastbound traffic would be difficult to obtain because of topography. The Executive Director said that possibly the problem could be handled by utilizing the proposed new third lane and strengthening and widening the outside ten-foot shoulder which would give approximately fifty feet of pavement through the construction area so that, depending upon the possibility that a field splice could be made in the girders of the proposed bridges at or near the center of that pavement, two lanes of traffic could be maintained at all times. He said the matter of field splicing at that location was being checked by the Highway Department and a favorable conclusion was hoped for.

The Executive Director said also that a temporary two-way road would be required for the crossing and connection of the turnpike by Interstate Routes 80 and 80-S at Interchange 15. He said it would appear that the Commission and the Department were in agreement with respect to geometrics of the proposed connection and that work in detail could go forward. He said no particular problems in handling turnpike traffic during that construction were foreseen.

The Executive Director reported also that some minor problems in connection with the proposed crossing of the turnpike by State Route 11 southeasterly of Interchange 15 were discussed. He said conclusions reached should permit completion of those plans. He said traffic on the turnpike would be handled by the use of crossovers as was being done currently with the crossing of the turnpike by Interstate Routes 71 and 75.

In response to a question by the Executive Director the representative of the Director of Highways, Mr. Makeever, said journalization of the hearing on the location of Interstate Route 680 between the Ohio Turnpike and Youngstown had not been made but probably would be in the very near future. The Executive Director said local business interests in Youngstown contended that if that connection were made the Commission would close Interchange 16. He said that contention was without foundation. He said he did not understand why there was a continuing problem because the Commission never intended to close Interchange 16 and he could not see the possibility of closing it. The Chairman said the objectors kept on saying the Interchange would be closed so that it made one think that maybe closing of the interchange ought to be considered. The Executive Director said the proposed interchange with I-680 would serve only a very small portion of the traffic currently served by Interchange 16 and unless the proposed interchange were expanded beyond anything contemplated, it could not serve a larger portion. The Chairman said the Commission could not begin to get along without Interchange 16.

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

The Executive Director reported for the Committee on Safety that in the continuing study of accidents on the Ohio Turnpike it had been determined over the years that improper action by the driver of the vehicle was responsible for 70 to 75% of accidents and that in the past six years between 66.5% and 73.9% were single-vehicle accidents. He said that obviously there were a great many improper actions which, due to circumstances prevailing at the moment did not result in accidents. He said many of those improper actions resulted in and were reflected in the arrest summaries of the Highway Patrol. He said that phase of the Committee's study would be dealt with later. He said there were some actions which were considered improper or at least as reflecting on the responsibility of the driver and definitely contributing to the accident problem but were not infractions of any law or rule. He said a most important problem in that category was the matter of disabled vehicles.

The Executive Director said also that any disabled vehicle parked along a high-speed highway was a hazard whether it be daylight or dark. He said a vehicle disabled because of lack of fuel was in most instances a reflection on the responsibility of the driver of that vehicle. He said that excepting in those cases where a faulty fuel gauge or a leak in the fuel system was the cause, the incident was inexcusable. He said that in an effort to determine the magnitude and possible reasons for the problem special attention had been given to it during the summer months when there were the greatest volumes of traffic and many of the drivers were on limited-access highways for the first time and most of the drivers were strangers to the area. He said the investigations in that area for the past seven years indicated a definite and continuing improvement and it was believed that that improvement was the result of experience in travelling that type of highway.

The Executive Director said also that since the relationship between incidents and a factor of one hundred million miles of travel was an accepted standard in accident reporting the out-of-gas incidents had been related similarly. He said that in the seven-year study the highest ratio was the first year - 1959 - when there were 619 out-of-gas incidents for each one hundred million miles of travel. He said total incidents for the summer of that year were 2,269. He said also that each year since then there had been an improvement and that improvement was most gratifying. He said that during the past seven years the number of incidents had dropped from 2,269 to 1,405 and the ratio per hundred million miles had dropped from 619 to 314.

The Executive Director said also that the current experience was still too high. He said that 1,405 incidents during the past summer

was an average of almost 16 per day. He said that should the trend continue downward at its current rate, a minimal rate could be expected to be reached within the foreseeable future. He said what that minimal rate might be was not known but that there was no evidence that the bottom of the curve had been approached. He said that if the improvement should continue at its current rate, it should theoretically be expected to reach zero in the next seven or eight years. He said that was not possible but it did indicate the area in which the rate would reach the irreducible minimum.

The Executive Director reported also that concurrent with the study of out-of-gas incidents attention was given to the incidents of tire failures served by the disabled vehicle operators. He said that there had been some improvement in that category but not to the same degree. He said the number of incidents dropped from 2,263 in 1959 to 1,944 in 1965 and the ratio to one hundred million miles of travel dropped from 619 to 435. He said the study of tire failures was more involved than the study of out-of-gas incidents and the Committee has asked the disabled vehicle operators during the month of November to give a report on all tires serviced. He said the report would include whether the vehicle involved was commercial or passenger, and whether the trouble was a puncture, blowout or tread separation, and the general condition of the tire. He said the Highway Patrol would give the Committee a detailed report on any tire failure which might have contributed to an accident.

In response to a question by Mr. Redman, the Executive Director said the Highway Patrol included reference to use of seat belts in its investigations of accidents. He said the Commission did not have any reading on the use of seat belts except in the instances of accidents. He said that at each of the acceleration ramps leading from the service plazas to the main roadways signs had been posted reading "Fasten Seat Belts".

The Chairman said the report of the Committee on Safety was accepted as offered. He determined that the Executive Director would not offer a report. He said the report of the Director of Highways would be received.

The representative of the Director of Highways, Mr. Makeever, said that as Chief Engineer of the Department he was very pleased to see the reduction in diesel fuel oil prices on the Ohio Turnpike. He said that not only would the reduction add to the economy of the turnpike but it would also take more trucks off the other highways.

Mr. Makeever reported for the Director of Highways that progress toward completion of construction of Interstate Route 71 was satisfactory. The Chairman said progress was painful in Cuyahoga County.

The Chairman said the report of the Director of Highways would be accepted as offered. He 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 that releases calling attention to the new prices on diesel fuel for commercial vehicles on the turnpike were sent to bus and truck state associations and to bus and truck magazines and to some 6,000 operators of trucks on the Commission's mailing list. He said also that small information slips were being prepared which would be distributed to truck drivers by the toll collectors for the next several months calling the attention of truck drivers to the new price for diesel fuel. 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. 22-1965

"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 October 5, 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 October 5, 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, Shocknessy.

Nays: None.

The Chairman declared the resolution was adopted with all

Members present voting in the affirmative. The resolution was identified as No. 22-1965.

There being no further business to come before the Commission a motion was made by Mr. Redman, 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: Redman, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 11:48 A. M.

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



Charles J. Chastang, Secretary-Treasurer